DePaul Residences Project

SCH# 2026020243

Draft Environmental Impact Report

Prepared for the
City of Morgan Hill

CITY OF MORGAN HILL

May 2026

Prepared by

RANEY PLANNING & MANAGEMENT, INC. | 25 years

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DePaul Residences Project Draft Environmental Impact Report

SCH# 2026020243

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1. Introduction

1. INTRODUCTION

1.1 TYPE AND PURPOSE OF THE EIR

The DePaul Residences Project Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970, Public Resources Code (PRC) Sections 21000-21189, as amended, and the Guidelines for Implementation of the California Environmental Quality Act, California Code of Regulations (CCR) Title 14, Sections 15000-15387 (CEQA Guidelines). The City of Morgan Hill is the lead agency for the environmental review of the DePaul Residences Project (proposed project) evaluated herein and has the principal responsibility for approving the project. As required by Section 15121 of the CEQA Guidelines, this EIR will (a) inform public agency decision-makers, and the public generally, of the significant environmental effects of the project, (b) identify possible ways to minimize the significant adverse environmental effects, and (c) describe reasonable and feasible project alternatives which reduce environmental effects. The public agency shall consider the information in the EIR along with other information that may be presented to the agency.

As provided in the CEQA Guidelines Section 15021, public agencies are charged with the duty to avoid or minimize environmental damage where feasible. The public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social issues. CEQA requires the preparation of an EIR prior to approving any project that may have a significant effect on the environment. For the purposes of CEQA, the term project refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]). With respect to the proposed project, the City has determined that the proposed development is a *project* within the definition of CEQA, which has the potential for resulting in significant environmental effects.

The lead agency is required to consider the information in the EIR along with any other available information in deciding whether to approve the project. The basic requirements for an EIR include discussions of the environmental setting, environmental impacts, mitigation measures, alternatives, growth inducing impacts, and cumulative impacts.

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a *project-level EIR* pursuant to CEQA Guidelines Section 15161, which is an analysis that examines the environmental impacts of a specific development project. A *project-level EIR* focuses primarily on the changes in the environment that would result from the development of the project, and examines all phases of the project, including planning, construction, and operation. The focus of the EIR, and the topics addressed herein, are described under Section 1.5, Scope of the EIR, of this chapter

1.2 KNOWN RESPONSIBLE AND TRUSTEE AGENCIES

“Responsible agency” means a public agency that proposes to carry out or approve a project for which a lead agency is preparing or has prepared an EIR or Negative Declaration. For the purpose of CEQA, the term responsible agency includes all California public agencies other than the lead agency that have discretionary approval power over the project or an aspect of the project. The

Santa Clara Valley Water District (Valley Water), the Central Coast Regional Water Quality Control Board (RWQCB), the Santa Clara Valley Habitat Agency (SCVHA), and the Bay Area Air District (BAAD) are identified as potential responsible agencies.

"Responsible agency" means a public agency that proposes to carry out or approve a project for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purpose of CEQA, the term responsible agency includes all California public agencies other than the Lead Agency that have discretionary approval power over the project or an aspect of the project. Known responsible agencies do not exist for the project. "Trustee agency" means a State agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. The only known possible trustee agency for the project is the California Department of Fish and Wildlife (CDFW).

1.3 PROJECT SUMMARY

A summary of the project location, description, and approvals is provided below. Please refer to Chapter 3, Project Description, of this EIR for a detailed description of the proposed project and entitlements, as well as a full list of the project objectives.

Project Location and Setting

The approximately 15.8-acre project site, identified as portions of Assessor's Parcel Numbers (APNs) 728-31-017 and -019, is located south of the intersection of Cochrane Road and DePaul Drive, in the City of Morgan Hill, California. U.S. Route 101 (US 101) is located along the western boundary of the project site. The City of Morgan Hill General Plan designates the project site as General Commercial and the site is zoned Planned Unit Development (PUD), Administrative Office (CO), and Highway Commercial (CH).

The site currently consists of a vacant field with a driveway off of Cochrane Road and an unpaved private roadway that encircles the eastern portion of the project site. An existing five-foot wide planting strip is located along the project frontage of DePaul Drive, which includes existing bioretention planters designed to mitigate runoff from the Cochrane Technology Center development to the south of the project site. An existing stormwater detention pond with a 30-inch outfall to the Madrone Channel, currently serving the Cochrane Technology Center to the south of the project site, is located in the southern portion of the project site. The Madrone Channel is a groundwater recharge facility, running parallel to the western boundary of the project site, under the jurisdiction of Valley Water that flows into Llagas Creek, which is located south of the City. Existing non-native trees are located along Cochrane Road and the Madrone Channel Trail, which is located along the western boundary of the project site. The project site was used in 2018 as a tree nursery to sell potted plants.

Surrounding existing land uses include the Cochrane Commons commercial center to the north, across Cochrane Road; the Westmont of Morgan Hill senior living facility and single-family residences to the northeast, across DePaul Drive; the Crosswinds Residential Project currently under construction to the southeast, across DePaul Drive; Valley Health Center and medical offices to the east, across DePaul Drive; the completed Cochrane Technology Center (Redwood Tech @ 101) project, which includes approximately 500,000 square feet (sf) of commercial/industrial uses, to the south; and the Madrone Channel, US 101, and commercial and industrial uses to the west, across US 101.

Project Description

The proposed project would include subdivision of the project site into 114 lots that would be developed with 105 detached single-family residences. Each residential unit would be two stories and include a two-car garage. A total of 158 street parking spaces would be available for guests of the single-family residences. In addition, the proposed project would include the expansion of an existing on-site stormwater detention basin, 0.47-acre stormwater quality management area, and approximately 0.49-acre of common open space. Site access would be provided by two new driveways off of DePaul Drive to the east and a new internal roadway system. The project would require the approval of a Vesting Tentative Map and Design Review. In addition, a Lot Line Adjustment over APNs 728-31-014, 728-31-015, and 728-31-016 was finalized and recorded on November 21, 2025.

The applicant has submitted a formal Senate Bill (SB) 330 application for the project site and has invoked Builder's Remedy. Based on a provision of California's Housing Accountability Act, Builder's Remedy prevents jurisdictions without a substantially compliant Housing Element from denying or reducing an eligible housing project on the basis that the project does not comply with the jurisdiction's general plan or zoning ordinance. While the City's 2023-2031 Housing Element was certified by the California Department of Housing and Community Development (HCD) on November 29, 2023, and the City is no longer subject to Builder's Remedy, the SB 330 application for the proposed project was received by the City prior to certification of the Housing Element. As such, a General Plan Amendment or Rezone is not required for the proposed project.

The details of the proposed project, including required approvals, are described in further detail in Chapter 3, Project Description, of this EIR.

1.4 EIR PROCESS

The EIR process begins with the decision by the lead agency to prepare an EIR, either during a preliminary review of a project or at the conclusion of an Initial Study. Once the decision is made to prepare an EIR, the lead agency sends a Notice of Preparation (NOP) to appropriate government agencies and, when required, to the State Clearinghouse (SCH) in the Office of Land Use and Climate Innovation (LCI), which will ensure that responsible and trustee State agencies reply within the required time. The SCH assigns an identification number to the project, which then becomes the identification number for all subsequent environmental documents on the project. Commenting agencies have 30 days to respond to the NOP and provide information regarding alternatives and mitigation measures they wish to have explored in the Draft EIR and to provide notification regarding whether the agency will be a responsible agency or a trustee agency for the project.

Upon completion of the Draft EIR and prior to circulation to State and local agencies and interested members of the public, a notice of completion is filed with the SCH and a public notice of availability is published to inform interested parties that a Draft EIR is available for agency and public review. In addition, the notice provides information regarding the location where copies of the Draft EIR are available for public review and any public meetings or hearings that are scheduled. The Draft EIR is circulated for a minimum period of 45 days, during which time reviewers may submit comments on the document to the lead agency. The lead agency must respond to comments in writing. If significant new information, as defined in CEQA Guidelines Section 15088.5, is added to an EIR after public notice of availability is given, but before certification of the EIR, the revised EIR or affected chapters must be recirculated for an additional public review period with related comments and responses.

A Final EIR will be prepared, containing public comments on the Draft EIR and written responses to those comments, as well as a list of changes to the Draft EIR text necessitated by public comments, as warranted. The Final EIR will also include the Mitigation Monitoring and Reporting Program (MMRP) prepared in accordance with PRC Section 21081.6. Before approving a project, the lead agency shall certify that the EIR (consisting of the Draft EIR and Final EIR) has been completed in compliance with CEQA, and that the EIR has been presented to the decision-making body of the lead agency, which has reviewed and considered the EIR. The lead agency shall also certify that the EIR reflects the lead agency's independent judgment and analysis.

Pursuant to CCR Title 14, Section 15091, a public agency shall not approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The findings prepared by the lead agency must be based on substantial evidence in the administrative record and must include an explanation that bridges the gap between evidence in the record and the conclusions required by CEQA. If the decision-making body elects to proceed with a project that would have unavoidable significant impacts, then a Statement of Overriding Considerations explaining the decision to balance the benefits of the project against unavoidable environmental impacts must be prepared.

1.5 SCOPE OF THE EIR

Pursuant to the CEQA Guidelines, the scope of this EIR addresses specific issues and concerns identified as potentially significant in the Initial Study prepared for the proposed project (see Appendix A). Accordingly, the sections of the CEQA Guidelines Appendix G Checklist identified for study in this EIR include the following:

- Agricultural Resources;
- Air Quality and Greenhouse Gas Emissions;
- Noise; and
- Transportation.

The evaluation of effects is presented on a resource-by-resource basis in Chapters 4.1 through 4.4 of the EIR. Each chapter is divided into the following four sections: Introduction, Existing Environmental Setting, Regulatory Context, and Impacts and Mitigation Measures. The Impacts and Mitigation Measures section addresses both project-specific and cumulative impacts. Impacts that are determined to be significant in Chapters 4.1 through 4.4, and for which feasible mitigation measures are not available to reduce those impacts to a less-than-significant level, are identified as *significant and unavoidable.* Chapter 5 of the EIR presents a discussion of growth-inducing impacts, a summary of cumulative impacts, and significant irreversible as well as significant and unavoidable environmental changes associated with the project. Alternatives to the proposed project are discussed in Chapter 6 of the EIR.

1.6 DEFINITION OF BASELINE

According to CEQA Guidelines Section 15125, an EIR must include a description of the existing physical environmental conditions in the vicinity of the project to provide the "baseline physical conditions" against which project-related changes could be compared. In addition, CEQA Guidelines Section 15126.2(a) states that an EIR shall identify and focus on the significant environmental effects of the proposed project.



The CEQA Guidelines, Section 15126.2(a), states in pertinent part:

> An EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced.

Normally, the baseline condition is the physical condition that exists when the NOP is published. The NOP for the proposed project was published on February 6, 2026. Therefore, conditions existing at that time are considered to be the baseline against which changes that would result from the proposed project are evaluated. Impacts could include both direct and indirect physical changes to the baseline condition. The baseline condition for the project site is described in Chapter 3, Project Description, of this EIR. The baseline conditions pertaining to each resource area are described in the "Existing Environmental Setting" section of the respective chapters of this EIR.

According to CEQA Guidelines Section 15125(d), the EIR shall discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans. An "applicable" plan is a plan that has already been adopted and, thus, legally applies to a project; draft plans need not be evaluated.[1] At the time of the NOP, the adopted General Plan for the City of Morgan Hill was the 2035 General Plan. Thus, this EIR relies on the 2035 Morgan Hill General Plan when determining whether any inconsistencies would occur between the proposed project and the applicable General Plan.

1.7 NOTICE OF PREPARATION AND SCOPING

In accordance with CEQA Guidelines Section 15082, an NOP, as well as an attached Initial Study (see Appendix A), was circulated to the public, local and State agencies, and other known interested parties for a 32-day public and agency review period from February 6, 2026 to March 9, 2026. The purpose of the NOP was to provide notification that an EIR for the proposed project was being prepared and to solicit public input on the scope and content of the document.

In addition, pursuant to CEQA Guidelines Section 15082, the City of Morgan Hill held a virtual NOP scoping meeting during the 32-day review period, on March 5, 2026, for the purpose of receiving comments on the scope of the environmental analysis to be prepared for the proposed project. Agencies and members of the public were invited to attend and provide input on the scope of the EIR. A total of three comment letters were received during the NOP public review period, and verbal comments were not received at the NOP scoping meeting. The comment letters are provided as Appendix B to this EIR. All comments were taken into consideration during the preparation of this EIR. A summary of the NOP comments received is provided in Section 1.8 below.

1.8 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

As noted above, the City of Morgan Hill received three comment letters during the NOP public review period. In addition, a public scoping meeting held on March 5, 2026, during which no public comments were made. A copy of each letter is provided in Appendix B of this EIR. The comment

[1] Stephen L. Kostka and Michael H. Zischke. *Practice Under the California Environmental Quality Act, Volume 1*. Continuing Education of the Bar: March 2022, Section 12.27.

letters received during the NOP public review period were authored by representatives of the following public agencies:

- California Department of Conservation;
- California Department of Transportation (Caltrans); and
- Santa Clara Valley Water District (Valley Water).

The following list, categorized by issue, summarizes the environmental concerns brought forth in the comment letters received on the scope of the EIR. It should be noted that comments outside of the purview of CEQA or that are speculative in nature have not been included, as, according to Section 15145 of CEQA Guidelines, CEQA does not require evaluation of speculative impacts.

Agricultural Resources (see Chapter 4.1)	Concerns related to: • Mitigation for agricultural land loss or conversion, such as agricultural conservation easements.
Noise (see Chapter 4.3)	Concerns related to: • Potential impacts related to construction and noise.
Transportation (see Chapter 4.4)	Concerns related to: • Analysis of Vehicle Miles Traveled (VMT). • Potential impacts to the State right-of-way (ROW) from project-related temporary access points. • Discussion of the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring for all proposed mitigation measures. • The consideration of Americans with Disabilities Act (ADA) standards for any roadway facilities impacted by the project. • Maintenance of bicycle and pedestrian access during construction. • Obtainment of an encroachment permit for any temporary or permanent work that encroaches in, under, or over any portion of the State highway ROW.
Initial Study (see Appendix A)	Concerns related to: • Flood hazards associated with Madrone Channel, as well as the Channel's ability to recharge groundwater and convey floodwater. • Adherence to the City's post-construction stormwater management measures and reducing peak flow runoff rates along Madrone Channel. • The rate of discharge runoff for the proposed project and the available capacity of the Madrone Channel and the associated drainage basin. • Runoff infiltration within Madrone Channel during the wet season. • Potential impacts to groundwater recharge in the Coyote Valley area within the Santa Clara Subbasin. • Potential impacts to groundwater quality, including limited discharges to the Madrone Channel, compliance with all applicable sections of the Stormwater Management Guidance Manual for Low Impact Development & Post-Construction Requirements, and the use of chemicals for landscaping. • Any active, abandoned, unused, or unregistered wells identified during project planning or construction.

	• Consideration of Urban Water Management Plans to evaluate anticipated water supply for the project and implementation of available water conservation measures.

All of the foregoing concerns are addressed in this EIR, in the relevant sections identified in the first column, as well as in the attached Initial Study (Appendix A).

1.9 DRAFT EIR AND PUBLIC REVIEW

This Draft EIR is being circulated for public review and comment for a period of 45 days. During this period, the general public, organizations, and agencies can submit comments to the lead agency on the Draft EIR's accuracy and completeness. Release of the Draft EIR marks the beginning of a 45-day public review period pursuant to CEQA Guidelines Section 15105. The public can review the Draft EIR at the City's website at:

https://www.morganhill.ca.gov/2612/Cochrane-DePaul-High-Street-No-Cal-Devel

or at the following address during normal business hours:

City of Morgan Hill
Development Services Department
17575 Peak Avenue
Morgan Hill, CA 95037

All comments or questions regarding the Draft EIR should be submitted in written form and addressed to:

Tiffany Brown, Senior Planner
Morgan Hill Development Services
17575 Peak Avenue
Morgan Hill, CA 95037
(408) 310-4655
Tiffany.Brown@MorganHill.CA.gov

1.10 ORGANIZATION OF THE DRAFT EIR

The EIR is organized into the following sections:

Chapter 1 – Introduction

Provides an introduction and overview describing the intended use of the EIR and the review and certification process, as well as summaries of the chapters included in the EIR and summaries of the issues and concerns received from public agencies during the NOP review period.

Chapter 2 – Executive Summary

Summarizes the elements of the project and the environmental impacts that would result from implementation of the proposed project, describes proposed mitigation measures, and indicates the level of significance of impacts after mitigation. In addition, the Executive Summary includes a summary of the project alternatives and areas of known controversy.

Chapter 3 – Project Description
Provides a detailed description of the proposed project, including the project's location, background information, objectives, and technical characteristics.

Chapter 4 – Existing Environmental Setting, Impacts, and Mitigation
Contains project-specific and cumulative analysis of environmental issue areas associated with the proposed project. The section for each environmental issue contains an introduction and description of the setting of the project site, identifies impacts, and recommends appropriate mitigation measures.

Chapter 5 – Statutorily Required Sections
Provides discussions required by CEQA regarding impacts that would result from the proposed project, including a summary of potential growth-inducing impacts, significant irreversible changes to the environment, and significant and unavoidable impacts.

Chapter 6 – Alternatives Analysis
Provides a comparative analysis of the alternatives to the proposed project, their respective comparative environmental effects, and a determination of the environmentally superior alternative.

Chapter 7 – EIR Authors and Persons Consulted
Lists EIR and technical report authors who provided technical assistance in the preparation and review of the EIR.

Chapter 8 – References
Provides bibliographic information for all references and resources cited.

Appendices
The Appendices include the NOP and Initial Study, comments received during the NOP comment period, and technical reports prepared for the proposed project.

2. Executive Summary

2. EXECUTIVE SUMMARY

2.1 INTRODUCTION

The Executive Summary chapter of the EIR provides an overview of the proposed project (see Chapter 3, Project Description, for further details) and provides a table summary of the conclusions of the environmental analysis provided in Chapters 4.0 through 4.4. This chapter also summarizes the alternatives to the proposed project that are described in Chapter 6, Alternatives Analysis, and identifies the environmentally superior alternative. Table 2-1 contains the environmental impacts associated with the proposed project, the significance of the impacts, the proposed mitigation measures for the impacts, and the significance of the impacts after implementation of the mitigation measures.

2.2 SUMMARY DESCRIPTION OF THE PROPOSED PROJECT

The approximately 15.8-acre project site, identified as portions of Assessor's Parcel Numbers (APNs) 728-31-017 and -019, is located south of the intersection of Cochrane Road and DePaul Drive, in the City of Morgan Hill, California. The Madrone Channel is located along the western boundary of the project site. The City of Morgan Hill General Plan designates the project site as General Commercial and the site is zoned Planned Unit Development (PUD), Administrative Office (CO), and Highway Commercial (CH).

The project site currently consists of an undeveloped vacant field with a driveway off of Cochrane Road and an unpaved private roadway that encircles the eastern portion of the project site. An existing five-foot wide planting strip is located along the project frontage of DePaul Drive, which includes existing bioretention planters designed to mitigate runoff from the Cochrane Technology Center development to the south of the project site. An existing stormwater detention pond with a 30-inch outfall to the Madrone Channel, currently serving the Cochrane Technology Center to the south of the project site, is located in the southern portion of the project site. The Madrone Channel is a groundwater recharge facility, running parallel to the western boundary of the project site, under the jurisdiction of the Santa Clara Valley Water District (Valley Water) that flows into Llagas Creek, which is located south of the City. Existing non-native trees are located along Cochrane Road and the Madrone Channel Trail, which is located along the western boundary of the project site. The project site was used in 2018 as a tree nursery to store mature trees in wooden boxes.

Surrounding existing land uses include Cochrane Commons commercial center to the north, across Cochrane Road; the Westmont of Morgan Hill senior living facility and single-family residences to the northeast, across DePaul Drive; under construction townhomes (Crosswinds Residential Project) to the southeast, across DePaul Drive; Valley Health Center and medical offices to the east, across DePaul Drive; the completed Cochrane Technology Center (Redwood Tech @ 101) project, which includes approximately 500,000 square feet (sf) of commercial/industrial uses, to the south; and the Madrone Channel, U.S. Route 101 (US 101), and commercial and industrial uses to the west, across US 101.

The proposed project would include subdivision of the project site into 114 lots that would be developed with 105 detached single-family residences. Site access would be provided by two

new driveways off of DePaul Drive to the east and a new internal roadway system. Each residential unit would include a two-car garage. A total of 158 street parking spaces would be provided along internal roadways. In addition, the proposed project would include on-site utility improvements and approximately 0.49-acre of common open space. The project would require the approval of a Vesting Tentative Map and Design Review.

The applicant has submitted a formal Senate Bill (SB) 330 application for the project site and has invoked Builder's Remedy. Based on a provision of California's Housing Accountability Act, Builder's Remedy prevents jurisdictions without a substantially compliant Housing Element from denying or reducing an eligible housing project on the basis that the project does not comply with the jurisdiction's general plan or zoning ordinance. While the City's 2023-2031 Housing Element was certified by the California Department of Housing and Community Development (HCD) on November 29, 2023, and the City is no longer subject to Builder's Remedy, the SB 330 application for the proposed project was received by the City prior to certification of the Housing Element. As such, a General Plan Amendment or Rezone is not required for the proposed project.

The proposed project, including required approvals, is described in further detail in Chapter 3, Project Description, of this EIR.

2.3 ENVIRONMENTAL IMPACTS AND MITIGATION

Under the California Environmental Quality Act (CEQA), a significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, mineral, flora, fauna, ambient noise, and objects of historic or aesthetic significance. Any feasible mitigation measures must be implemented as part of the approval of the proposed project to reduce potential adverse impacts to a less-than-significant level. Such mitigation measures are noted in this EIR and are found in the following technical chapters: Agricultural Resources; Air Quality and Greenhouse Gas Emissions; Noise; and Transportation. The mitigation measures presented in the EIR will form the basis of the Mitigation Monitoring and Reporting Program (MMRP). Any impact that remains significant after implementation of mitigation measures is considered a significant and unavoidable impact.

In Table 2-1, provided at the end of this chapter, a summary of the proposed project impacts are identified for each technical chapter (Chapters 4.1 through 4.4) of the EIR, as well as the impacts identified as less-than-significant with mitigation in the Initial Study circulated with the NOP. In addition, Table 2-1 includes the level of significance of each impact, any mitigation measures required for each impact, and the resulting level of significance after implementation of mitigation measures for each impact.

2.4 SUMMARY OF PROJECT ALTERNATIVES

The following section presents a summary of the evaluation of the alternatives considered for the proposed project, which include the following:

- No Project (No Build) Alternative;
- Clustered Development/Reduced Farmland Conversion Alternative; and
- Off-Site Alternative.

For a more thorough discussion of project alternatives, please refer to Chapter 6, Alternatives Analysis.

No Project (No Build) Alternative

The Lead Agency has decided to evaluate a No Project (No Build) Alternative, which assumes that the current conditions of the project site would remain, and the site would not be developed. As described in this EIR, the project site consists of an undeveloped vacant field with a driveway off of Cochrane Road and an unpaved private roadway that encircles the eastern portion of the site. An existing five-foot wide planting strip is located along the project frontage of DePaul Drive, which includes existing bioretention planters designed to mitigate runoff from the Cochrane Technology Center development to the south of the project site. An existing stormwater detention pond with a 30-inch outfall to the Madrone Channel, currently serving the Cochrane Technology Center to the south of the project site, is located in the southern portion of the project site. Existing non-native trees are located along Cochrane Road and the Madrone Channel Trail, which is located along the western boundary of the project site. The No Project (No Build) Alternative would not meet any of the project objectives. Because changes would not occur to the project site in the No Project (No Build) Alternative, impacts would not occur related to any issue areas and mitigation would not be required.

Clustered Development/Reduced Farmland Conversion Alternative

The Clustered Development/Reduced Farmland Conversion Alternative would consist of buildout of the same land uses included in the proposed project on a reduced development footprint in order to avoid, to the extent feasible, conversion of on-site Farmland with non-agricultural uses, and to reduce residential vehicle miles traveled (VMT). The Alternative would include a total of 105 units on an approximately 12-acre development footprint, which represents an approximately 24 percent reduction in development area from the 15.8-acre project site and a residential density of 8.75 dwelling units per acre (du/ac) as compared to the 6.65 du/ac density that would occur under the proposed project.

The Clustered Development/Reduced Farmland Conversion Alternative would fully meet the majority of the project objectives. However, the Alternative would meet Objective #3 to a lesser degree, as the specific acreage devoted to the affordable housing units would likely change.

The significant impacts that would be reduced under the Alternative are as follows:

- 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 (remains significant and unavoidable);
- Involve changes in the existing environment which, due to their location or nature, could cumulatively result in loss of Farmland to non-agricultural use (remains significant and unavoidable);
- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs;
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).
- 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 or U.S. Fish and Wildlife Service;

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan;
- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction? Landslides;
- 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;
- Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property; and
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

Overall, although the majority of impacts would be fewer under the Clustered Development/Reduced Farmland Conversion Alternative, significant and unavoidable impacts related to the conversion of farmland and cumulative loss of farmland would remain significant and unavoidable with implementation of mitigation measures. In addition, the Clustered Development/Reduced Farmland Conversion Alternative would result in similar impacts related to transportation impacts during construction activities.

Off-Site Alternative

The Off-Site Alternative would consist of buildout of the proposed project on an off-site location. In considering sites potentially available for future development of the proposed project, sites of similar size and characteristics (e.g., undeveloped, along DePaul Drive) were considered. The off-site location selected for evaluation is located north of the DePaul Drive/Cochrane Road intersection, approximately 800 feet north of the project site and across DePaul Drive from the Cochrane Commons commercial center. The Off-Site Alternative site is a portion of the approved Cochrane Road Planned Unit Development (PUD) Project site. The project applicant does not own the Off-Site Alternative site. The Off-Site Alternative would fully meet the majority of the project objectives. However, Objective #1 would only be partially met, as the alternative site is located further away from the gateway to the City and Cochrane Road corridor than the project site. The significant impacts that would be reduced under the Alternative are as follows:

- 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;
- Involve changes in the existing environment which, due to their location or nature, could cumulatively result in loss of Farmland to non-agricultural use;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

The Off-Site Alternative would result in no impacts related to the conversion of farmland, eliminating the significant and unavoidable impacts identified as part of the proposed project, and would also result in a reduction in impacts related to hazards and hazardous materials. The significant and unavoidable impacts related to cumulative GHG emissions and conflicting with CEQA Guidelines Section 15064.3 would remain under the Off-Site Alternative. In addition, the

Off-Site Alternative would result in similar impacts related to biological resources and geology and soils, as compared to the proposed project.

Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. The environmentally superior alternative is generally the alternative that would be expected to generate the least number of significant impacts. Identification of the environmentally superior alternative is an informational procedure and the alternative selected may not be the alternative that best meets the goals or needs of the Lead Agencies. Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be designated and states, "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." In this case, the No Project (No Build) Alternative would be considered the environmentally superior alternative, because the project site is assumed to remain in its current condition under the alternative. Consequently, the No Project (No Build) Alternative would result in no impacts related to the resources areas where potentially significant and/or significant and unavoidable impacts were identified for the proposed project. However, the No Project (No Build) Alternative would not meet the project objectives.

The Off-Site Alternative would meet the majority of project objectives and would result in no impacts related to agricultural resources as compared to the proposed project. Specifically, the significant and unavoidable impacts (project-level and cumulative) related to converting Farmland to non-agricultural uses would not occur under the Off-Site Alternative. However, the Alternative would result in similar impacts as compared to the proposed project related to air quality and GHG emissions, as well as transportation (VMT). In addition, the project applicant does not own the Off-Site Alternative site.

Regarding the Clustered Development/Reduced Farmland Conversion Alternative, the significant impact related to the conversion of Farmland would be reduced by approximately four acres. In addition, VMT per capita and GHG emissions would be expected to be reduced by an additional 6.95 percent, which would be sufficient to reduce the identified potentially significant VMT and GHG emissions impacts to less-than-significant levels with implementation of mitigation. Thus, the significant and unavoidable impacts related to GHG emissions and VMT identified for the proposed project would not occur under the Clustered Development/Reduced Farmland Conversion Alternative. Furthermore, while the project's significant and unavoidable impact related to the conversion of farmland would not be fully avoided by the Clustered Development/Reduced Farmland Conversion Alternative, the alternative is the only evaluated option that would meaningfully reduce impacts to Farmland conversion, GHG emissions, and VMT impacts. Finally, the Clustered Development/Reduced Farmland Conversion Alternative would fully meet the majority of the project objectives. As a result, the Clustered Development/Reduced Farmland Conversion Alternative is considered the environmentally superior alternative.

2.5 AREAS OF KNOWN CONTROVERSY

Areas of controversy that were identified in NOP comment letters, and are otherwise known for the project area, include the following:

- Mitigation for agricultural land loss or conversion, such as agricultural conservation easements;

- Potential impacts related to construction and noise;
- Analysis of VMT;
- Potential impacts to the State right-of-way (ROW) from project-related temporary access points;
- Discussion of the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring for all proposed mitigation measures;
- The consideration of Americans with Disabilities Act (ADA) standards for any roadway facilities impacted by the project;
- Maintenance of bicycle and pedestrian access during construction;
- Obtainment of an encroachment permit for any temporary or permanent work that encroaches in, under, or over any portion of the State highway ROW;
- Flood hazards associated with Madrone Channel, as well as the Channel's ability to recharge groundwater and convey floodwater;
- Adherence to the City's post-construction stormwater management measures and reducing peak flow runoff rates along Madrone Channel;
- The rate of discharge runoff for the proposed project and the available capacity of the Madrone Channel and the associated drainage basin;
- Runoff infiltration within Madrone Channel during the wet season;
- Potential impacts to groundwater recharge in the Coyote Valley area within the Santa Clara Subbasin;
- Potential impacts to groundwater quality, including limited discharges to the Madrone Channel, compliance with all applicable sections of the Stormwater Management Guidance Manual for Low Impact Development & Post-Construction Requirements, and the use of chemicals for landscaping;
- Any active, abandoned, unused, or unregistered wells identified during project planning or construction; and
- Consideration of Urban Water Management Plans to evaluate anticipated water supply for the project and implementation of available water conservation measures.

Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.1 Agricultural Resources			
4.1-1 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.	S	*4.1-1 Prior to final subdivision map approval, the project applicant shall either set aside in perpetuity, at a minimum ratio of 1:1 of active agricultural acreage, an amount equal to the total project site acreage or pay an agricultural preservation in-lieu fee to the City. In addition to land acquisition/dedication or payment of the agricultural preservation in-lieu fee, the project applicant shall pay an agricultural lands preservation program surcharge fee on a per-acre basis. If the applicant chooses to set aside active agricultural acreage, the lands to be used as agricultural mitigation shall conform to the definitions for agricultural mitigation land and/or open agricultural land as defined in Section 18.152.030 of the Morgan Hill Municipal Code, and shall meet the following criteria:* *A. Agricultural conservation easements shall be acquired from willing sellers only; eminent domain shall not be used to acquire lands for conservation;* *B. The property is of adequate size, configuration and location to be viable for continued agricultural use;* *C. The land shall have access to an adequate water supply to maintain the purposes of the easement (i.e., to irrigate farmland if the converted farmland is irrigated or capable of irrigation). The water supply shall be*	SU

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		sufficient to support ongoing agricultural uses, and the water rights on the agricultural mitigation land shall be protected in the agricultural conservation easement; *D. Other considerations for appropriate conserved agricultural lands include: soil type, parcel size, existing irrigation supplies, strong agricultural production history, proximity to agricultural infrastructure, proximity to the first point of processing, uses on surrounding lands, and proximity to urban areas now and into the foreseeable future;* *E. The mitigation land shall be located within Santa Clara County; and* *F. The mitigation land may not overlap with land being acquired as habitat mitigation by the Santa Clara Valley Habitat Agency.* *The location and amount of active agricultural acreage shall be subject to review and approval by the City of Morgan Hill Planning Division. Proof of payment of the agricultural lands preservation program surcharge fee and/or the agricultural preservation in-lieu fee shall be submitted to the City of Morgan Hill Planning Division.*	
4.1-2 Conflict with existing zoning for agricultural use, or a Williamson Act contract.	LS	*None required.*	N/A
4.1-3 Involve other changes in the existing environment which, due to their location or nature,	CC	*4.1-3 Implement Mitigation Measure 4.1-1.*	CC/SU

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Table 2-1
Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
	could result in conversion of farmland to non-agricultural uses.			
	4.2 Air Quality and Greenhouse Gas Emissions			
4.2-1	**Conflict with or obstruct implementation of the applicable air quality plan during project construction.**	LS	*None required.*	N/A
4.2-2	**Conflict with or obstruct implementation of the applicable air quality plan during project operation.**	LS	*None required.*	N/A
4.2-3	**Expose sensitive receptors to substantial pollutant concentrations.**	S	*4.2-3 Implement Mitigation Measure IX-1 included in the Initial Study prepared for the proposed project.*	LS
4.2-4	**Result in other emissions (such as those leading to odors) affecting a substantial number of people.**	LS	*None required.*	N/A
4.2-5	**Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).**	LCC	*None required.*	N/A

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.2-6 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	CC	*4.2-6 Implement Mitigation Measure 4.4-3.*	CC/SU
4.3 Noise			
4.3-1 Generation of a substantial temporary 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.	LS	*None required.*	N/A
4.3-2 Generation of a substantial 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.	LS	*None required.*	N/A
4.3-3 Generation of excessive groundborne vibration or groundborne noise levels.	LS	*None required.*	N/A
4.3-4 Generation of a substantial permanent increase in ambient	LS	*None required.*	N/A

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Table 2-1
Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation
	noise levels associated with cumulative development of the proposed project in combination with future buildout of the City of Morgan Hill.				
	4.4 Transportation				
4.4-1	**Conflict with a program, plan, ordinance, or policy addressing the circulation system during construction activities.**	S	*4.4-1*	*Prior to any construction activities for the project site, the project applicant shall prepare a detailed Construction Traffic Control Plan (CTCP) and submit it for review and approval by the City Development Services Department. The applicant and the City shall consult with Santa Clara County, Caltrans, and local emergency service providers for their input prior to approving the CTCP. The CTCP shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained during construction. A copy of the CTCP shall be submitted to local emergency response agencies and the agencies shall be notified at least 14 days prior to the commencement of construction that would partially or fully obstruct roadways. At a minimum, the CTCP shall include:* • *The number of truck trips, time, and day of street closures;* • *Time of day of arrival and departure of trucks;* • *Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting;*	LS

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• *Provision of a truck circulation pattern that minimizes effects on existing vehicle traffic during peak travel periods and maintains safe bicycle circulation;* • *Resurface and/or repair any damage to roadways that occurs as a result of construction traffic;* • *Provision of driveway access plans so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pickup and drop-off areas);* • *Maintain safe and efficient access routes for emergency vehicles;* • *Manual traffic control when necessary;* • *Proper advance warning and posted signage concerning street closures;* • *Provisions for pedestrian safety;* • *A project staging plan to maximize on-site storage of materials and equipment;* • *A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak hours; lane closure proceedings; signs, cones and other warning devices for drivers; and designation of construction access routes;* • *Permitted construction hours, pursuant to City of Morgan Hill standards;*	

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• *Identification of parking areas for construction employees, site visitors, and inspectors, including on-site locations; and* • *Provisions for street sweeping to remove construction-related debris on public streets.*	
4.4-2 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including pedestrian, bicycle, and transit facilities.	LS	*None required.*	N/A
4.4-3 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	S	*4.4-3 Prior to occupancy of the first residential unit associated with the proposed project, the project applicant shall implement TDM strategies to reduce the number of vehicle trips that would be generated by the proposed project, subject to review and approval by the City Engineer. The TDM strategies shall include, but are not necessarily be limited to, the following programs:* • ***School Pool Program –*** *The project applicant shall organize a program that matches families in carpools for school pick-up and drop-off. The school pool program would be open to all families in the development. The program shall be subject to negotiations with the City and schools serving the project site.* • ***Implement Bike Sharing Program –*** *The proposed project shall dedicate space for or*	SU

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		provide subsidies to a bike sharing system, including a bike share station, ideally one with high penetration in a larger area (e.g., Bay Wheels). • ***Voluntary Travel Behavior Change Program*** *– The proposed project shall provide a program that targets individual attitudes towards travel and would provide tools for individuals to analyze and alter their travel behavior. The program could include, but is not necessarily related to, mass communication campaigns and travel feedback programs such as travel diaries or feedback on calories burned from activities and travel.*	
4.4-4 Substantially increase hazards to vehicle safety due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	LS	*None required.*	N/A
4.4-5 Result in inadequate emergency access.	LS	*None required.*	N/A
4.4-6 Substantially increase hazards to vehicle safety due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) in	LS	*None required.*	N/A

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Table 2-1
Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
	combination with future buildout of the City.			
			Initial Study	
IV-a	**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 or U.S. Fish and Wildlife Service?**	S	*Northwestern Pond Turtle* *IV-1. A northwestern pond turtle survey shall be conducted by a qualified biologist no more than 48 hours prior to construction in the portion of the project site where construction activities overlap within 100 feet of Madrone Channel. The results of the survey shall be submitted to the City of Morgan Hill Development Services Department.* *If northwestern pond turtles or nests are not found, further mitigation is not necessary. If a northwestern pond turtle is observed within the proposed impact area, a qualified biologist shall relocate the individual to habitat of equivalent or greater value (e.g., riparian wetlands or riparian woodlands adjacent to a perennial creek or intermittent drainage) outside of the proposed impact area prior to construction. If a northwestern pond turtle nest is observed within the proposed impact area, the nest shall be fenced off and avoided until the eggs hatch. The exclusion fencing shall be placed no less than 25 feet from the nest. A qualified biologist shall monitor the nest daily during construction to ensure that hatchlings do not disperse into the construction area. Relocation of hatchlings shall occur as stipulated above, if necessary.*	LS

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Crotch's Bumblebee *IV-2.* *Prior to commencement of construction activities, a habitat assessment shall be conducted by a qualified entomologist knowledgeable with the life history and ecological requirements of Crotch's bumble bee and submitted to the City of Morgan Hill Development Services Department for review. The habitat assessment shall include all suitable nesting, overwintering, and foraging habitats within the project area and surrounding areas. Potential nest habitat (i.e. February through October) could include that of other Bombus species such as bare ground, thatched grasses, abandoned rodent burrows or bird nests, brush piles, rock piles, and fallen logs. Overwintering habitat (i.e. November through January) could include that of other Bombus species such as soft and disturbed soil or under leaf litter or other debris. The habitat assessment shall be conducted during peak bloom period for floral resources on which Crotch's bumble bees feed. Further guidance on habitat surveys can be found within Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species (https://wildlife.ca.gov/Conservation/CESA).* *If Crotch's bumble bee habitat is present within the project area, a pre-construction survey shall be conducted by a qualified entomologist familiar with the behavior and life history of Crotch's bumble bees and submitted to the City of Morgan Hill Development*	

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Services Department. If CESA candidate bumble bees will be captured or handled, surveyors should obtain a 2081(a) Memorandum of Understanding from CDFW. *Surveys shall be conducted during the colony active period (i.e., April through August) and when floral resources are in peak bloom. Bumble bees move nest sites each year, therefore, surveys shall be conducted each year that project work activities will occur. Further guidance on presence surveys can be found within the Survey Considerations for CESA Candidate Bumble Bee Species, referenced above.* *If Crotch's bumble bees are detected during pre-construction surveys, a Crotch's bumble bee avoidance plan shall be developed and provided to City of Morgan Hill Development Services Department and CDFW for review prior to work activities involving ground disturbance or vegetation removal.* *Nesting Migratory Birds and Raptors* *IV-3.* *Construction activities shall be scheduled to avoid the nesting season for most birds in Santa Clara County (i.e February 1 through August 31). If construction activities are scheduled to take place outside the nesting season, all impacts to nesting birds protected under the MBTA and California Fish and Game Code would be avoided.*	

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		If construction activities are proposed during the nesting season (i.e. February 1 to August 31), a preconstruction survey for nesting birds and other protected migratory birds shall be conducted by a qualified ornithologist, consistent with conditions set forth by the SCVHP, to ensure that nests are not disturbed during project implementation. The survey shall be submitted to the City of Morgan Hill Development Services Department for review no more than seven days prior to the start of construction. *During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, ruderal grasslands, buildings) in and immediately adjacent to the impact areas for nests. If an active nest is observed during the survey, the ornithologist shall determine the extent of a construction-free buffer zone to be established around the nest (typically 300 feet for raptors and 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code shall be disturbed during project implementation. Construction activities may only resume within the non-disturbance buffer after a follow-up survey by the ornithologist has been conducted and a report has been prepared indicating that the nest(s) are no longer active, and that new nests have not been identified.*	

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
IV-f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	S	*IV-4.* *Prior to issuance of a grading permit for the proposed project, the owner or designee shall pay the Santa Clara Valley Habitat Plan per-acre fee in effect for the appropriate fee zone of the project site, nitrogen deposition fees, and any temporary impact fees, as determined by the Santa Clara Valley Habitat Agency, in compliance with Section 18.132.050 of the Morgan Hill Municipal Code and Chapter 9 of the Santa Clara Valley Habitat Plan.*	LS
VII-aiii. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving Seismic-related ground failure, including liquefaction? **VII-aiv. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?** **VII-c. 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?**	S	*VII-1.* *Prior to approval of any grading permits, the project Civil Engineer shall show on the project plans that the project design adheres to all engineering recommendations provided in the Geotechnical Investigation Report prepared for the project site by Halley & Aldrich, Inc. Proof of compliance with all recommendations specified in the Geotechnical Investigation Report shall be subject to review and approval by the City Engineer.* *The project plans shall include, but not be limited to, engineering recommendations included in the Geotechnical Investigation Report related to seismic design parameters, site preparation and grading, utility trench excavation, serpentine fill, foundations, slab-on-grade floors, drainage and landscaping, stormwater infiltration and percolation, pavement design, exterior concrete slabs and walkways, corrosivity, retaining walls, and project review and construction monitoring. The final project plans and specifications shall be reviewed by Haley & Aldrich,*	LS

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures		Level of Significance After Mitigation
VII-d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			*Inc. prior to construction to check that the plans are in general conformance with the intent of the recommendations. During construction, Haley & Aldrich, Inc. shall observe and document the installation of foundations, observe the condition, and test the compaction of any fill placed at the site to ensure that the contractor's work conforms to the geotechnical aspects of the plans and specifications, and that the foundation system and paved areas are constructed in accordance with the design recommendations.*	
IX-b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	S	*IX-1.*	*Prior to approval of any grading or building permits, a site-specific Asbestos Dust Mitigation Plan (ADMP) shall be prepared and approved by the Bay Area Air District (BAAD) to satisfy the requirements of the Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying and Surface Mining Operations. In addition, the project Civil Engineer shall show on the grading, excavation, and project plans that the project design adheres to all engineering recommendations provided in the site-specific Soil Management Plan prepared for the proposed project by Haley & Aldrich, Inc. Proof of compliance with all recommendations specified in the Soil Management Plan shall be subject to review and approval by the City Engineer to ensure that all recommendations specified in the Soil Management Plan are properly incorporated into the project design. All grading and excavation plans shall be*	LS

N/A = *Not Applicable*; LS = *Less Than Significant*; LCC = *Less Than Cumulatively Considerable*; S = *Significant*; CC = *Cumulatively Considerable*; SU = *Significant and Unavoidable*

Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		submitted to the City of Morgan Hill Development Services Department for review and approval. *In accordance with the Soil Management Plan and ADMP, the project plans shall include through notation, but not be limited to, engineering recommendations related to excavating, grading and disposing of the naturally occurring asbestos (NOA)-containing soil. In addition the project applicant shall prepare Health and Safety Plans, and implement the recommendations related to imported fill, noise control, dust control, soil loading, hauling, and transportation standards during both excavation and further construction activities.*	

N/A = *Not Applicable*; LS = *Less Than Significant*; LCC = *Less Than Cumulatively Considerable*; S = *Significant*; CC = *Cumulatively Considerable*; SU = *Significant and Unavoidable*

3. Project Description

3. PROJECT DESCRIPTION

3.1 INTRODUCTION

The Project Description chapter of this EIR provides a comprehensive description of the DePaul Residences Project (proposed project) in accordance with CEQA Guidelines Section 15124. A detailed description of the project location, project setting and surrounding uses, project objectives, project components, and required project approvals is presented below.

3.2 PROJECT LOCATION

The approximately 15.8-acre project site, identified as portions of Assessor's Parcel Numbers (APNs) 728-31-017 and -019, is located south of the intersection of Cochrane Road and DePaul Drive, in the City of Morgan Hill, California (see Figure 3-1 and Figure 3-2). The Madrone Channel is located along the western boundary of the project site. The City of Morgan Hill General Plan designates the project site as General Commercial and the site is zoned Planned Unit Development (PUD), Administrative Office (CO), and Highway Commercial (CH).

3.3 PROJECT SETTING AND SURROUNDING LAND USES

The project site currently consists of an undeveloped vacant field with a driveway off of Cochrane Road and an unpaved private roadway that encircles the eastern portion of the project site. An existing five-foot wide planting strip is located along the project frontage of DePaul Drive, which includes existing bioretention planters designed to mitigate runoff from the Cochrane Technology Center development to the south of the project site. An existing stormwater detention pond with a 30-inch outfall to the Madrone Channel, currently serving the Cochrane Technology Center to the south of the project site, is located in the southern portion of the project site. The Madrone Channel is a groundwater recharge facility, running parallel to the western boundary of the project site, under the jurisdiction of the Santa Clara Valley Water District (Valley Water) that flows into Llagas Creek, which is located south of the City. Existing non-native trees are located along Cochrane Road and the Madrone Channel Trail, which is located along the western boundary of the project site. The project site was used in 2018 as a tree nursery to store mature trees in wooden boxes.

Surrounding existing land uses include Cochrane Commons commercial center to the north, across Cochrane Road; the Westmont of Morgan Hill senior living facility and single-family residences to the northeast, across DePaul Drive; under construction townhomes (Crosswinds Residential Project) to the southeast, across DePaul Drive; Valley Health Center and medical offices to the east, across DePaul Drive; the completed Cochrane Technology Center (Redwood Tech @ 101) project, which includes approximately 500,000 square feet (sf) of commercial/industrial uses, to the south; and the Madrone Channel, U.S. Route 101 (US 101), and commercial and industrial uses to the west, across US 101.

Figure 3-1
Regional Vicinity Map



*Figure is not OCR compatible.

Figure 3-2
Project Site Boundaries



*Figure is not OCR compatible.

3.4 PROJECT OBJECTIVES

The following project objectives have been developed by the project applicant:

1. Redevelop an underutilized vacant site at the gateway to the City to improve the vitality of the Cochrane Road corridor.
2. Provide high quality single family residential housing to the City.
3. Dedicate approximately 4.7 acres to the north of the project site to the City of Morgan Hill for the construction of affordable housing units and to further the City's Affirmatively Furthering Fair Housing goals.
4. Construct a project that incorporates modern design while ensuring building design complies with the City's applicable objective development and design standards.
5. Include frontage improvements incorporating new drive entries and landscaping.
6. Include on-site roadway improvements including loop road, on-site access roads, sidewalks, landscaping, neighborhood open space, and lighting to provide neighborhood atmosphere.
7. Meet California Green Building Standards Code (CALGreen) standard optimizing efficient use of energy, water, and building materials.
8. Locate the project near existing transit corridors, bicycle infrastructure, and traffic arterials.
9. Ensure a sustainable construction operation.
10. Establish pedestrian- and bicycle-oriented connections with the area.

3.5 PROJECT COMPONENTS

The proposed project would include subdivision of the project site into 114 lots that would be developed with 105 detached single-family residences. The proposed project would also consist of new on-site roadways, associated utility improvements, open space, and landscaping. The proposed project would require discretionary approvals, including a Vesting Tentative Map and Design Review. A Lot Line Adjustment over APNs 728-31-014, 728-31-015, and 728-31-016 was processed separately and was finalized and recorded on November 21, 2025.

The applicant has submitted a formal Senate Bill (SB) 330 application for the project site and has invoked Builder's Remedy. Based on a provision of California's Housing Accountability Act, Builder's Remedy prevents jurisdictions without a substantially compliant Housing Element from denying or reducing an eligible housing project on the basis that the project does not comply with the jurisdiction's general plan or zoning ordinance. While the City's 2023-2031 Housing Element was certified by the California Department of Housing and Community Development (HCD) on November 29, 2023, and the City is no longer subject to Builder's Remedy, the SB 330 application for the proposed project was received by the City prior to certification of the Housing Element. As such, a General Plan Amendment or Rezone is not required for the proposed project.

Vesting Tentative Map

The proposed project would include a Vesting Tentative Map to subdivide the project site into 114 lots that would be developed with 105 market-rate, single-family residences (see Figure 3-3). Lots 1 through 105 would each include one single-family detached residential unit, with lot sizes ranging from approximately 0.06-acre to 0.15-acre. Each single-family unit would be two stories with a maximum building height of 29 feet and eight inches.

In addition, subdivision of the project site would include Lots A through I, which would include new internal roadways, associated utility improvements, open space, and landscaping. The foregoing components of the Vesting Tentative Map are discussed further below.

Figure 3-3
Vesting Tentative Map

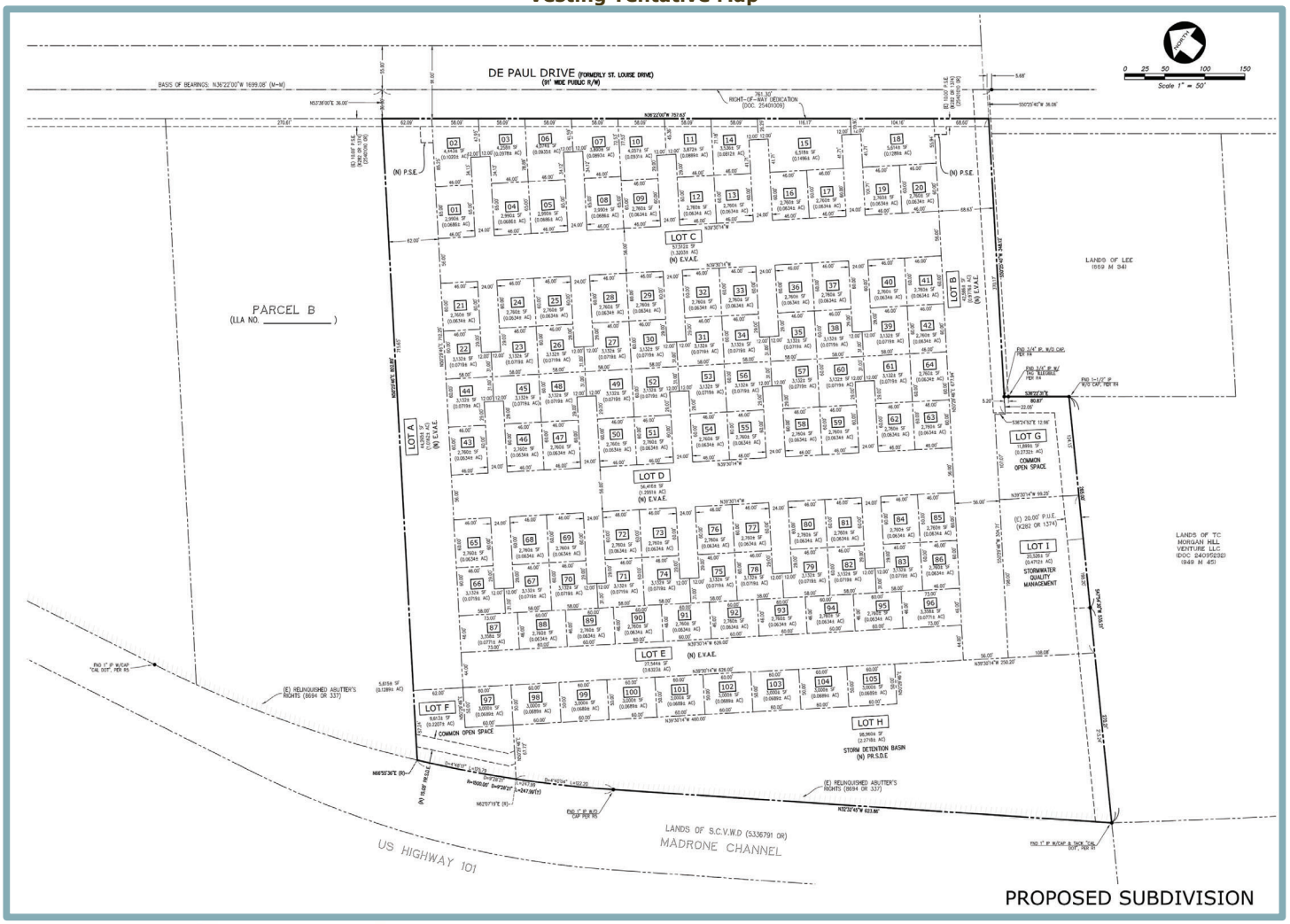


*Figure is not OCR compatible.

Access, Circulation, and Parking

Site access would be provided by two new driveways from DePaul Drive to the east, which would connect to a new internal roadway system. Lots A through E would consist of private streets and courts to provide internal access. The entries would consist of the 62-foot-wide Street A and the 56-foot-wide Street B, which would extend from DePaul Drive to Street C, Street D, and Street E to form a grid pattern throughout the project site (see Figure 3-4). Courts A through P would each be 24 feet wide and would provide access to each single-family residential unit.

New five-foot wide sidewalks would be provided along all internal streets. The sidewalks would ultimately provide access to the existing sidewalks along DePaul Drive.

Each residential unit would include a two-car garage, which would include one Level 2 electric vehicle (EV) Ready space and one Level 1 EV Ready space. A total of 158 on-street guest parking spaces would be provided along internal roadways. Overall, a total of 368 parking spaces would be provided.

Utilities

Water and sewer service for the proposed project would be provided by the City of Morgan Hill through connections to existing infrastructure located in the project vicinity (see Figure 3-5). From the existing 12-inch water main in DePaul Drive, new six- and eight-inch water lines would be extended into the site within the internal roadways, to which the proposed residential units would connect by way of new laterals. Fire flow would be provided to all proposed structures through the proposed pipe network. Similarly, from the existing eight-inch sewer line in DePaul Drive, new eight-inch sewer lines would be extended into the site within the internal roadways, to which the proposed residential buildings would connect by way of new four-inch laterals. A sanitary sewer pump station would be located within Street A.

The existing site topography drains generally from east to west, with runoff directed southerly to the existing on-site detention basin. The existing detention basin was upgraded by the Cochrane Technology Center project and discharges into the Madrone Channel through the existing control structure and the original 30-inch discharge pipe through the channel bank. The proposed project would include new stormwater facilities to provide water quality treatment and peak runoff management through two drainage management areas (DMAs) (see Figure 3-6). DMA 1 would encompass the single-family residential portion of the site and would drain to the proposed 8,550-sf bioretention basin in Lot I. A 60-inch perforated storm drain would be located in Street E and would connect to the bioretention basin providing supplemental storage and retention. The bioretention basin would discharge to the existing 2.1-acre detention basin within Lot H. DMA 2 would encompass the Lot H stormwater detention basin and would be self-treating. The proposed project would modify the existing detention basin in shape and volume from 252,300 cubic feet of storage to 456,084 cubic feet of storage, with minor modifications to the existing outlet control structure to satisfy applicable storage requirements. In order to accommodate landscape/surface-based stormwater treatment systems, the proposed project would provide for overland flow to bioretention planters located within landscaped areas. Treated stormwater would be discharged from the detention basin to Madrone Channel through the existing 30-inch discharge pipe.

Figure 3-4
Site Plan



*Figure is not OCR compatible.

Figure 3-5
Overall Utility Plan

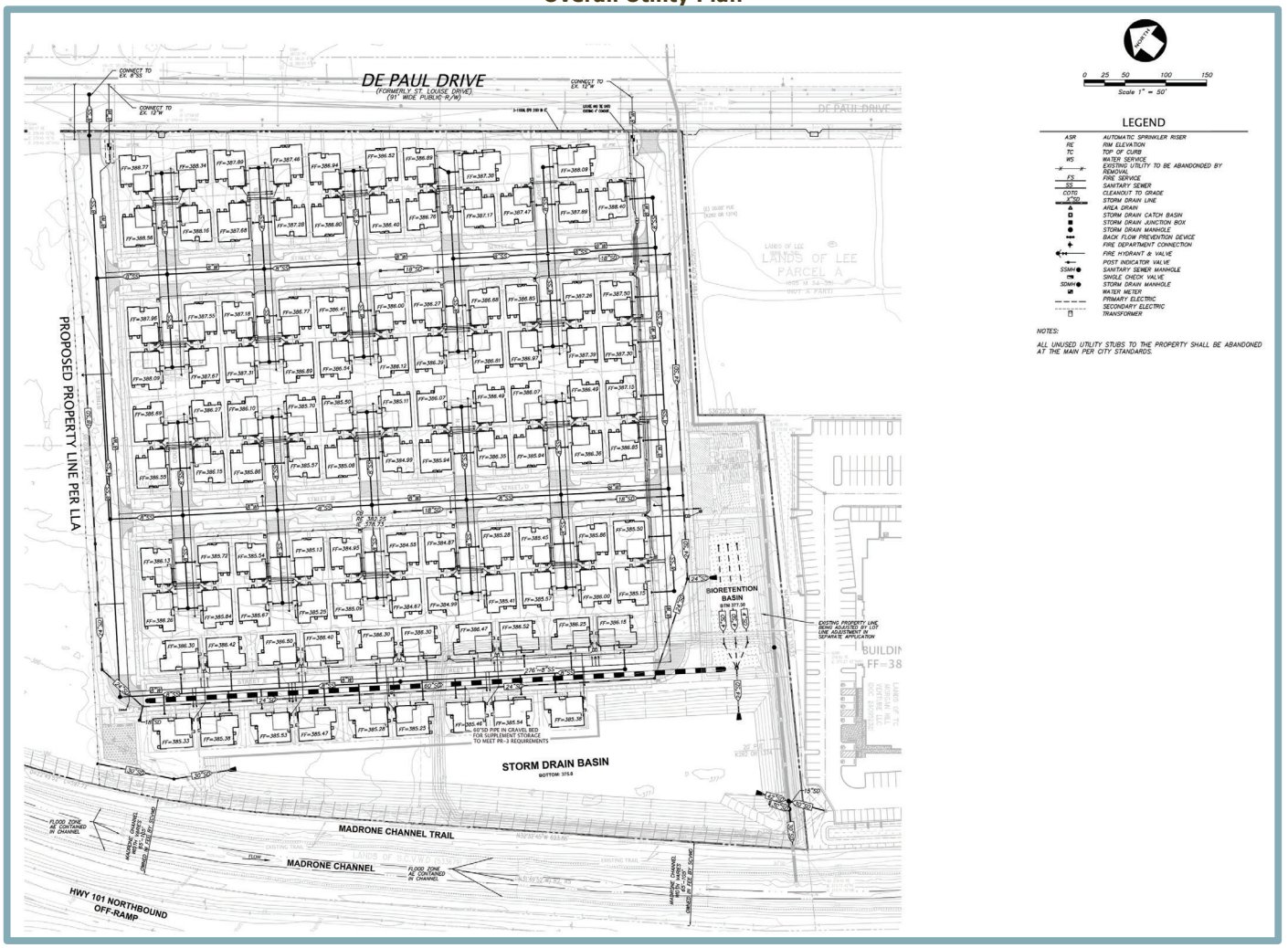
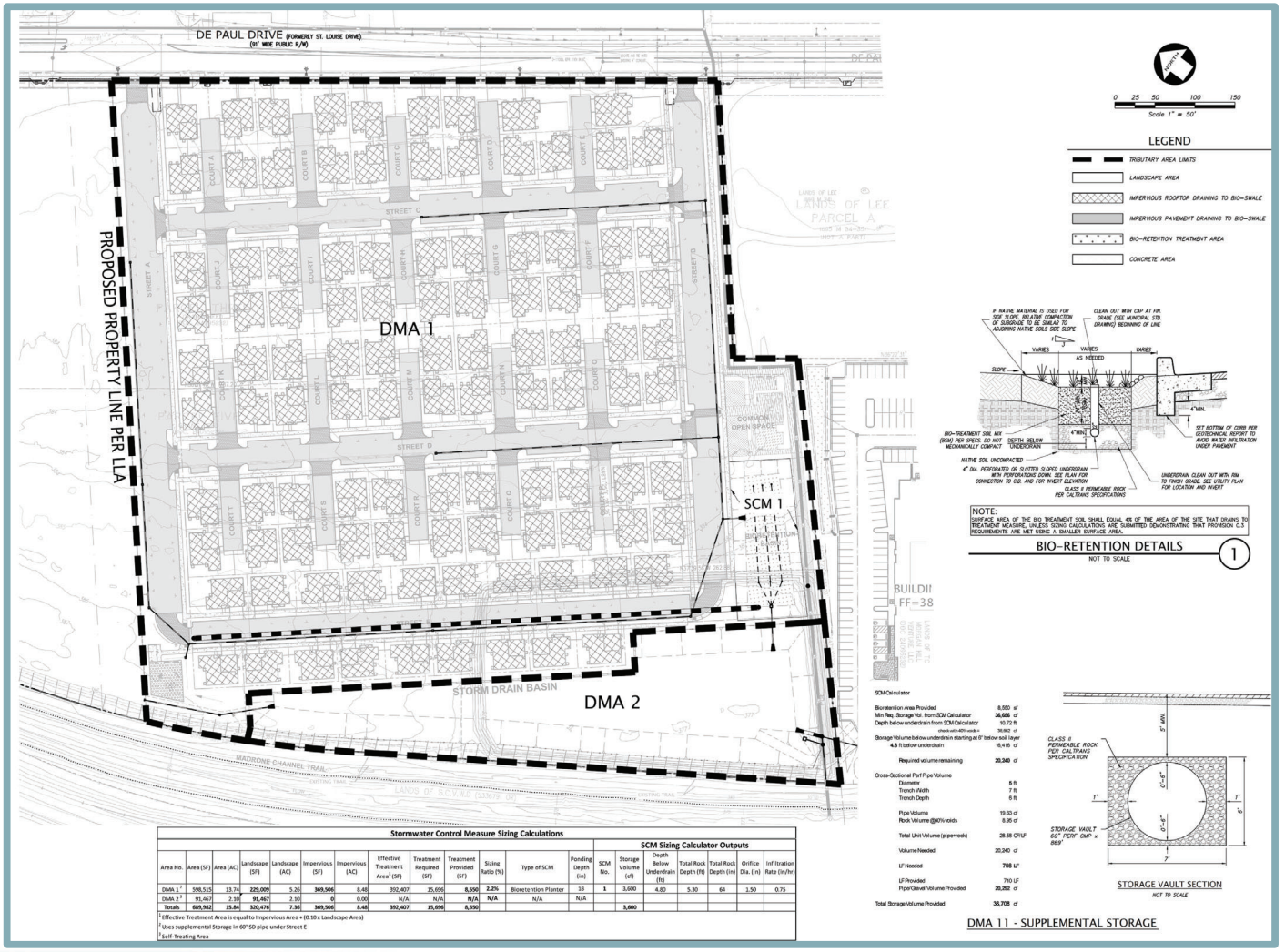


*Figure is not OCR compatible.

Figure 3-6
Stormwater Control Plan



Stormwater Control Measure Sizing Calculations

Area No.	Area (SF)	Area (AC)	Landscape (SF)	Landscape (AC)	Impervious (SF)	Impervious (AC)	Effective Treatment Area[1] (SF)	Treatment Required (SF)	Treatment Provided (SF)	Sizing Ratio (%)	Type of SCM	Ponding Depth (in)	SCM Sizing Calculator Outputs: SCM No.	Storage Volume (cf)	Depth Below Underdrain (ft)	Total Rock Depth (ft)	Total Rock Depth (in)	Orifice Dia. (in)	Infiltration Rate (in/hr)
DMA 1[2]	598,515	13.74	229,009	5.26	369,506	8.48	392,407	15,696	8,550	2.2%	Bioretention Planter	18	1	3,600	4.80	5.30	64	1.50	0.75
DMA 2[3]	91,467	2.10	91,467	2.10	0	0.00	N/A	N/A	N/A	N/A	N/A	N/A							
Totals	689,982	15.84	320,476	7.36	369,506	8.48	392,407	15,696	8,550					3,600					

[1] Effective Treatment Area is equal to Impervious Area x (0.10 x Landscape Area)
[2] Uses supplemental Storage in 60" SD pipe under Street E
[3] Self-Treating Area

*Figure is not OCR compatible.

Regarding dry utilities, electricity would be provided to the proposed project by Pacific Gas & Electric Co. (PG&E) by way of existing electrical infrastructure in the project vicinity. A 10-foot public service easement would be located along the project frontage of DePaul Drive. The proposed project would be all electric and would not include natural gas infrastructure.

Paseos, Open Space, and Landscaping

Lot F in the western portion of the project site would include 0.22-acre of common space, which would include a fenced dog park (see Figure 3-7). Lot G in the southern portion of the project site would include 0.27-acre of common open space. The open space area would include a recreation lawn, a picnic area, a play zone for children aged two to 12 years old, and a fitness station (see Figure 3-8).

New landscaping would be provided throughout the project site, adjacent to the proposed structures and along internal drive aisles and site perimeters (see Figure 3-9). The total landscape area would be approximately 147,865 sf. Landscaping would include, but would not be limited to, trees, shrubs, ground cover, and lawn areas. A two-foot tall, riparian-planting landscaped berm would be located along the western boundary of the project site, adjacent to the existing Madrone Channel Trail.

An existing five-foot wide planting strip is located along the project frontage of DePaul Drive, which includes existing bioretention planters designed to mitigate runoff from the Cochrane Technology Center development located south of the project site. The existing bioretention planters would remain within the planting strips to continue providing stormwater mitigation for the Cochrane Technology Center. The proposed project would be required to install street trees along DePaul Drive in available areas within the existing planting strip. New vegetation would be selected in accordance with Morgan Hill Municipal Code Section 18.64.060, which requires that all plants and trees shall be categorized as low or very low water use.

Vegetation planted near the Madrone Channel would be required to comply with the planting guidelines in the City's adopted Santa Clara Valley Water Resource Protection Collaborative (Valley Water) Guidelines and Standards for Land Use Near Streams.[1] In addition, a six- and eight-foot tall concrete masonry unit (CMU) wall would be located along the southern boundary of the project site, and six-foot tall metal view fencing would be located around the stormwater basin within Lot H, around the proposed bioretention basin in Lot I, and along the northern boundary of the project site.

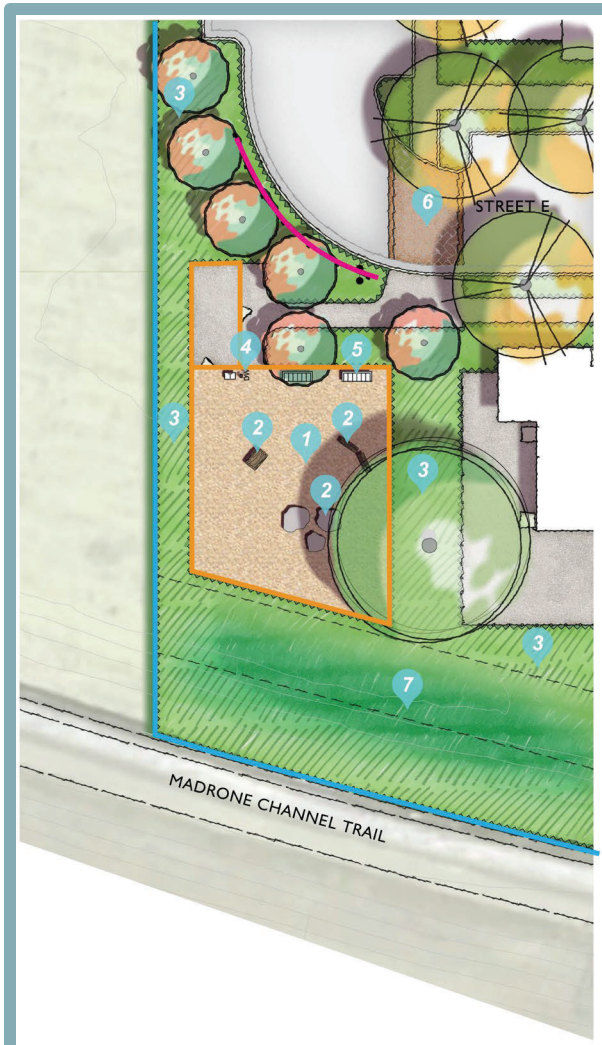
Affordable Housing

The City of Morgan Hill's Inclusionary Housing Ordinance (IHO) requires residential developments to provide affordable housing. The proposed project would meet the IHO with an in-lieu fee in the amount of $23.18 per sf of the livable square footage, in accordance with Chapter 14.08 of the Morgan Hill Municipal Code. The in-lieu fee would help the City advance the City's Housing Element.

The proposed project would also convey 4.719 acres of land to the north of project site to the City. The City shall use the dedicated land to construct affordable housing units in a mixed-use or other kind of housing development to be determined at a later date.

[1] Santa Clara Valley Water Resources Protection Collaborative. *Guidelines and Standards for Land Use Near Streams: A Manual of Tools, Standards, and Procedures to Protect Streams and Streamside Resources in Santa Clara County*. Revised July 2006.

Figure 3-7
Lot F Common Open Space Amenity Plan



1. Dog Park with Pea Gravel
2. Play Features
3. Buffer Planting
4. Trash and Dog Bag Dispenser
5. Benches
6. Stamped Asphalt
7. 2' Berm Riparian Planting per plant guidance contained in the Central Coast Low Impact Development Initiative (LIDI) website and the Design Guides related to protection of the riparian vegetation in the Santa Clara Valley Water Resources Protection Collaborative's Guidelines and Standards for Land Use Near Streams

42" Dog Park Fence
6' Ornamental Metal Fence
3' Split Rail Fence

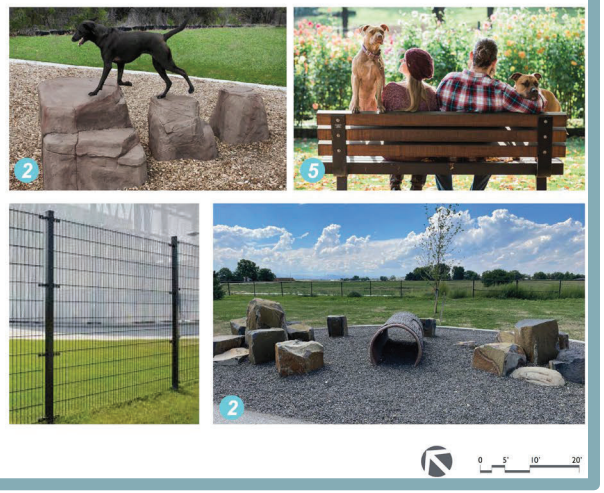


*Figure is not OCR compatible.

Figure 3-8
Lot G Common Open Space Amenity Plan

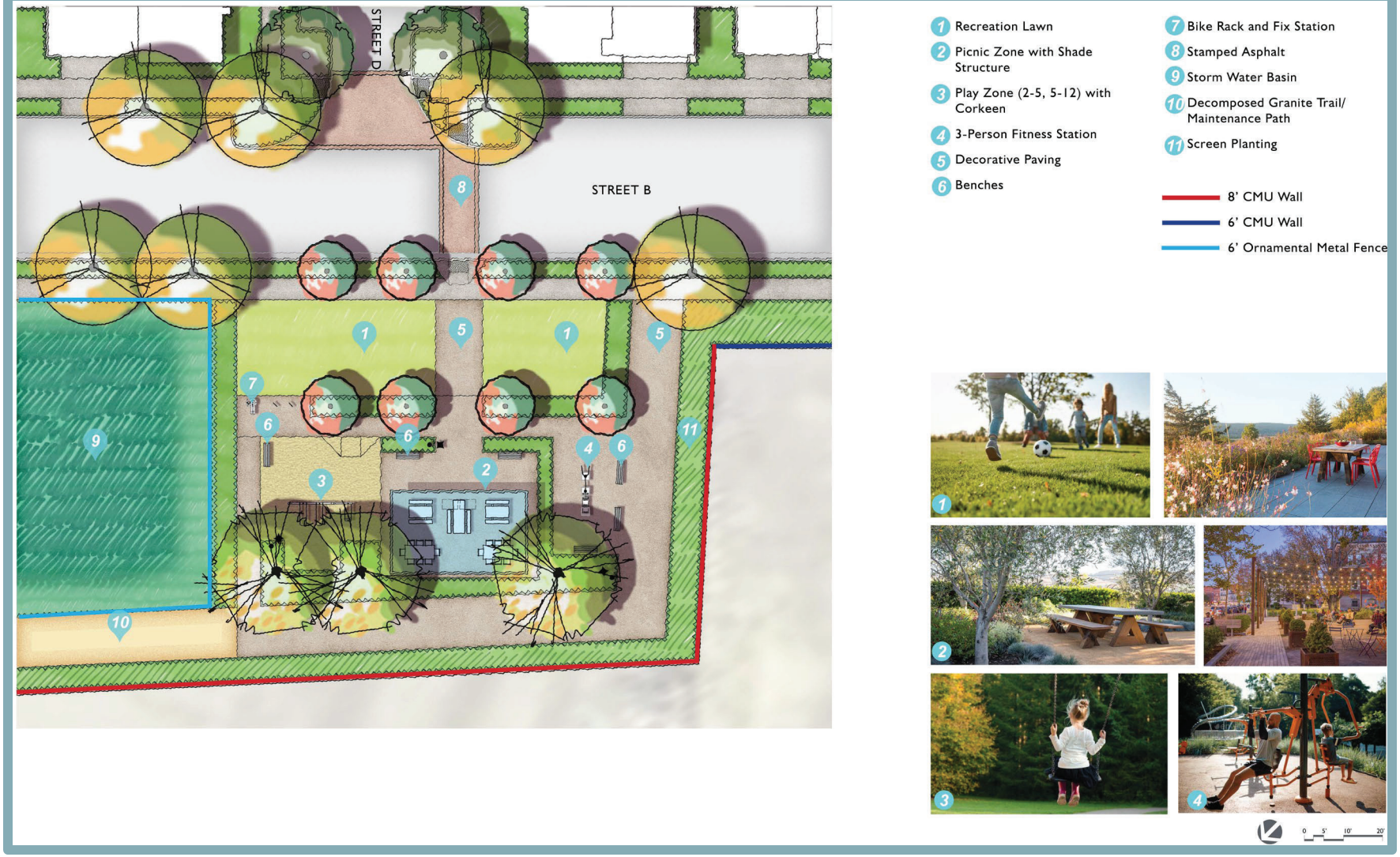


*Figure is not OCR compatible.

Figure 3-9
Landscape Plan



1. Common Open Space with Decorative Paving
2. Dog Park
3. Storm Water Basin
4. Single Family Streetscape
5. 8' CMU Wall buffering Commercial Zone
6. 6' CMU Wall
7. 6' Ornamental Fencing
8. 2' Berm Riparian Planting per plant guidance contained in the Central Coast Low Impact Development Initiative (LIDI) website and the Design Guides related to protection of the riparian vegetation in the Santa Clara Valley Water Resources Protection Collaborative's Guidelines and Standards for Land Use Near Streams
9. Stamped Asphalt at Entries and Crossings

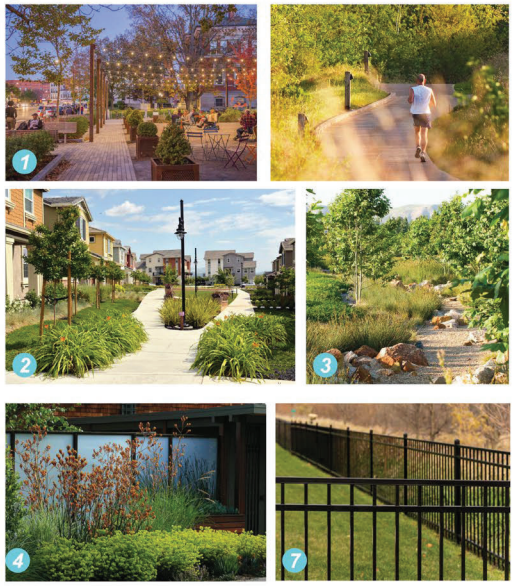


*Figure is not OCR compatible.

The number of units to be constructed would provide the City with the opportunity to exceed the number of units that would otherwise be required under the City's IHO (Chapter 14.04). The housing type would be consistent with the City's Affirmatively Furthering Fair Housing goals, as identified in the City's Housing Element, and other State laws.

Design Review

Pursuant to Section 18.108.040 of the City's Municipal Code, the proposed project would be subject to Design Review. Specifically, the site plan would be analyzed based on elements of design, development location, arrangement of all structures, and design in harmony with surrounding facilities. The purpose of Design Review is to allow the City to review all development, signs, buildings, structures, and other facilities in order to further enhance the City's appearance, and the livability and usefulness of properties.

In addition, the Design Review process would ensure that the proposed project complies with the City of Morgan Hill Design Standards and Standard Details for Construction. The City's Design Standards and Standard Details for Construction include specific design requirements and engineering principles related to building material, infrastructure size, and construction activities associated with roadway, sanitary sewer, storm drain, and water infrastructure within the City.

3.6 PROJECT APPROVALS

The City of Morgan Hill has discretionary authority and is the lead agency for the project. The project would require City approval of the following entitlements:

- Vesting Tentative Map; and
- Design Review.

In addition, a Lot Line Adjustment over APNs 728-31-014, 728-31-015, and 728-31-016 was finalized and recorded on November 21, 2025.

As discussed above, the proposed project invokes the "Builder's Remedy," which is based on a provision of California's Housing Accountability Act that prevents jurisdictions without a substantially compliant housing element from denying certain housing projects, even if such projects do not comply with the jurisdiction's general plan or zoning ordinance. Pursuant to a Settlement Agreement reached between the City and the developer, the City will process the project application as a Builder's Remedy project without requiring the applicant to submit for legislative entitlements, including a General Plan Amendment and Rezone. The project applicant is not currently seeking a density bonus, incentives, or development standard waivers, but reserves the right to invoke the statute in response to input from City staff during the entitlement process.

Review or Approvals by Other Agencies

A number of other agencies may serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. This EIR will provide environmental information to these agencies and other public agencies, which may be required to grant approvals or coordinate with other agencies, as part of project implementation. The agencies could include, but may not be limited to, the following:

- California Department of Fish and Wildlife (CDFW) (Potential Memorandum of Understanding for impacts to special-status species);

- Santa Clara Valley Water (Detention Basin Design Approval and project improvements near Madone Channel);
- Regional Water Quality Control Board (RWQCB) – Central Coast Region (NPDES Construction General Permit Approval);
- Santa Clara Valley Habitat Agency (SCVHA) (Coverage under Santa Clara Valley Habitat Plan permit); and
- Bay Area Air District (BAAD) (Air Quality Permit Approval).

4. Existing Environmental Setting, Impacts, and Mitigation

4.0 Introduction to the Analysis

4.0 INTRODUCTION TO THE ANALYSIS

4.0.1 INTRODUCTION

The technical chapters of this EIR include the analysis of the potential impacts of buildout of the DePaul Residences Project (proposed project) on a range of environmental issue areas. Chapters 4.1 through 4.4 of this EIR describe the environmental setting related to each specific issue area, methods of analysis, project-specific impacts and mitigation measures, and a cumulative impacts analysis for each issue area. The format of each of the technical chapters is described at the end of this chapter. All technical reports are either attached to this EIR or available at the City by request.

4.0.2 DETERMINATION OF SIGNIFICANCE

Under CEQA, a significant effect is defined as a substantial or potentially substantial adverse change in the environment (Public Resources Code [PRC] Section 21068). The CEQA Guidelines require that the determination of significance be based on scientific and factual data. The specific criteria for determining the significance of a particular impact are identified within each technical chapter and are consistent with significance criteria set forth in the CEQA Guidelines or based on the professional judgment of the EIR preparers.

Significance Criteria

The CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance." In addition, the Guidelines state, "An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant." (CEQA Guidelines Section 15382).

As presented in Section 4.0.5 below, the level of significance of an impact prior to mitigation is included at the end of each impact discussion throughout the technical chapters of this EIR. The following levels of significance prior to mitigation are used in this EIR:

1) Less than Significant: Impacts that may be adverse, but that do not exceed the specified thresholds of significance;
2) Significant: Impacts that exceed the defined standards of significance and require mitigation;
3) Less than Cumulatively Considerable: Where cumulative impacts have been identified, but the project's incremental contribution towards the cumulative impacts would not be considered significant; and
4) Cumulatively Considerable: Where cumulative impacts have been identified and the project's incremental contribution towards the cumulative impact would be considered significant.

If an impact is determined to be significant or cumulatively considerable, mitigation is included, if available, in order to reduce the specific impact to the maximum extent feasible. A statement of

the level of significance of an impact after mitigation is also included in each impact discussion throughout the technical chapters of this EIR. The following levels of significance after implementation of mitigation are used in the EIR:

1) Less than Significant: Impacts that exceed the defined standards of significance but can be eliminated or reduced to a less-than-significant level through the implementation of feasible mitigation measures;
2) Less than Cumulatively Considerable: Where the project's incremental contribution towards cumulative impacts would be eliminated or reduced to a less than cumulatively considerable level through the implementation of feasible mitigation measures; and
3) Significant and Unavoidable: An impact (project-level or cumulative) that cannot be eliminated or reduced to a less than significant or less than cumulatively considerable level through the implementation of feasible mitigations measures.

Each environmental area of analysis uses a distinct set of significance criteria. The significance criteria are identified at the beginning of the Impacts and Mitigation Measures section in each of the technical chapters of this EIR. Although significance criteria are necessarily different for each resource considered, the provided significance levels ensure consistent evaluation of impacts for all resource areas evaluated.

4.0.3 ENVIRONMENTAL ISSUES DISMISSED IN THE INITIAL STUDY

The Initial Study prepared for the proposed project and circulated with the Notice of Preparation (NOP) includes a detailed environmental checklist addressing a range of technical environmental issues (see Appendix A). For each technical environmental issue, the Initial Study identifies the level of impact for the proposed project. The Initial Study identifies the environmental effects as "no impact," "less than significant," "less than significant with mitigation incorporated," and "potentially significant."

Impacts identified in the Initial Study as less than significant with mitigation incorporated, less than significant, or no impact are summarized below. All remaining issues identified in the Initial Study as potentially significant are discussed in the subsequent technical chapters of this EIR.

- *Aesthetics (All Checklist Questions):* The project site is generally surrounded by existing development and is not located on a scenic hillside or in the vicinity of any scenic roadways. While views of the eastern and western hills are visible by motorists, bicyclists, and pedestrians traveling along US 101, Cochrane Road, and DePaul Drive, in the vicinity of the project site, the roadways are not considered scenic routes. Any existing views of the distant hills are partially obscured by existing vegetation and development along the roadways. Thus, while the proposed two-story, single-family residential units would further block views of the distant hills, any new obstructions to existing views would be minor. In addition, officially designated State scenic highways do not occur in the project vicinity. Furthermore, the Initial Study concluded that the proposed project would not conflict with applicable zoning and other regulations governing scenic quality, and the proposed project would not introduce new sources of substantial light or glare to the site which would adversely affect daytime or nighttime views in the area. Overall, the proposed project would result in *no impact* or impacts that are *less than significant* related to aesthetics.

- *Agriculture and Forest Resources (Checklist Questions b, c, and d):* The project site is currently zoned PUD, CO, and CH; thus, the site is not zoned for agricultural use or forest

land or timberland. In addition, the project site is not under a Williamson Act contract. Therefore, the proposed project would result in *no impact* with regard to the aforementioned impacts related to agricultural and forest resources.

- *Biological Resources (All Checklist Questions):* The project site lacks suitable aquatic habitats and substrates to accommodate the majority of the special-status plant species identified by the California Natural Diversity Database (CNDDB) as occurring in the project region. In addition, according to the Santa Clara Valley Habitat Agency (SCVHA) Geobrowser, the project site is not located within a designated Plant Survey Area. Therefore, special-status plants are not anticipated to occur on-site. In addition, the majority of the special-status wildlife species identified by the CNDDB are not expected to occur on the project site. Potential habitat is available within the project site to accommodate northwestern pond turtle and Crotch's bumble bee, as well as nesting raptors and migratory birds protected by the Migratory Bird Treaty Act (MBTA). As part of compliance with the Santa Clara Valley Habitat Plan (SCVHP), the project applicant would be required to pay applicable fees and comply with the SCVHP conditions which would ensure that potential impacts to northwestern pond turtles would be less than significant. Nonetheless, if northwestern pond turtles are present on or near the project site, development of the proposed project could result in an adverse impact to the species. Additionally, development of the proposed project could result in the loss of potential nesting and foraging habitat for Crotch's bumblebees, as well as various special-status raptors and migratory birds protected by the MBTA. Therefore, if such species are present on the project site during construction activities, development of the proposed project could result in an adverse impact to the species. However, the Initial Study includes Mitigation Measures IV-1 through IV-4 which would ensure that such impacts would be reduced to less-than-significant levels.

  Aquatic features including, jurisdictional wetlands or other waters of the U.S. or of the State, including streams or other small drainages, riparian habitats, or other aquatic features regulated by federal or State laws, are not present on the project site or in the immediate site vicinity. While the Madrone Channel is located parallel to the western boundary of the project site, the proposed project would fully avoid the channel and would not result in any modifications to the channel. In addition, the proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, impacts related to having a substantial adverse effect on a riparian habitat, State or federally protected wetlands, or other sensitive natural community identified in local or regional plans, policies, and regulations; or by the CDFW or USFWS would be less than significant.

  Due to the developed nature of the project vicinity, as well as physical barriers to wildlife movement along the project boundaries, the project site does not support any major wildlife movement corridors. While the Madrone Channel is located parallel to the western boundary of the project site, an existing fence separates the channel from the project site. In addition, the proposed project would fully avoid the channel and would not result in any modifications to the channel. Therefore, development of the proposed project would not interfere with species using the Madrone Channel corridor for movement. As such, the project would not interfere substantially with the movement of any resident or migratory fish or wildlife species, or with established resident or migratory wildlife corridors, nor

impede the use of wildlife nursery sites. In addition, the proposed project would not include the removal of any on-site trees and a Tree Removal Permit in accordance with Morgan Hill Municipal Code Section 12.32.030 would not be required. Thus, the proposed project would not conflict with any local policies or ordinances protecting biological resources.

The project site is located within the boundaries of the SCVHP permit area. Compliance with the SCVHP requires payment of fees according to the Fee Zone designation of the property, payment of nitrogen deposition fees related to the number of anticipated car trips resulting from the development, and any surcharge fees that are required based on site-specific impacts to sensitive habitats or sensitive species. In addition to fees, the proposed project would be required to comply with applicable conditions included in Chapter 6, Conditions on Covered Activities and Application Process, of the SCVHP related to covered species and sensitive land cover types. The Initial Study includes mitigation to ensure that the project applicant pays all applicable SCVHP fees, including Zone B fees, nitrogen deposition fees, and temporary impact fees. Payment of such fees would ensure that the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan. Overall, the proposed project would result in impacts that are *less than significant* or *less than significant with mitigation incorporated* related to biological resources.

- *Cultural Resources (All Checklist Questions):* According to the Cultural Resources Study prepared for the proposed project, previously recorded historical resources are not located on-site. In addition, the record search and field survey conducted for the proposed project did not identify any recorded archaeological resources within the project site boundaries. Furthermore, a very low potential for buried archaeological site indicators exists within the project site due to the project site's distance from a natural source of fresh water. Nonetheless, unknown archaeological resources, including human remains, have the potential to be uncovered during future ground-disturbing construction and excavation activities at the subject property. However, if such resources are unearthed during ground disturbing activities the proposed project would be required to implement the City's standard conditions of approval related to the protection of archaeological resources, consistent with Section 18.60.090 of the City's Municipal Code. Compliance with the City's standard conditions of approval would ensure that construction of the proposed project would result in a less-than-significant impact related to unique archeological resources, as well as the disturbance of human remains. Overall, the proposed project would result in impacts that are *less than significant* related to cultural resources.

- *Energy (All Checklist Questions):* The temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand. During operation, the proposed project would be subject to all relevant provisions of the most recent update of the California Building Standards Code (CBSC). Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. Therefore, construction and operations of the proposed project would not result in wasteful, inefficient, or

unnecessary consumption of energy resources or conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Overall, the proposed project would result in impacts that are *less than significant* with related to energy.

- *Geology and Soils (All Checklist Questions):* Given the proximity of the project site to nearby active faults, strong ground shaking could occur within the project site as a result of an earthquake on any one of the faults. However, compliance with all applicable regulations within the CBSC and Chapter 15.08 (Building Code) of the City's Municipal Code would ensure a less-than-significant impact would occur related to the rupture of a known earthquake fault or strong seismic ground shaking. In addition, development of the proposed project would not result in adverse impacts related to liquefaction, landslides, or lateral spreading. However, expansive soils could occur within the project site, and strong seismic shaking at the site could induce settlement up to 0.25-inch. However, the Initial Study includes Mitigation Measure VII-1, which would ensure that impacts related to expansive soils and subsidence/settlement would be less than significant.

  Compliance with the City's Stormwater Management Program (SWMP) standards and 2018 Storm Drainage System Master Plan would ensure the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion. In addition, compliance with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit would require preparation of a Storm Water Pollution Prevention Plan (SWPPP), and Municipal Code Chapter 13.30 would require preparation and implementation of a sediment and erosion control plan. Therefore, the proposed project would not result in substantial soil erosion or the loss of topsoil.

  Furthermore, because the proposed project would connect to existing City-maintained sewer infrastructure in the project vicinity, the construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the proposed project. Finally, paleontological resources are not expected to occur on the site and the soil types on the project site are not considered unique geologic features. As such, development of the proposed project would not destroy a unique paleontological resource or geologic feature. Overall, the proposed project would result in impacts that are *less than significant*, or *less than significant with mitigation incorporated* related to geology and soils.

- *Hazards and Hazardous Materials (All Checklist Questions):* Future operations of the proposed residences on the project site could involve the use of common household cleaning products, fertilizers, and herbicides on-site, any of which could contain potentially hazardous chemicals; however, due to the regulations governing use of such products and the amount that could reasonably be used on the site, routine use of such products would not represent a substantial risk to public health or the environment. Thus, the proposed project would not create a significant hazard to the public or the environment related to the routine transport, use, or disposal of hazardous materials.

  The Phase I Environmental Site Assessment (ESA) prepared for the proposed project concluded that due to the historical agricultural use of the site, on-site soils have the potential for soil contamination from arsenic and organochlorine pesticides (OCPs). Although 4,4-Dichlorodiphenyltrichloroethane (DDT) was detected in soil samples collected from the project site, none of the detected concentrations exceeded the residential and construction worker health screening levels. Therefore, the Phase I ESA

concluded that the detected 4,4-DDT concentrations are limited and would not represent a potential risk. The on-site soils also contain serpentine pebbles with naturally occurring asbestos (NOA) at concentrations greater than one percent. Based on the size of the project site and the presence of the NOA-containing serpentine pebbles, the Phase I ESA concluded that a site-specific Asbestos Dust Mitigation Plan (ADMP) should be prepared and approved by the Bay Area Air District (BAAD) prior to performing any soil-disturbing activities. A Soil Management Plan was also separately prepared for the project site, which provides direction for the management and handling of the on-site soil during the grading and excavation activities performed during construction, as well as guidance for addressing previously unknown subsurface features or environmental conditions that may potentially be encountered. Compliance with the Soil Management Plan would be required to ensure that development of the proposed project would not result in a potentially hazardous condition related to existing NOA-containing serpentine pebbles within the project site. As such, the Initial Study included Mitigation Measure IX-1 requiring preparation and approval of a site-specific ADMP, as well as compliance with the Soil Management Plan prepared for the proposed project. Such mitigation would ensure the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

While not specifically addressed in the Initial Study, a comment letter dated March 6, 2025 was received from Valley Water during the NOP public comment period for the proposed project. Valley Water requested that any abandoned, unused, or unregistered wells identified during project planning or construction must be properly destroyed; any active wells located in the project area must be protected during and post-construction. As discussed in the Phase I ESA, wells were not observed on-site during the site visit. Nonetheless, should any wells be identified during project planning or construction, the wells would be abandoned in accordance with Valley Water Ordinance 90-1.

Furthermore, the project site is not located within a quarter mile of any existing or proposed schools and is not located within two miles of an existing or proposed airport. According to the Phase I ESA, the project site is listed in a number of regulatory databases included in the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; however site-specific records are not available. The only permit on file with the City of Morgan Hill is at 1040 Cochrane Road, which is within the project site and is likely for a former fill area with NOA-containing serpentine rock that has since been removed from the site. Therefore, the former fill area on record would not create a significant hazard to the public or the environment. While several sites in the surrounding area, including adjoining properties to the north, northeast, northwest, and southeast of the project site were also listed, due to a lack of reported violations, releases, and/or previously conducted remedial action, the Phase I ESA concluded that such listings would not represent a potential hazard to the project site.

Finally, because the proposed project would not result in any modifications to the City's existing roadway system or evacuation routes, or be located within a Very High or High Fire Hazard Severity Zone (FHSZ), development of the proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, or expose people or structures to the risk of loss, injury, or death involving wildland fires. Overall, the proposed project would result in *no impact*, or

impacts that are *less than significant*, or *less than significant with mitigation incorporated* related to hazards and hazardous materials.

- *Hydrology and Water Quality (All Checklist Questions):* The proposed project would disturb more than one acre and, thus, would be subject to the State NPDES General Construction Permit. In addition, pursuant to Morgan Hill Municipal Code Chapter 13.30 (Urban Storm Water Quality Management and Discharge Control), the project applicant would be required to submit a sediment and erosion control plan to the City of Morgan Hill, Land Development Engineering Division. The proposed project would also be subject to all regional and local water quality regulations, including the Revised Regional SWMP. Compliance with the regional SWMP, as well as the NPDES General Construction Permit, would ensure that adverse impacts to water quality would not occur during construction.

  Because groundwater levels within the subbasin underlying the project site are currently stable, and the proposed project would provide opportunities for on-site recharge, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. In addition, according to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06085C0444H, the project site is located within Zone X, which is not considered a Special Flood Hazard Area (SFHA). It should be noted that the Madrone Channel, located to the west of the project site, is mapped as Zone AE, which is defined as an area with one percent annual chance of flooding and is also referred to as the base flood or 100-year floodplain. However, FEMA FIRM 06085C0444H notes that the Madrone Channel is sufficient to contain all discharge from the one percent annual chance flood. In addition, the channel is located outside of the project site boundaries and the proposed project would not include modifications to the channel.

  Lastly, the project site is not located near a water body that is susceptible to seiche hazard and the distance to the nearest coastline does not subject the site to tsunami hazards. While the project site is located within the dam failure inundation hazard zone for the Leroy Anderson Dam, a storage restriction has been implemented for the Leroy Anderson Dam which will prevent the uncontrolled release of water if the dam is structurally damaged after a major earthquake. As such, the proposed project would not be exposed to substantial risks related to flooding as a result of the failure of a dam, tsunamis, or seiches and would not result in any flood hazards or the release of pollutants due to project inundation flooding, tsunami, or seiche. Overall, the proposed project would result in impacts that are *less than significant* related to hydrology and water quality.

  A comment letter dated March 6, 2025, was received from Valley Water during the NOP public comment period for the proposed project. Valley Water requested clarification regarding on-site groundwater recharge and increased stormwater runoff into Madrone Channel associated with the proposed project. As such, minor text revisions have been made to the Initial Study prepared for the proposed project. The text revisions made to the Initial Study include minor clarifications, and do not change the significance of any conclusions made in the Initial Study. Such revisions are shown below; new text is <u>double underlined</u> and deleted text is ~~struck through~~.

The following revision is hereby made to pages 57 and 58 of the Initial Study:

> Following treatment, stormwater would be released ~~at less than or equal to pre-development levels in compliance with hydro-modification requirements for all storms up to the 100-year event. It should be noted that~~ via the existing 30-inch outfall pipe into the Madrone channel, which limits the amount of discharge from the detention basin. Therefore, the ~~previous~~ peak flow cannot be increased as part of the proposed project, but the pond volume would be enlarged to accommodate the additional runoff. ~~According to the Stormwater and Hydrology Report prepared for the proposed project, an increase in discharge to the Madrone Channel would not occur.~~ See questions "ci-ciii" below for further discussion of stormwater flows and stormwater drainage associated with the proposed project.

The following revision is hereby made to pages 58 and 59 of the Initial Study:

> Groundwater within the Santa Clara Subbasin is managed by Valley Water. The 2021 Groundwater Management Plan (GWMP), prepared pursuant to the Sustainable Groundwater Management Act of 2014, describes Valley Water's comprehensive groundwater management framework, including existing and potential actions to achieve basin sustainability goals and ensure continued sustainable groundwater management. The GWMP covers the Santa Clara and Llagas subbasins, located entirely in Santa Clara County and identified by the Department of Water Resources (DWR) as Basins 2-9.02 and 3-3.01, respectively. DWR identified the Santa Clara and Llagas subbasins as high-priority based on criteria that include overlying population, projected growth, number of wells, irrigation acreage, groundwater reliance, and groundwater impacts. However, neither subbasin has been identified as being critically overdrafted. Major recharge facilities within the Llagas Subbasin include the Uvas and Chesbro Reservoirs, in-stream recharge in Llagas and Uvas Creeks, the Madrone Channel, the San Pedro and Main Avenue groundwater recharge ponds, and the Uvas-Llagas pipeline, which is capable of diverting water from Uvas Reservoir to Llagas Creek. While the project site is located adjacent to the Madrone Channel, the proposed project would fully avoid the channel and would not interfere with in-stream recharge. ~~Because runoff associated with the proposed project would ultimately discharge to the Madrone Channel, the proposed project would still allow for in-stream recharge within the channel.~~ The proposed project would be required to comply with Performance Requirement 3 of Resolution R3-2013-0032, which requires stormwater runoff associated with a 95th percentile, 24-hour storm-event be retained on-site through optimized infiltration, storage, rainwater harvesting, or evapotranspiration. According to the Central Coast RWQCB, compliance with Performance Requirement 3 of Resolution R3-2013-0032 is "analogous to maintaining or restoring the pre-development hydrology with respect to volume, flow rate, duration and temperature of the runoff for most sites." As such, compliance with Performance Requirement 3 of Resolution R3-2013-0032 would ensure that development of the proposed project would minimize interference with ground water recharge opportunities relative to existing conditions. The proposed project would also provide landscaped areas with groundcover capable of absorbing stormwater and providing limited groundwater recharge opportunities throughout the project site, adjacent to the proposed structures and along internal drive aisles and site perimeters. Therefore, the project site's recharge capability would not change substantially relative to existing conditions.

Based on the comment letter received from Valley Water, additional details from the Stormwater and Hydrology Report prepared for the proposed project have been integrated

into the Hydrology and Water Quality analysis included in the Initial Study. As such, the following revision is hereby made to page 59 of the Initial Study:

ci-ciii. The project site is currently undeveloped. Development of the proposed project would include approximately 369,506 sf of new impervious surfaces, which would alter the existing drainage pattern of the site. However, as discussed above, on-site stormwater runoff from impervious surfaces would be collected within the on-site bioretention basin. In order to accommodate landscape/surface-based stormwater treatment systems, the proposed project would provide for overland flow to bioretention planters located within landscaped areas. Following water quality treatment, stormwater would be released ~~at less than or equal to pre-development levels~~ in compliance with ~~hydro-modification requirements for all storms up to the 100-year event pursuant to the City of Morgan Hill Drainage Ordinance and the stormwater management requirements adopted by~~ CCRWQCB post-construction stormwater requirements and the City's Flood Control Requirements below the allotted increase set forth in the 2022 Akel Engineering Madrone Channel Study. As discussed above, the proposed project would modify the existing detention basin in shape and volume from 252,300 cubic feet of storage to 456,084 cubic feet of storage, with minor modifications to the existing outlet control structure to satisfy applicable storage requirements.

In addition, according to the 2022 Madrone Channel Study prepared by Akel Engineering, Madrone Channel currently maintains 120 cubic feet per second (CFS) of excess capacity. According to the Madrone Channel Study, the existing excess capacity within Madrone Channel would allow for new development within the immediate vicinity of the Madrone Channel, including the proposed project, to increase runoff flows into the channel by up to 0.42 CFS per acre. Similar to the recent Trammel Crow/Redwood Tech project on the adjacent southerly parcel, as well as the Crosswinds project across the street from the project site, the proposed project would be conditioned to meet the 0.42-acre CFS per acre standard as described in the 2022 Madrone Channel Capacity Study by Akel Engineering. Therefore, the proposed project would not significantly increase stormwater flows into Madrone Channel.

The final drainage system design for the project would be subject to review and approval by the City of Morgan Hill Land Development Engineering Division, who would confirm that the proposed stormwater controls and drainage system for the project is consistent with the City's Storm Drainage System Master Plan and standard stormwater-related conditions of approval. Therefore, the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion, siltation, or 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. Thus, a ***less-than-significant*** impact would occur.

The following revision is hereby made to pages 59 and 61 of the Initial Study:

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) ~~06085C0441H~~ 06085C0444H, the project site is located within

> Zone X, which is defined as an area with 0.2 percent Annual Chance Flood Hazard and one percent annual chance flood with average depth less than one foot or with drainage areas of less than one square mile (see Figure 1). Zone X is not considered a Special Flood Hazard Area (SFHA).
>
> The Madrone Channel, located to the west of the project site, is mapped as Zone AE, which is defined as an area with one percent annual chance of flooding and is also referred to as the base flood or 100-year floodplain. However, FEMA FIRM ~~06085C0441H~~ 06085C0444H notes that Madrone Channel is sufficient to contain all discharge from the one percent annual chance flood. In addition, the channel is located outside of the project site boundaries and the proposed project would not include modifications to the channel.

In addition to the above revisions made to pages 59 and 61 of the Initial Study, the title of Figure 12 on page 60 of the Initial Study has been revised as follows:

Figure 12
FEMA FIRM ~~06085C0441H~~ 06085C0444H

The above revisions provide clarifications in response to NOP comments, but do not change the conclusions of the Initial Study.

- *Land Use and Planning (All Checklist Questions):* The proposed project would be a continuation of the surrounding development and would not isolate an existing land use. Furthermore, the City of Morgan Hill General Plan designates the project site as General Commercial and the site is zoned Planned Unit Development (PUD), Administrative Office (CO), and Highway Commercial (CH). Thus, development of the project site has already been anticipated by the City. However, the proposed project invokes Builder's Remedy, which prevents jurisdictions without a substantially compliant housing element from denying certain housing projects, even if such projects do not comply with the jurisdiction's general plan or zoning ordinance. As such, the proposed project would not require a General Plan Amendment or Rezone. In addition, through compliance with the mitigation measures included within the Initial Study, as well as the City's Municipal Code, the proposed project would not conflict with City policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect. As such, the proposed project would result in impacts that are *less than significant* related to land use and planning.

- *Mineral Resources (All Checklist Questions):* The City's General Plan does not identify any regionally or locally important mineral resources within the City of Morgan Hill, and the project site is not comprised of known mineral resources or mineral resource production areas. Furthermore, mining is not allowed by the project site's land use and zoning designations, and mining would be incompatible with the surrounding uses. Therefore, the proposed project would not result in the loss of a known mineral resource that would be of value to the region nor would the project result in the loss of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan, and *no impact* related to mineral resources would occur.

- *Noise (Checklist Question c):* The nearest airport to the project site is the San Martin Airport, which is located approximately 5.2 miles to the south of the project site. The project site is located outside of the Airport Influence Area (AIA), as identified in the San Martin Airport Comprehensive Land Use Plan. In addition, the project site is not located within

the vicinity of a private airstrip. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with air traffic, and *no impact* would occur with regard to the aforementioned impact related to noise.

- *Population and Housing (All Checklist Questions):* The project site generally consists of vacant grassland, and the proposed project would not require the demolition of any existing residences or any other structures within the project site. Thus, the proposed project would not result in the displacement of existing housing or residents and would not necessitate the construction of replacement housing elsewhere. Development of the proposed project is anticipated to result in an approximately 0.7 percent increase in the City's population, which is not considered substantial growth. Construction of new or expanded public service facilities would not be necessary to adequately serve the proposed project. Furthermore, the proposed project would not include construction of new off-site utility infrastructure or expansion of existing utilities, and sufficient water supplies, wastewater treatment capacity, and landfill capacity would be available to serve the proposed project. Overall, the proposed project would result in impacts that are *less than significant* related to population and housing.

- *Public Services (All Checklist Questions):* The proposed project would receive fire protection services from the California Department of Forestry and Fire Protection (CAL FIRE) and law enforcement services from the Morgan Hill Police Department. The incremental increase in demand for police and fire protection associated with the proposed project would not necessitate new or physically altered protection facilities and would not be substantial enough such that the current response times could not be maintained. In addition, pursuant to Morgan Hill Municipal Code Section 3.56.030, the project applicant would be subject to development impact fees, which would finance the cost of public facilities and improvements, including public safety facilities and schools, required by new development. Furthermore, given the relatively small number of units included in the proposed project, the project would not be anticipated to result in a substantial increase in demand for library services, or other public facilities, such that expanded facilities would be required. Finally, because the project is not proposing to dedicate any land to the City for recreational facilities, the project applicant would be required to pay in-lieu fees consistent with Section 17.28.060 of the City's Municipal Code. Overall, the proposed project would result in impacts that are *less than significant* related to public services.

- *Recreation (All Checklist Questions):* The proposed project does not include the dedication of any on-site parkland. Therefore, project applicant would be required to pay in-lieu fees consistent with Section 17.28.060 of the City's Municipal Code which would contribute to revenue pools used to acquire necessary land to develop new parks or rehabilitate existing neighborhood parks and recreation facilities. In addition, while the proposed project would not dedicate land to the City for public recreational facilities, the proposed project would include 0.27-acre of common open space with a recreation lawn, a picnic area, a play zone for children aged two to 12 years old, and a fitness station to serve future residents. Overall, the proposed project would result in impacts that are *less than significant* related to recreation.

- *Tribal Cultural Resources (All Checklist Questions):* As discussed above, previously recorded historical and archaeological resources have not been documented or identified within the project site boundaries or within 0.25-mile of the site. In compliance with AB 52

(PRC Section 21080.3.1), project notification letters were distributed to a consultation list of tribes with traditional lands or cultural places located within the project area, as identified by the NAHC, on May 15, 2025. However, requests to consult were not received during the 30-day response period. The project applicant would be required to comply with the City's standard conditions of approval as set forth within Section 18.60.090 of the City's Municipal Code, which would ensure that the developer enter into written contracts with an archaeologist and the Tamien Nation Tribe, pay all applicable fees, and implement the required policies and procedures for treatment and disposition of inadvertently discovered human remains or archaeological materials. Overall, the proposed project would result in impacts that are *less than significant* related to tribal cultural resources.

- *Utilities and Service Systems (All Checklist Questions):* The increase in water demand, wastewater generation, and stormwater drainage associated with the proposed project could be adequately accommodated by existing facilities. In addition, the project is located within an urbanized area and would not require major expansion or extension of existing water, wastewater, electrical, or telecommunications facilities in the project area. Therefore, the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater, electric power, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Sufficient water supplies would be available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. In addition, considering the relatively small scale of the proposed project, and because the proposed residences would generate typical solid waste types and would not require specialized solid waste disposal needs, the proposed project would not produce enough solid waste for the landfill to exceed capacity. The proposed project would comply with applicable federal, State, and local statutes and regulations related to solid waste. Overall, the proposed project would result in impacts that are *less than significant* related to utilities and service systems.

- *Wildfire (All Checklist Questions):* The City's Wildland Urban Interface map indicates that the project site is not located in a High or Very High FHSZ. In addition, according to the CALFire Fire and Resource Assessment Program, the project site is not located within a High or Very High FHSZ. The proposed project would be required to comply with all applicable requirements of the California Fire Code (CFC), as adopted by Chapter 15.44 of the City's Municipal Code. Implementation of the proposed project would not interfere with potential evacuation or response routes used by emergency response teams and would not conflict with the City's Emergency Operations Plan. Additionally, development of the site with residential uses could reduce the risk of wildland fire to surrounding areas, because site improvements, such as roadways, driveways, and irrigated landscaping, would reduce readily combustible vegetation. Overall, the proposed project would result in *no impact* related to wildfire.

4.0.4 ENVIRONMENTAL ISSUES ADDRESSED IN THIS EIR

The EIR provides the analysis necessary to address the environmental impacts of the proposed project. The following environmental issues are addressed in separate technical chapters of this EIR:

- Agricultural Resources;
- Air Quality and Greenhouse Gas Emissions;

- Noise; and
- Transportation.

See Section 5.3, Cumulative Impacts, of Chapter 5, Statutorily Required Sections, for additional information on the scope of the cumulative impact analysis for each environmental issue addressed in the EIR.

4.0.5 TECHNICAL CHAPTER FORMAT

Each technical chapter addressing a specific environmental issue begins with an **introduction** describing the purpose of the chapter. The introduction is followed by a description of the project's **existing environmental setting** pertaining to that particular environmental issue. The setting description is followed by the **regulatory context** and the **impacts and mitigation measures** discussion, which contains the **standards of significance**, followed by the **method of analysis**. The standards of significance section includes references to the specific checklist questions consistent with Appendix G of the CEQA Guidelines. The **impacts and mitigation measures** discussion includes impact statements prefaced by a number in bold-faced type (for both project-level and cumulative analyses). An explanation of each impact and an analysis of the impact's significance follow each impact statement (see below), followed by all mitigation measures pertinent to each individual impact. The degree of relief provided by identified mitigation measures is also evaluated. An example of the format is shown below.

Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in comparison with the standards of significance.

4.X-1 Statement of Project-Specific Impact

Discussion of impact for the proposed project in paragraph format.

Statement of ***level of significance*** of impact prior to mitigation is included at the end of each impact discussion. If an impact is determined to be significant, mitigation will be included in order to reduce the specific impact to the maximum extent feasible. Impacts that cannot be reduced to a less than significant level with implementation of all feasible mitigation would be considered to remain significant and unavoidable.

Mitigation Measure(s)

Statement of *level of significance* after the mitigation is included immediately preceding mitigation measures.

4.X-1(a) *Required mitigation measure(s) presented in italics and numbered in consecutive order.*

4.X-1(b) *Required additional mitigation measure, if necessary.*

Cumulative Impacts and Mitigation Measures

The following discussion of cumulative impacts is based on implementation of the proposed project in combination with cumulative development within the applicable area or region.

4.X-2 Statement of Cumulative Impact

Discussion of cumulative impacts for the proposed project in paragraph format.

As discussed in detail in Chapter 5, Statutorily Required Sections, of the EIR, the cumulative setting for the proposed project is generally considered to be development anticipated to occur upon buildout of the proposed project, as well as buildout of a number of approved or reasonably foreseeable projects within the City of Morgan Hill.

Statement of ***level of significance*** of cumulative impact prior to mitigation is included at the end of each impact discussion. If an impact is determined to be cumulatively considerable, mitigation will be included in order to reduce the specific impact to the maximum extent feasible. Impacts that cannot be reduced to a less than cumulatively considerable level with the implementation of all feasible mitigation would be considered to remain significant and unavoidable.

Mitigation Measure(s)

Statement of *level of significance* after the mitigation is included immediately preceding mitigation measures.

4.X-2(a) *Required mitigation measure(s) presented in italics and listed in consecutive order.*

4.X-2(b) *Required additional mitigation measure, if necessary.*

4.1 Agricultural Resources

4.1 AGRICULTURAL RESOURCES

4.1.1 INTRODUCTION

The Agricultural Resources chapter of the EIR describes the status of the existing agricultural resources within the boundaries of the project site, using current State data, including identification of any Prime Farmland, Unique Farmland or Farmland of Statewide Importance. The chapter also addresses the potential for development of the proposed project to result in the conversion of agricultural land to non-agricultural uses. Documents referenced to prepare this chapter primarily include the City of Morgan Hill General Plan[1] and the City of Morgan Hill General Plan EIR.[2] Further information was obtained from the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey[3] and the California Important Farmland Finder.[4]

4.1.2 EXISTING ENVIRONMENTAL SETTING

The Existing Environmental Setting section describes current farmland and soil productivity classification systems, as well as the extent and quality of the agricultural resources present on the project site.

On-Site Agricultural Operations

The project site currently consists of an undeveloped vacant field with a driveway off of Cochrane Road and an unpaved private roadway that encircles the eastern portion of the project site. The project site also includes an existing five-foot wide planting strip along the project frontage of DePaul Drive, which includes existing bioretention planters, and an existing stormwater detention pond with a 30-inch outfall to the Madrone Channel in the southern portion of the site. Existing non-native trees are located along Cochrane Road and the Madrone Channel Trail.

The northern portion of the project site was used as a tree nursery in 2018 to sell potted plants.

Farmland Classifications

The Farmland Mapping and Monitoring Program (FMMP), part of the Division of Land Resource Protection, California Department of Conservation (DOC), uses soil agricultural productivity information from the NRCS to create maps illustrating the types of farmland in a particular area.

The FMMP was established in 1982 to continue the Important Farmland mapping efforts begun in 1975 by the USDA. The intent of the USDA was to produce agriculture maps based on soil quality and land use across the nation. As part of the nationwide agricultural land use mapping effort, the USDA developed a series of definitions known as Land Inventory and Monitoring (LIM) criteria. The LIM criteria classified the land's suitability for agricultural production; suitability

1 City of Morgan Hill. *2035 General Plan*. Adopted July 2016.
2 City of Morgan Hill. *2035 General Plan Draft EIR*. January 2016.
3 U.S. Department of Agriculture, National Resources Conservation Service. *Web Soil Survey*. Available at: http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed February 2026.
4 California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed February 2026.

included both the physical and chemical characteristics of soils and the actual land use. Important Farmland maps are derived from the USDA soil survey maps using the LIM criteria.

Since 1980, the State of California has assisted the USDA with completing the mapping in the State. The FMMP was created within the California DOC to carry on the mapping activity on a continuing basis, and with a greater level of detail. The California DOC applied a greater level of detail by modifying the LIM criteria for use in California. The LIM criteria in California use the Land Capability Classification and Storie Index Rating systems, but also consider physical conditions such as dependable water supply for agricultural production, soil temperature range, depth of the groundwater table, flooding potential, rock fragment content, and rooting depth.

The California DOC classifies lands into seven categories: Prime Farmland, Farmland of Statewide Importance (Statewide Farmland), Unique Farmland, Farmland of Local Importance (Local Farmland), Grazing Land, Urban and Built-up Land (Urban Land), and Other Land. The first three types listed above are collectively designated by the State as Agricultural Land for the purposes of CEQA (see Public Resources Code [PRC] Section 21060.1). Important Farmland maps for California are compiled using the modified LIM criteria and current land use information. The minimum mapping unit is 10 acres unless otherwise specified. Units of land smaller than 10 acres are incorporated into surrounding classifications. Each of the categories are summarized below, based on California DOC's A Guide to the Farmland Mapping and Monitoring Program.[5]

Prime Farmland

Prime Farmland is land with the best combination of physical and chemical features able to sustain the long-term production of agricultural crops. The land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. The land must have been used for the production of irrigated crops at some time during the two update cycles (a cycle is equivalent to two years) prior to the mapping date.

Farmland of Statewide Importance

Farmland of Statewide Importance is land similar to Prime Farmland, but with minor shortcomings, such as greater slopes or with less ability to hold and store moisture. The land must have been used for the production of irrigated crops at some time during the two update cycles prior to the mapping date.

Unique Farmland

Unique Farmland is land of lesser quality soils used for the production of the State's leading agricultural crops. The land is usually irrigated, but may include non-irrigated orchards or vineyards, as found in some climatic zones in California, as well as nurseries with potted plants. The land must have been cultivated at some time during the two update cycles prior to the mapping date.

Farmland of Local Importance

Farmland of Local Importance is land of importance to the local agricultural economy, as determined by each county's Board of Supervisors and a local advisory committee. Farmland of Local Importance includes lands which do not qualify for Prime, Statewide, or Unique designation, but are currently irrigated crops, pasture, or non-irrigated crops; lands that would meet the Prime

[5] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. *A Guide to the Farmland Mapping and Monitoring Program*. 2004.

or Statewide designation and have been improved for irrigation, but are now idle; and lands that currently support confined livestock, poultry operations, and aquaculture.

Within Santa Clara County, the Farmland of Local Importance definition includes the following: undeveloped lands that do not currently qualify for the Prime, Statewide, or Unique designations, but have been mapped as Prime, Statewide, Unique, or Local Importance designations by FMMP in the past; small orchards and vineyards, primarily in the foothill areas; and lands cultivated as dry cropland for grains and hay.[6]

Farmland of Local Potential

Farmland of Local Potential is a subcategory of Farmland of Local Importance and is usually aggregated within the Farmland of Local Importance acreage in land use conversion tables. Four counties, including Santa Clara County, maintain definitions of Farmland of Local Potential.[7] For Santa Clara County, Farmland of Local Potential is defined as Prime or Statewide soils which are not presently irrigated, regardless of cropping history or irrigation water availability.

Grazing Land

Grazing Land is land on which the existing vegetation, whether grown naturally or through management, is suited to the grazing of livestock. The minimum mapping unit for the Grazing Land category is 40 acres.

Urban and Built-up Land

Urban and Built-up Land is occupied with structures with a building density of at least one unit to one-half acre. Uses may include but are not limited to, residential, industrial, commercial, construction, institutional, public administration purposes, railroad yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment plants, water control structures, and other development purposes. Highways, railroads, and other transportation facilities are mapped as part of this unit, if they are part of a surrounding urban area.

Other Land

Other Land is land that is not included in any other mapping categories. The following uses are generally included: rural development, brush timber, government land, strip mines, borrow pits, and a variety of other rural land uses.

Project Site Farmland Classifications

According to the FMMP, the project site contains Farmland of Local Importance, Unique Farmland, and Other Land (see Figure 4.1-1). The specific acreages are summarized in Table 4.1-1. While the project site has not been subject to on-site crop farming during the four years prior to the last mapping date (2022),[8] the DOC definition of Unique Farmland includes nurseries with potted plants.[9] Based on the former on-site tree nursery, the project site qualifies as Unique Farmland.

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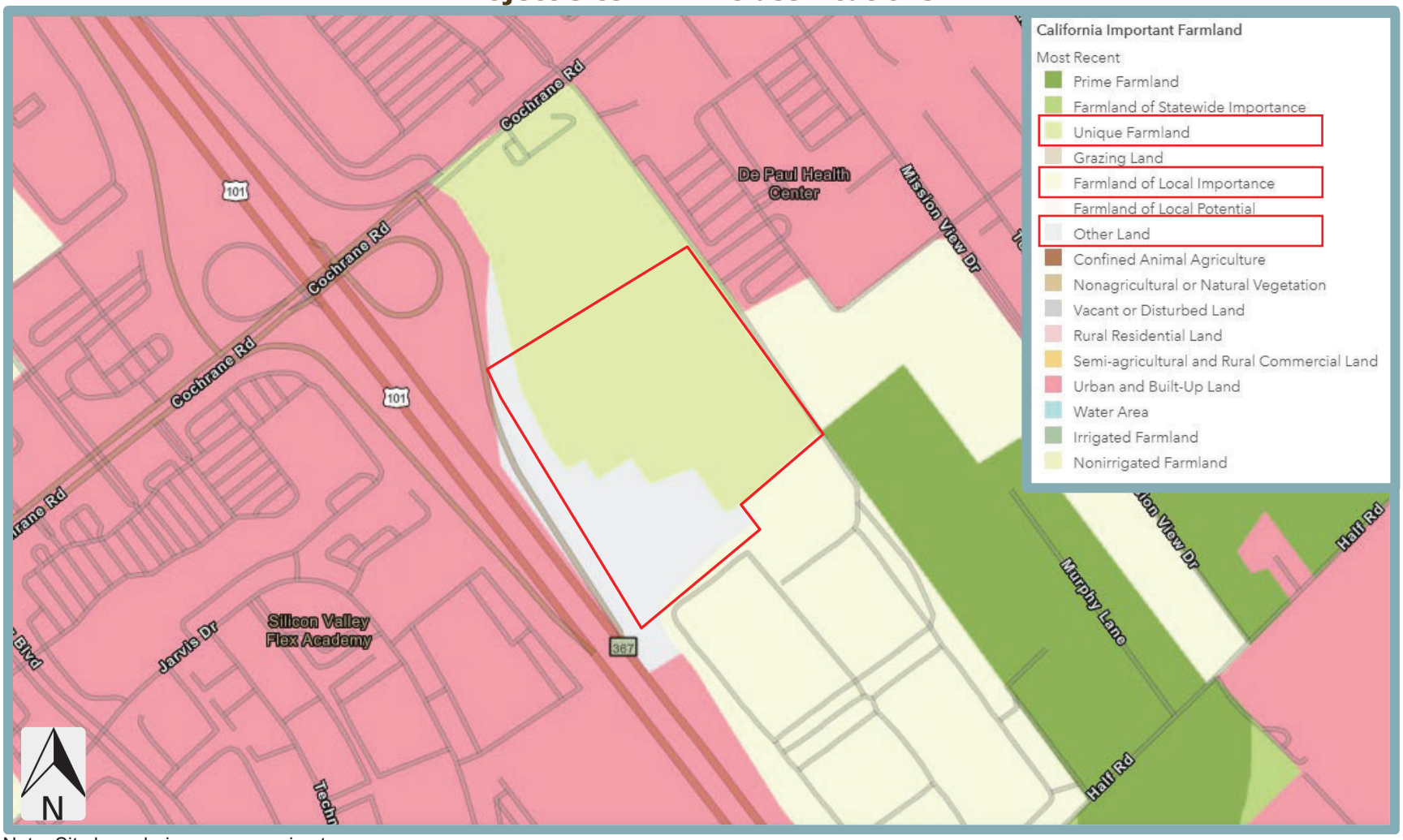
6 California Department of Conservation. *Farmland of Local Importance.* 2018.

7 *Ibid.*

8 Dinh, Joey, Associate Planner, City of Morgan Hill. Personal communication [email] with Nick Pappani, Vice President, Raney Planning and Management. November 14, 2025.

9 Borsh, Chris, Research Data Analyst II, Farmland Mapping and Monitoring Program, California Department of Conservation. Personal communication [email] with Nick Pappani, Vice President, Raney Planning and Management. November 19, 2025.

Figure 4.1-1
Project Site FMMP Classifications



Note: Site boundaries are approximate.
Source: California Department of Conservation, Farmland Mapping and Monitoring Program, 2026.

*Figure is not OCR compatible.

Table 4.1-1
FMMP Classifications

FMMP Classification	Acreage	Percentage of Site
Farmland of Local Importance	0.3	1.9
Unique Farmland	10.8	68.8
Other Land	4.6	29.3
Total:	**15.7**	**100.0**

Note: Summation errors may occur due to rounding on-site acreages to the nearest approximate acre.

Source: California Department of Conservation, Farmland Mapping and Monitoring Program, 2026.

Agricultural Productivity of Soils

The USDA NRCS uses two systems to determine a soil's agricultural productivity: the Land Capability Classification System and the Storie Index Rating System. The "prime" soil classification of both systems indicates the presence of few to zero soil limitations, which, if present, would require the application of management techniques (e.g., drainage, leveling, special fertilizing practices) to enhance production.

The Land Capability Classification System takes into consideration soil limitations, the risk of damage when soils are used, and the way in which soils respond to treatment. Capability classes range from Class I soils, which have few limitations for agriculture, to Class VIII soils, which are unsuitable for agriculture. Generally, as the rating of the capability classification system increases, yields and profits are more difficult to obtain. A general description of land capability classification, as defined by the NRCS, is provided in Table 4.1-2.

Table 4.1-2
Land Capability Classification

Class	Definition
I	Soils have slight limitations that restrict their use.
II	Soils have moderate limitations that restrict the choice of plants or that require moderate conservation practices.
III	Soils have severe limitations that restrict the choice of plants or that require special conservation practices, or both.
IV	Soils have very severe limitations that restrict the choice of plants or that require very careful management, or both.
V	Soils are not likely to erode but have other limitations; impractical to remove that limit their use largely to pasture or range, woodland, or wildlife habitat.
VI	Soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture or range, woodland, or wildlife habitat.
VII	Soils have very severe limitations that make them unsuited to cultivation and that restrict their use largely to pasture or range, woodland, or wildlife habitat.
VIII	Soils and landforms have limitations that preclude their use for commercial plants and restrict their use to recreation, wildlife habitat, or water supply or to aesthetic purposes.

Source: U.S. Department of Agriculture, Natural Resources Conservation Service. National Soil Survey Handbook, Part 622.2(E). Amended August 2024.

The Storie Index Rating system ranks soil characteristics according to suitability for agriculture from Grade 1 soils (80 to 100 rating), which have few or zero limitations for agricultural production, to Grade 6 soils (less than 10 rating), which are not suitable for agriculture. Under the Storie Index Rating system, soils deemed less than prime can function as prime soils when limitations such as poor drainage, slopes, or soil nutrient deficiencies are partially or entirely removed. Unlike the

Land Capability Classification outlined above, the Storie Index Rating System does not distinguish between irrigated and non-irrigated soils.

The six grades, ranges in index rating, and definition of the grades, as defined by the NRCS, are provided below in Table 4.1-3.

Table 4.1-3
Storie Index Rating System

Grade	Index Rating	Definition
1 – Excellent	81 through 100	Few limitations that restrict their use for crops
2 – Good	61 through 80	Suitable for most crops, but have minor limitations that narrow the choice of crops and have a few special management needs
3 – Fair	41 through 60	Suited to a few crops, or special crops, and require special management
4 – Poor	21 through 40	If used for crops, severely limited and require special management
5 – Very Poor	11 through 20	Not suited for cultivated crops, but can be used for pasture/range
6 – Non-Agriculture	Less than 10	Soil and land types generally not suited to farming

Source: U.S. Department of Agriculture, Web Soil Survey, 2025.

According to the USDA NRCS Web Soil Survey conducted for the project site, the on-site soils are completely comprised of Arbuckle gravelly loam with zero to two percent slopes, Major Land Resource Areas (MLRA) 14, which has an Irrigated Land Capability Classification of Class II. Class II soils are defined as having moderate limitations that reduce the choice of plants or that require moderate conservation practices. In addition, the Storie Index Ratings of the on-site soils are Grade 1 – Excellent. Grade 1 soils have few limitations to restrict soil use for crops.

4.1.3 REGULATORY CONTEXT

Federal laws or regulations pertaining to agricultural resources are not applicable for this analysis. The existing State and local laws and regulations pertaining to such resources are listed below, as applicable.

State Regulations

The following are applicable State regulations related to agricultural resources.

Williamson Act

The California Land Conservation Act, better known as the Williamson Act, has been the State's premier agricultural land protection program since the Act's enactment in 1965. The California Legislature passed the Williamson Act in 1965 to preserve agricultural and open space lands by discouraging premature and unnecessary conversion to urban uses. The Williamson Act creates an arrangement whereby private landowners enter into contractual agreements with counties and cities to voluntarily restrict land to agricultural and open space uses. The vehicle for such agreements is a rolling-term, 10-year contract (i.e., unless either party files a "notice of non-renewal," the contract is automatically renewed annually for an additional year). In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value.

Department of Pesticide Regulation

Certain pesticides can be especially dangerous to human health or the environment if used incorrectly. Therefore, California law allows the Department of Pesticide Regulation (DPR) to put special controls on these pesticides, called "restricted materials." Restricted materials are limited in their use to trained individuals, and then further restricted to times and places approved by the County Agricultural Commissioners. The commissioners evaluate the potential effects an application might have on people and the environment before the pesticide is used. The purchase or use of most restricted materials in agriculture requires a permit from the County Agricultural Commissioner. Permits are also required to use pesticides for commodity treatment in fumigation chambers at ports and elsewhere. The major exception to the permit requirement is structural pest control (e.g., pesticide use to get rid of a termite infestation).

California is the only state with such a pesticide permitting system. Similar to other states, users of restricted materials must have certain training, but only California requires users of certain pesticides to get a permit from a local regulatory official. County Agricultural Commissioners, with their extensive knowledge of both pesticides and local conditions, are uniquely positioned to grant such permits. In addition, requiring a permit allows the commissioners to ensure that users of restricted materials prevent harmful effects or use alternatives to the pesticide.

Local Regulations

The following are the local regulations and standards relevant to agricultural resources.

City of Morgan Hill General Plan

The following goals and policies from the City of Morgan Hill General Plan related to agricultural resources are applicable to the proposed project.

Goal NRE-4 A viable agricultural industry.

Policy NRE-4.1 **Agriculture Retention and Transition to Urban Uses.** Support programs and techniques, including conservation easements and purchase of development rights to encourage the retention of agricultural activities and to minimize conflicts in the transition from agriculture to urban uses.

Policy NRE-4.11 **Agricultural Mitigation.** Enforce the agricultural mitigation requirement of requiring the preservation of a minimum of 1 acre of agricultural land for each acre of agricultural land changed to a non-agricultural use, consistent with the City's Agricultural Lands Preservation Program.

Policy NRE-4.12 **Permanent Preservation of Agriculture.** Establish areas for the permanent preservation of agricultural lands and programs to accomplish that objective, such as exclusive agricultural zoning, transfer of development rights (TDR) programs, and right-to-farm legislation.

Policy NRE-4.13 **Urban Growth.** Wherever existing development patterns and existing and planned roads and other public facilities permit, concentrate urban development adjacent to existing developed

areas in order to minimize the impact of development on agricultural land. Plan for further urban growth to occur in areas which will avoid encroachment into those agricultural lands with the greatest long-term potential to remain economically viable.

Policy NRE-4.15 **Conversion to Urban Use.** Convert agricultural land that has been designated for urban growth in an orderly manner to retain the stability and viability of remaining agricultural lands as long as possible.

Policy NRE-4.19 **Agricultural Lands Preservation Program.** Use a wide variety of funding sources to support the Agricultural Lands Preservation Program, including land use regulation, urban development policy, conservation easements (with matching grant funds from appropriate agencies, where possible), transfer or purchase of development rights, increased transfer fees, Residential Development Control funds, or Homeowners Association fees for new development.

City of Morgan Hill Municipal Code

The applicable sections of the City of Morgan Hill Municipal Code related to agricultural resources are presented below.

Municipal Code Chapter 8.50 (Right-To-Farm Ordinance)

Chapter 8.50 of the City's Municipal Code contains the City's right-to-farm ordinance, which is intended to promote public health, safety and welfare, and to support and encourage continued agricultural operations within the City. In addition, the chapter helps implement Goal NRE-4 of the General Plan, which is designed to preserve agricultural operations within and adjacent to City boundaries.

Municipal Code Chapter 18.152 (Agricultural Mitigation Ordinance)

The City's agricultural lands preservation program was adopted on August 1, 2014, and is contained within Chapter 18.152 of the Municipal Code. The purpose of the ordinance is established within Section 18.152.020 and is as follows:

A. The City of Morgan Hill has determined that small-scale agriculture is viable in the Morgan Hill sphere of influence (SOI) if land use tools are used effectively to protect an adequate agricultural land use supply. Establishing land use policies and an implementation program to preserve agricultural lands will help to preserve open space, provide access to locally grown foods, promote sustainable food production, contribute to a unique cultural environment within Morgan Hill, and address regional land use planning policy objectives. For Morgan Hill, an effective agricultural preservation program will need to focus upon the use of agricultural land use easements supported by agricultural preservation land use policies.

B. The City of Morgan Hill's agricultural lands preservation program is intended to promote continued and viable agricultural activities in and around Morgan Hill through a comprehensive set of land use policies and implementation activities that together accomplish the following:

    1. Preserve open space agricultural lands and agricultural activity within the Morgan Hill sphere of influence.

2. Promote the viability of small-scale agriculture through the preservation of agricultural land and the implementation of supporting general plan policies.
3. Identify the combination of tools, techniques, mechanisms, and funding sources that form the best agricultural/open space land preservation program for the City of Morgan Hill.
4. Establish CEQA mitigation procedures to mitigate the loss of agricultural lands.
5. Focus land preservation in the city's southeast quadrant.

The provisions of the chapter apply to all new development within the City that directly result in the conversion of agricultural land. As defined in Section 18.152.030 of the City's Municipal Code, agricultural land that requires mitigation is defined as the following:

> "…land that is depicted on the current map of the Farmland Mapping and Monitoring Program (FMMP) of the California Department of Conservation as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland and that was not subsequently developed for non-agricultural use prior to August 1, 2014 or subsequently developed per the provisions of this ordinance. Lands identified as grazing land are not subject to the offsetting preservation/mitigation requirements set forth in this policy."

Pursuant to Section 18.152.040, new development projects are required to mitigate the loss of agricultural land pursuant to the provisions of the preservation policy established therein. For example, a minimum of one acre of agricultural land shall be preserved in perpetuity for each acre of agricultural land changed to a non-agricultural use (1:1 mitigation ratio), along with any necessary funding for stewardship and program administration. The required acreage shall be protected through an agricultural conservation easement or agricultural preservation in-lieu fee. Further standards related to the mitigation mechanism, eligible and ineligible mitigation lands, the mitigation timing and implementation, funding, and fees are contained within Chapter 18.152 of the City's Municipal Code.

4.1.4 IMPACTS AND MITIGATION MEASURES

The following section describes the standards of significance and methodology used to analyze and determine the potential impacts of the proposed project related to agricultural resources. A discussion of the project's impacts and mitigation measures where necessary, is presented.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines, a significant impact would occur if the proposed project would result in any of the following:

- 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;
- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g]);
- Result in the loss of forest land or conversion of forest land to non-forest use; or
- 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.

Issues Not Discussed Further

The Initial Study prepared for the proposed project (see Appendix A) determined that development of the proposed project would result in no impact related to the following:

- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g]); and
- Result in the loss of forest land or conversion of forest land to non-forest use.

For the reasons cited in Section II, Agriculture and Forest Resources, of the Initial Study, the potential impacts associated with the above are not analyzed further in this EIR.

Method of Analysis

Evaluation of potential impacts of the proposed project on agricultural resources is based on the following: the City's General Plan, the associated EIR, the NRCS Web Soil Survey, and the FMMP online mapping system. Soil data from the FMMP was used to determine the approximate amounts of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance within the project site boundaries. The standards of significance listed above are used to delineate the significance of any potential impacts.

Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on implementation of the proposed project in comparison to existing conditions and the standards of significance presented above.

4.1-1 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. Based on the analysis below, even with implementation of mitigation, the impact is *significant and unavoidable.*

As noted previously, according to the FMMP, the project site contains approximately 0.3-acre of Farmland of Local Importance, 10.8 acres of Unique Farmland, and 4.6 acres of Other Land (see Figure 4.1-1 and Table 4.1-1). However, for environmental review purposes under CEQA, only the categories of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland constitute "agricultural land." Thus, only the 10.8 acres of Unique Farmland on the site would be considered agricultural land under CEQA. The project site has not been subject to on-site crop farming during the four years prior to the last mapping date (2022) and is not currently used as farmland.[10] However, the DOC definition of Unique Farmland also includes nurseries with potted plants, such as the former on-site tree nursery.[11] Because the project site was used

[10] Dinh, Joey, Associate Planner, City of Morgan Hill. Personal communication [email] with Nick Pappani, Vice President, Raney Planning and Management. November 14, 2025.

[11] Borsh, Chris, Research Data Analyst II, Farmland Mapping and Monitoring Program, California Department of Conservation. Personal communication [email] with Nick Pappani, Vice President, Raney Planning and Management. November 19, 2025.

as a tree nursery within four-years of the last mapping date (2022), the definition of "Unique Farmland" would still apply to the project site.

The proposed project would include the development of 105 detached single-family residences. As such, development of the proposed residential uses would convert the on-site Unique Farmland to non-agricultural uses. While the project site has been designated for development by the City of Morgan Hill General Plan, the General Plan EIR determined that impacts related to the conversion of Farmland in the City to non-agricultural uses would be significant and unavoidable, and feasible mitigation to reduce such impacts to less-than-significant levels do not exist.

The City's Municipal Code Section 18.152.020(B)(4) states that the Morgan Hill agricultural lands preservation program shall "Establish CEQA mitigation procedures to mitigate the loss of agricultural lands." Development projects within the City are required to mitigate the loss of agricultural land at a minimum rate of one acre of agricultural land for each acre of agricultural land changed to a non-agricultural use (1:1 mitigation ratio) through an agricultural conservation easement, or through the payment of an agricultural preservation in-lieu fee. Thus, based on the conversion of the on-site Unique Farmland, the proposed project would require agricultural mitigation for 10.8 acres.

Based on the above, the proposed project would convert Unique Farmland, as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to non-agricultural use. Thus, a ***significant*** impact would occur.

Mitigation Measure(s)

While the following mitigation measure would preserve Farmland acreage elsewhere, that preservation would not create new Farmland. As such, the proposed project would lead to an overall loss of Farmland. Therefore, although implementation of the following mitigation measure would reduce the above significant impact, the impact would remain *significant and unavoidable.*

4.1-1 *Prior to final subdivision map approval, the project applicant shall either set aside in perpetuity, at a minimum ratio of 1:1 of active agricultural acreage, an amount equal to the total project site acreage or pay an agricultural preservation in-lieu fee to the City. In addition to land acquisition/dedication or payment of the agricultural preservation in-lieu fee, the project applicant shall pay an agricultural lands preservation program surcharge fee on a per-acre basis. If the applicant chooses to set aside active agricultural acreage, the lands to be used as agricultural mitigation shall conform to the definitions for agricultural mitigation land and/or open agricultural land as defined in Section 18.152.030 of the Morgan Hill Municipal Code, and shall meet the following criteria:*

- *A. Agricultural conservation easements shall be acquired from willing sellers only; eminent domain shall not be used to acquire lands for conservation;*
- *B. The property is of adequate size, configuration and location to be viable for continued agricultural use;*

C. The land shall have access to an adequate water supply to maintain the purposes of the easement (i.e., to irrigate farmland if the converted farmland is irrigated or capable of irrigation). The water supply shall be sufficient to support ongoing agricultural uses, and the water rights on the agricultural mitigation land shall be protected in the agricultural conservation easement;
D. Other considerations for appropriate conserved agricultural lands include: soil type, parcel size, existing irrigation supplies, strong agricultural production history, proximity to agricultural infrastructure, proximity to the first point of processing, uses on surrounding lands, and proximity to urban areas now and into the foreseeable future;
E. The mitigation land shall be located within Santa Clara County; and
F. The mitigation land may not overlap with land being acquired as habitat mitigation by the Santa Clara Valley Habitat Agency.

The location and amount of active agricultural acreage shall be subject to review and approval by the City of Morgan Hill Planning Division. Proof of payment of the agricultural lands preservation program surcharge fee and/or the agricultural preservation in-lieu fee shall be submitted to the City of Morgan Hill Planning Division.

4.1-2 Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. Based on the analysis below, the impact would be *less than significant*.

The project site is located south of the intersection of Cochrane Road and DePaul Drive, and the Madrone Channel and U.S. Route 101 (US 101) are located along the western boundary of the site. Surrounding existing uses include the Cochrane Commons commercial center to the north, across Cochrane Road; the Westmont of Morgan Hill senior living facility and single-family residences to the northeast, across DePaul Drive; townhomes under construction to the southeast, across DePaul Drive (the Crosswinds Residential Project); Valley Health Center and medical offices to the east, across DePaul Drive; the completed Cochrane Technology Center (Redwood Tech @ 101) project, which includes approximately 500,000 square feet (sf) of commercial/industrial uses, to the south; and the Madrone Channel, US 101, and commercial and industrial uses to the west, across US 101.

The proposed project would include the subdivision of the site into 114 lots and the development of 105 detached single-family residences. The project site is located adjacent to lands designated as Unique Farmland immediately to the north of the site, and Prime Farmland across DePaul Drive (see Figure 4.1-1). The proposed project would induce the conversion of additional Farmland to non-agricultural uses if development of the project would preclude the use of the surrounding parcels for agricultural purposes, likely through resulting in land use incompatibilities. For example, nearby residents could be exposed to pesticides sprayed on the adjacent farmland, and agricultural uses could generate significant amounts of dust. Such

factors could adversely affect surrounding residents and, thus, would be considered incompatible.

However, the Unique Farmland north of the project site is designated as Commercial by the City's General Plan and, thus, has been anticipated for non-agricultural uses outside of the proposed development. The Prime Farmland located southeast of the site across DePaul Drive is currently being developed with townhomes as part of the Crosswinds Residential Project. Therefore, because the Farmland surrounding the project site is not currently used for agricultural purposes, and are either anticipated for development or are under construction with urban uses, the proposed project would not involve changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural uses. Thus, a ***less-than-significant*** impact would occur.

Mitigation Measure(s)
None required.

Cumulative Impacts and Mitigation Measures

As defined in Section 15355 of the CEQA Guidelines, "cumulative impacts" refers to two or more individual effects which, when considered together, are considerable, compound, or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

Additional detail regarding the cumulative setting is included in Chapter 5, Statutorily Required Sections, of this EIR.

4.1-3 Involve changes in the existing environment which, due to their location or nature, could cumulatively result in loss of Farmland to non-agricultural use. Based on the analysis below, even with implementation of mitigation, the contribution of the proposed project to the significant impact would be *cumulatively considerable* and *significant and unavoidable*.

The geographic scope for the cumulative agricultural resources analysis includes development of the proposed project in conjunction with buildout of the City's General Plan. The City's General Plan EIR determined that buildout of the General Plan would convert an estimated 1,125 acres of Farmland to non-agricultural uses, including the project site. The General Plan policies related to agricultural resources and the City's agricultural mitigation ordinance are cited by the General Plan EIR as expressly intended to lessen impacts related to conversion of agricultural land, but not to less-than-significant levels. Thus, impacts were determined to be significant and unavoidable. In addition, the General Plan EIR concluded under Impact AG-6 that buildout of the City's General Plan would contribute to the cumulative impact to the conversion of Farmland described in the Santa Clara County General Plan. Therefore, when combined with similar impacts in other areas in the County, the General Plan

EIR determined the conversion of Farmland would result in a substantial cumulative impact that would be significant and unavoidable.

With respect to the proposed project, as discussed under Impact 4.1-1 above, the project site contains Unique Farmland. Therefore, the proposed residential uses would convert the on-site Farmland to non-agricultural uses. Although the proposed project would be subject to mitigation measures for the loss of Farmland, the proposed project would still lead to an overall loss of Farmland. In addition, any present and probable future projects within the City of Morgan Hill would also be subject to the City's agricultural land mitigation requirements. Other development in the City located on lands designated as Farmland would contribute to the aforementioned cumulative impact related to the loss of Farmland identified by the City of Morgan Hill. For example, the Crosswinds Residential Project, which is located to the southeast of the project site across DePaul Drive, includes approximately 16 acres of Prime Farmland. The ongoing development of the Crosswinds Residential Project site with residential uses was identified as a significant and unavoidable impact, even with mitigation requiring compliance with the City's agricultural mitigation ordinance, in the Crosswinds Residential Project Draft EIR.

Based on the above, development facilitated by buildout of the City's General Plan in conjunction with the proposed project, as well as other present and/or probable future projects, would result in a significant impact related to the conversion of Farmland to non-agricultural uses. Thus, the incremental contribution of the proposed project to the significant cumulative impact would be ***cumulatively considerable***.

Mitigation Measure(s)

Implementation of the following mitigation measure would help reduce the incremental contribution towards the cumulative impact related to conversion of Farmland identified above. However, the impact would remain *cumulatively considerable* and *significant and unavoidable* due to the permanent loss of agricultural land attributable to the proposed project.

4.1-3 Implement Mitigation Measure 4.1-1.

4.2 Air Quality and Greenhouse Gas Emissions

4.2 AIR QUALITY AND GREENHOUSE GAS EMISSIONS

4.2.1 INTRODUCTION

The Air Quality and Greenhouse Gas Emissions chapter of the EIR describes the potential impacts of the proposed project on local and regional air quality emissions, and potential impacts related to greenhouse gas (GHG) emissions and climate change. The chapter includes a discussion of the existing air quality and GHG setting, construction-related air quality impacts resulting from grading and equipment emissions, direct and indirect emissions associated with operations of the project, the impacts of these emissions on both the local and regional scale, and mitigation measures warranted to reduce or eliminate any identified significant impacts. The chapter relies on information obtained from the City of Morgan Hill General Plan[1] and associated EIR,[2] the City of Morgan Hill Climate Action Plan (CAP),[3] the Bay Area Air District (BAAD) CEQA Guidelines,[4] and technical analysis performed by Raney Planning and Management, Inc. (see Appendix C).

4.2.2 EXISTING ENVIRONMENTAL SETTING

The following information provides an overview of the existing environmental setting in relation to air quality within the proposed project area. Air basin characteristics, ambient air quality standards (AAQS), attainment status and regional air quality plans, local air quality monitoring, odors, and sensitive receptors are discussed. In addition to the information pertaining to air quality, information related to climate change and GHGs is provided.

Air Basin Characteristics

The project site is located in the southern portion of the nine-county San Francisco Bay Area Air Basin (SFBAAB), and is within the jurisdictional boundaries of the BAAD. The SFBAAB consists of coastal mountain ranges, inland valleys, and bays. The climate in the SFBAAB is dominated by the strength and location of a semi-permanent, subtropical high-pressure cell. During the summer, the Pacific high-pressure cell is centered over the northeastern Pacific Ocean, resulting in stable meteorological conditions and a steady northwesterly wind flow. Upwelling of cold ocean water from below the surface produces a band of cold water off the California coast. The cool and moisture-laden air approaching the coast from the Pacific Ocean is further cooled by the presence of the cold water band, resulting in condensation and the presence of fog and stratus clouds along the coast. In the winter, the Pacific high-pressure cell weakens and shifts southward, resulting in wind flow offshore, the absence of upwelling, and the occurrence of storms.

The prevailing wind direction within the project region is most often from the west. The general westerly flow of the winds tends to move pollutants east. Thus, the winds dilute pollutants and transport them away from the area, so that emissions released in the project area have more influence on air quality in the Sacramento and San Joaquin Valleys than locally. Overall, weak inversions coupled with moderate winds result in a low air-pollution potential within the region.

1 City of Morgan Hill. *2035 General Plan*. Adopted July 2016.
2 City of Morgan Hill. *2035 General Plan Draft EIR*. January 2016.
3 City of Morgan Hill. *Morgan Hill 2021 Climate Action Plan*. December 2021.
4 Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines.* April 2023.

Average daily maximum temperatures (in degrees Fahrenheit [°F]) can reach the mid-80s in summer. During the winter months, average maximum temperatures range from mid- to low-60s, while minimum temperatures are from the mid- to low-40s. Rainfall amounts in the region vary, with an average of 18 inches annually in Morgan Hill.

Ambient Air Quality Standards

Both the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. The federal standards are divided into primary standards, which are designed to protect the public health, and secondary standards, which are designed to protect the public welfare. The ambient air quality standards for each contaminant represent safe levels that avoid specific adverse health effects. Pollutants for which air quality standards have been established are called “criteria” pollutants. Table 4.2-1 identifies the major pollutants, characteristics, health effects and typical sources. The federal and California ambient air quality standards (NAAQS and CAAQS, respectively) are summarized in Table 4.2-2. The NAAQS and CAAQS were developed independently with differing purposes and methods. As a result, the federal and State standards differ in some cases. In general, the State of California standards are more stringent than the federal standards, particularly for ozone and particulate matter (PM).

A description of each criteria pollutant and its potential health effects is provided in the following section.

Ozone

Ozone is a reactive gas consisting of three oxygen atoms. In the troposphere, ozone is a product of the photochemical process involving the sun's energy, and is a secondary pollutant formed as a result of a complex chemical reaction between reactive organic gases (ROG) and oxides of nitrogen (NO_X) emissions in the presence of sunlight. As such, unlike other pollutants, ozone is not released directly into the atmosphere from any sources. In the stratosphere, ozone exists naturally and shields Earth from harmful incoming ultraviolet radiation. The primary source of ozone precursors is mobile sources, including cars, trucks, buses, construction equipment, and agricultural equipment.

Ground-level ozone reaches the highest level during the afternoon and early evening hours. High levels occur most often during the summer months. Ground-level ozone is a strong irritant that could cause constriction of the airways, forcing the respiratory system to work harder in order to provide oxygen. Ozone at the Earth's surface causes numerous adverse health effects and is a major component of smog. High concentrations of ground level ozone can adversely affect the human respiratory system and aggravate cardiovascular disease and many respiratory ailments.

Reactive Organic Gas

ROG refers to several reactive chemical gases composed of hydrocarbon compounds typically found in paints and solvents that contributes to the formation of smog and ozone by involvement in atmospheric chemical reactions. A separate health standard does not exist for ROG. However, some compounds that make up ROG are toxic, such as the carcinogen benzene.

Table 4.2-1
Summary of Criteria Pollutants

Pollutant	Characteristics	Health Effects	Major Sources
Ozone	A highly reactive gas produced by the photochemical process involving a chemical reaction between the sun's energy and other pollutant emissions. Often called photochemical smog.	• Eye irritation • Wheezing, chest pain, dry throat, headache, or nausea • Aggravated respiratory disease such as emphysema, bronchitis, and asthma	Combustion sources such as factories, automobiles, and evaporation of solvents and fuels.
Carbon Monoxide	An odorless, colorless, highly toxic gas that is formed by the incomplete combustion of fuels.	• Impairment of oxygen transport in the bloodstream • Impaired vision, reduced alertness, chest pain, and headaches • Can be fatal in the case of very high concentrations	Automobile exhaust, combustion of fuels, and combustion of wood in woodstoves and fireplaces.
Nitrogen Dioxide	A reddish-brown gas that discolors the air and is formed during combustion of fossil fuels under high temperature and pressure.	• Lung irrigation and damage • Increased risk of acute and chronic respiratory disease	Automobile and diesel truck exhaust, industrial processes, and fossil-fueled power plants.
Sulfur Dioxide	A colorless, irritating gas with a rotten egg odor formed by combustion of sulfur-containing fossil fuels.	• Aggravation of chronic obstruction lung disease • Increased risk of acute and chronic respiratory disease	Diesel vehicle exhaust, oil-powered power plants, and industrial processes.
Particulate Matter (PM_{10} and $PM_{2.5}$)	A complex mixture of extremely small particles and liquid droplets that can easily pass through the throat and nose and enter the lungs.	• Aggravation of chronic respiratory disease • Heart and lung disease • Coughing • Bronchitis • Chronic respiratory disease in children • Irregular heartbeat • Nonfatal heart attacks	Combustion sources such as automobiles, power generation, industrial processes, and wood burning. Also from unpaved roads, farming activities, and fugitive windblown dust.
Lead	A metal found naturally in the environment as well as in manufactured products.	• Loss of appetite, weakness, apathy, and miscarriage • Lesions of the neuromuscular system, circulatory system, brain, and gastrointestinal tract	Industrial sources and combustion of leaded aviation gasoline.

Sources:

- ***CARB. California Ambient Air Quality Standards (CAAQS). Available at: http://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm. Accessed February 2026.***
- ***Sacramento Metropolitan, El Dorado, Feather River, Placer, and Yolo-Solano Air Districts, Spare the Air website. Air Quality Information for the Sacramento Region. Available at: https://sparetheair.com/health-effects/. Accessed February 2026.***
- ***CARB. Glossary of Air Pollution Terms. Available at: https://ww2.arb.ca.gov/glossary. Accessed February 2026.***

Table 4.2-2
Ambient Air Quality Standards

Pollutant	Averaging Time	CAAQS	NAAQS	
			Primary	Secondary
Ozone	1 Hour	0.09 ppm	-	Same as primary
	8 Hour	0.070 ppm	0.070 ppm	
Carbon Monoxide	8 Hour	9 ppm	9 ppm	-
	1 Hour	20 ppm	35 ppm	
Nitrogen Dioxide	Annual Mean	0.030 ppm	53 ppb	Same as primary
	1 Hour	0.18 ppm	100 ppb	-
Sulfur Dioxide	Annual Mean	-	0.030 ppm (for certain areas)	10 ppb
	24 Hour	0.04 ppm	0.14 ppm (for certain areas)	-
	3 Hour	-	-	0.5 ppm
	1 Hour	0.25 ppm	75 ppb	-
Respirable Particulate Matter (PM_{10})	Annual Mean	20 ug/m^3	-	Same as primary
	24 Hour	50 ug/m^3	150 ug/m^3	
Fine Particulate Matter ($PM_{2.5}$)	Annual Mean	12 ug/m^3	9 ug/m^3	15 ug/m^3
	24 Hour	-	35 ug/m^3	Same as primary
Lead	30 Day Average	1.5 ug/m^3	-	-
	Calendar Quarter	-	1.5 ug/m^3 (for certain areas)	Same as primary
	Rolling 3-Month Average	-	0.15 ug/m^3	
Sulfates	24 Hour	25 ug/m^3	-	-
Hydrogen Sulfide	1 Hour	0.03 ppm	-	-
Vinyl Chloride	24 Hour	0.010 ppm	-	-
Visibility Reducing Particles	8 Hour	see note below	-	-

ppm = parts per million
ppb = parts per billion
µg/m^3 = micrograms per cubic meter

Note: Statewide Visibility Reducing Particle Standard (except Lake Tahoe Air Basin): Particles in sufficient amount to produce an extinction coefficient of 0.23 per kilometer when the relative humidity is less than 70 percent. This standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.

Source:

- ***California Air Resources Board. Ambient Air Quality Standards. July 16, 2024. Available at: https://ww2.arb.ca.gov/sites/default/files/2024-08/AAQS%20Table_ADA_FINAL_07222024.pdf. Accessed February 2026.***
- ***Environmental Protection Agency. NAAQS Table. November 4, 2025. Available at: https://www.epa.gov/criteria-air-pollutants/naaqs-table. Accessed February 2026.***

Oxides of Nitrogen

NO_X are a family of gaseous nitrogen compounds and are precursors to the formation of ozone and particulate matter. The major component of NO_X, nitrogen dioxide (NO_2), is a reddish-brown gas that discolors the air and is toxic at high concentrations.

NO_X results primarily from the combustion of fossil fuels under high temperature and pressure. On-road and off-road motor vehicles and fuel combustion are the major sources of NO_X. NO_X reacts with ROG to form smog, which could result in adverse impacts to human health, damage the environment, and cause poor visibility. Additionally, NO_X emissions are a major component of acid rain. Health effects related to NO_X include lung irritation and lung damage and can cause increased risk of acute and chronic respiratory disease.

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless, poisonous gas produced by incomplete burning of carbon-based fuels such as gasoline, oil, and wood. When CO enters the body, the CO combines with chemicals in the body, which prevents blood from carrying oxygen to cells, tissues, and organs. Symptoms of exposure to CO can include problems with vision, reduced alertness, and general reduction in mental and physical functions. Exposure to CO can result in chest pain, headaches, reduced mental alertness, and death at high concentrations.

Sulfur Dioxide

Sulfur Dioxide (SO_2) is a colorless, irritating gas with a rotten egg odor formed primarily by the combustion of sulfur-containing fossil fuels from mobile sources, such as locomotives, ships, and off-road diesel equipment. SO_2 is also emitted from several industrial processes, such as petroleum refining and metal processing. Similar to airborne NO_X, suspended sulfur oxide particles contribute to poor visibility. The sulfur oxide particles are also a component of particulate matter.

Particulate Matter

Particulate matter, also known as particle pollution or PM, is a complex mixture of extremely small particles and liquid droplets. Particle pollution is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health impacts. The USEPA is concerned about particles that are 10 micrometers in diameter or smaller (PM_{10}) because those are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, the particles could affect the heart and lungs and cause serious health effects. USEPA groups particle pollution into three categories based on their size and where they are deposited:

- "Inhalable coarse particles ($PM_{2.5-10}$)," which are found near roadways and dusty industries, are between 2.5 and 10 micrometers in diameter. $PM_{2.5-10}$ is deposited in the thoracic region of the lungs.
- "Fine particles ($PM_{2.5}$)," which are found in smoke and haze, are 2.5 micrometers in diameter and smaller. $PM_{2.5}$ particles could be directly emitted from sources such as forest fires, or could form when gases emitted from power plants, industries, and automobiles react in the air. They penetrate deeply into the thoracic and alveolar regions of the lungs.
- “Ultrafine particles (UFP),” are very, very small particles (less than 0.1 micrometers in diameter) largely resulting from the combustion of fossil fuels, meat, wood, and other hydrocarbons. While UFP mass is a small portion of $PM_{2.5}$, their high surface area, deep lung penetration, and transfer into the bloodstream could result in disproportionate health impacts relative to their mass. UFP is not currently regulated separately, but is analyzed as part of $PM_{2.5}$.

PM_{10}, $PM_{2.5}$, and UFP include primary pollutants, which are emitted directly to the atmosphere and secondary pollutants, which are formed in the atmosphere by chemical reactions among

precursors. Generally speaking, $PM_{2.5}$ and UFP are emitted by combustion sources like vehicles, power generation, industrial processes, and wood burning, while PM_{10} sources include the same sources plus roads and farming activities. Fugitive windblown dust and other area sources also represent a source of airborne dust. Long-term PM pollution, especially fine particles, could result in significant health problems including, but not limited to, the following: increased respiratory symptoms, such as irritation of the airways, coughing or difficulty breathing; decreased lung function; aggravated asthma; development of chronic respiratory disease in children; development of chronic bronchitis or obstructive lung disease; irregular heartbeat; heart attacks; and increased blood pressure.

Lead

Lead is a relatively soft and chemically resistant metal that is a natural constituent of air, water, and the biosphere. Lead forms compounds with both organic and inorganic substances. As an air pollutant, lead is present in small particles. Sources of lead emissions in California include a variety of industrial activities. Gasoline-powered automobile engines were a major source of airborne lead through the use of leaded fuels. The use of leaded fuel has been mostly phased out, with the result that ambient concentrations of lead have dropped dramatically. However, because lead was emitted in large amounts from vehicles when leaded gasoline was used, lead is present in many soils (especially urban soils) as a result of airborne dispersion and could become re-suspended into the air.

Because lead is only slowly excreted by the human body, exposures to small amounts of lead from a variety of sources could accumulate to harmful levels. Effects from inhalation of lead above the level of the ambient air quality standard may include impaired blood formation and nerve conduction. Lead can adversely affect the nervous, reproductive, digestive, immune, and blood-forming systems. Symptoms could include fatigue, anxiety, short-term memory loss, depression, weakness in the extremities, and learning disabilities in children. Lead also causes cancer.

Sulfates

Sulfates are the fully oxidized ionic form of sulfur and are colorless gases. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. The sulfur is oxidized to SO_2 during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO_2 to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features.

The sulfates standard established by CARB is designed to prevent aggravation of respiratory symptoms. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, because they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide

Hydrogen Sulfide (H_2S) is associated with geothermal activity, oil and gas production, refining, sewage treatment plants, and confined animal feeding operations. Hydrogen sulfide is extremely hazardous in high concentrations, especially in enclosed spaces (800 parts per million [ppm] can cause death).

Vinyl Chloride

Vinyl Chloride (C_2H_3Cl, also known as VCM) is a colorless gas that does not occur naturally, but is formed when other substances such as trichloroethane, trichloroethylene, and tetrachloroethylene are broken down. Vinyl chloride is used to make polyvinyl chloride (PVC) which is used to make a variety of plastic products, including pipes, wire and cable coatings, and packaging materials.

Visibility Reducing Particles

Visibility Reducing Particles are a mixture of suspended particulate matter consisting of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. The standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are also a category of environmental concern. TACs are present in many types of emissions with varying degrees of toxicity. Public exposure to TACs can result from emissions from normal operations, as well as accidental releases. Common stationary sources of TACs include gasoline stations, dry cleaners, and diesel backup generators, which are subject to BAAD stationary source permit requirements. The other, often more significant, common source type is on-road motor vehicles, such as cars and trucks, on freeways and roads, and off-road sources such as construction equipment, ships, and trains.

Fossil fueled combustion engines, including those used in cars, trucks, and some pieces of construction equipment, release at least 40 different TACs. In terms of health risks, the most volatile contaminants are diesel particulate matter (DPM), benzene, formaldehyde, 1,3-butadiene, toluene, xylenes, and acetaldehyde. Gasoline vapors contain several TACs, including benzene, toluene, and xylenes. Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust, DPM, is composed of carbon particles and numerous organic compounds, including over 40 known cancer-causing organic substances. Examples of such chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene. Diesel exhaust also contains gaseous pollutants, including volatile organic compounds and NO_X. Due to the published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects, the CARB has identified DPM from diesel-fueled engines as a TAC. Although a variety of TACs are emitted by fossil fueled combustion engines, the cancer risk due to DPM exposure represents a more significant risk than the other TACs discussed above.[5]

More than 90 percent of DPM is less than one micrometer in diameter, and, thus, DPM is a subset of $PM_{2.5}$. As a California statewide average, DPM comprises about eight percent of $PM_{2.5}$ in outdoor air, although DPM levels vary regionally due to the non-uniform distribution of sources throughout the State. Most major sources of diesel emissions, such as ships, trains, and trucks, operate in and around ports, rail yards, and heavily-traveled roadways. Such areas are often located near highly populated areas. Thus, elevated DPM levels are mainly an urban problem, with large numbers of people exposed to higher DPM concentrations, resulting in greater health consequences compared to rural areas.

[5] California Air Resources Board. *Reducing Toxic Air Pollutants in California's Communities*. February 6, 2002.

Due to the high levels of diesel activity, high volume freeways, stationary diesel engines, rail yards and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Construction-related activities also have the potential to generate concentrations of DPM from on-road haul trucks and off-road equipment exhaust emissions.

The size of diesel particulates that are of the greatest health concern are fine particles (i.e., $PM_{2.5}$) and UFPs. UFPs have a small diameter (on the order of 0.1 micrometers).[6] The small diameter of UFPs imparts the particulates with unique attributes, such as high surface areas and the ability to penetrate deeply into lungs. Once UFPs have been deposited in lungs, the small diameter allows the UFPs to be transferred to the bloodstream. The high surface area of the UFPs also allows for a greater adsorption of other chemicals, which are transported along with the UFPs into the bloodstream of the inhaler, where the chemicals can eventually reach critical organs.[7] The penetration capability of UFPs may contribute to adverse health effects related to heart, lung, and other organ health.[8] UFPs are a subset of DPM and activities that create large amounts of DPM, such as the operations involving heavy diesel-powered engines, also release UFPs.

Health risks from TACs are a function of both the concentration of emissions and the duration of exposure, which typically are associated with long-term exposure and the associated risk of contracting cancer. Health effects of exposure to TACs other than cancer include birth defects, neurological damage, and death. Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, State, and federal level. The identification, regulation, and monitoring of TACs is relatively new compared to criteria air pollutants that have established AAQS. TACs are regulated or evaluated on the basis of risk to human health rather than comparison to an AAQS or emission-based threshold.

Naturally Occurring Asbestos

Another concern related to air quality is naturally occurring asbestos (NOA). Asbestos is a term used for several types of naturally-occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. When rock containing asbestos is broken or crushed, asbestos fibers may be released and become airborne. Exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest and abdominal cavity), and asbestosis (a non-cancerous lung disease which causes scarring of the lungs). Because asbestos is a known carcinogen, NOA is considered a TAC. Sources of asbestos emissions include: unpaved roads or driveways surfaced with ultramafic rock; construction activities in ultramafic rock deposits; or rock quarrying activities where ultramafic rock is present.

Based on a Phase I ESA prepared for the proposed project (see Appendix B of the Initial Study prepared for the proposed project, included as Appendix A to this EIR),[9] the on-site soils contain serpentine pebbles with NOA at concentrations greater than one percent. Therefore, NOA has been determined to be present at the site and is further discussed below.

6 South Coast Air Quality Management District. *Final 2012 Air Quality Management Plan*. December 2012.
7 Health Effects Institute. *Understanding the Health Effects of Ambient Ultrafine Particles*. January 2013.
8 South Coast Air Quality Management District. *Final 2012 Air Quality Management Plan*. December 2012.
9 Haley & Aldrich, Inc. *ASTM Phase I Environmental Site Assessment 20-Acre Portion of APNs 728-31-017 and 728-31-019 Morgan Hill, California*. March 2024.

Attainment Status and Regional Air Quality Plans

The Federal Clean Air Act (FCAA) and the California Clean Air Act (CCAA) require all areas of California to be classified as attainment, nonattainment, or unclassified as to their status with regard to the NAAQS and/or CAAQS. Areas not meeting the NAAQS presented in Table 4.2-2 above are designated by the USEPA as nonattainment. Further classifications of nonattainment areas are based on the severity of the nonattainment problem, with marginal, moderate, serious, severe, and extreme nonattainment classifications for ozone. Nonattainment classifications for PM range from marginal to serious. The FCAA requires areas violating the NAAQS to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the NAAQS. The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them. The USEPA reviews SIPs to determine if they conform to the mandates of the FCAA amendments and would achieve air quality goals when implemented.

The CARB is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the CCAA of 1988. The CCAA classifies ozone nonattainment areas as moderate, serious, severe, and extreme based on severity of violations of the CAAQS. For each nonattainment area classification, the CCAA specifies air quality management strategies that must be adopted. For all nonattainment areas, attainment plans are required to demonstrate a five-percent-per-year reduction in nonattainment air pollutants or their precursors, averaged every consecutive three-year period, unless an approved alternative measure of progress is developed. Air districts with air quality that is in violation of CAAQS are required to prepare an air quality attainment plan that lays out a program to attain the CCAA mandates.

Table 4.2-3 presents the current attainment status of the SFBAAB, including Santa Clara County and the City of Morgan Hill.

As shown in the table, the area is currently designated as a nonattainment area for the State and federal ozone, federal $PM_{2.5}$, and State PM_{10} standards. The SFBAAB is designated attainment or unclassified for all other AAQS.

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

The most recent federal ozone plan is the 2001 Ozone Attainment Plan, which is a revision to the Bay Area part of the SIP to achieve the federal ozone standard.[10] The plan was adopted on October 24, 2001 and approved by the CARB on November 1, 2001.

The most recent State ozone plan is the 2017 Clean Air Plan, adopted on April 19, 2017.[11] The 2017 Clean Air Plan was developed as a multi-pollutant plan that provides an integrated control

[10] Bay Area Air Quality Management District. *Air Quality Plans*. Available at: http://www.baaqmd.gov/Divisions/Planning-and-Research/Plans.aspx. Accessed March 2026.
[11] *Ibid.*

strategy to reduce ozone, PM, TACs, and GHGs. The control strategies included in the 2017 Clean Air Plan serve as the backbone of the 2017 Clean Air Plan, and build upon existing regional, state, and national programs for emissions reductions. The 2017 Clean Air Plan includes 85 control measures, which provide an integrative approach to reducing ozone, PM, TAC, and GHG emissions. Although a plan for achieving the State PM_{10} standard is not required, the BAAD has prioritized measures to reduce PM in developing the control measures for the 2017 Clean Air Plan.

Table 4.2-3
Santa Clara County Attainment Status Designations

Pollutant	Averaging Time	California Standards	Federal Standards
Ozone	1 Hour	**Nonattainment**	-
	8 Hour	**Nonattainment**	**Nonattainment (Marginal)**
Carbon Monoxide	8 Hour	Attainment	Attainment/ Unclassifiable
	1 Hour	Attainment	Attainment/ Unclassifiable
Nitrogen Dioxide	Annual Mean	Attainment	Attainment/ Unclassifiable
	1 Hour	Attainment	Attainment/ Unclassifiable
Sulfur Dioxide	Annual Mean	Attainment	TBD
	24 Hour	-	-
	3 Hour	-	-
	1 Hour	Attainment	Attainment/ Unclassifiable
Respirable Particulate Matter (PM_{10})	Annual Mean	**Nonattainment**	-
	24 Hour	**Nonattainment**	Attainment/ Unclassifiable
Fine Particulate Matter ($PM_{2.5}$)	Annual Mean	Attainment	TBD
	24 Hour	-	**Nonattainment (Moderate)**
Lead	30 Day Average	Attainment	-
	Calendar Quarter	-	-
	Rolling 3-Month Average	-	Attainment
Sulfates	24 Hour	Attainment	-
Hydrogen Sulfide	1 Hour	Unclassified	-
Visibility Reducing Particles	8 Hour	Unclassified	-

Source: Bay Area Air Quality Management District. Air Quality Standards and Attainment Status. Available at: http://www.BAAQMD.gov/research-and-data/air-quality-standards-and-attainment-status. Accessed March 2026.

The aforementioned air quality plans contain mobile source controls, stationary source controls, and transportation control measures to be implemented in the region to attain the State and federal standards within the SFBAAB. The plans are based on population and employment projections provided by local governments, usually developed as part of the General Plan update process.

Local Air Quality Monitoring

Air quality is monitored by BAAD and CARB at various locations in the region that provide information on ambient concentrations of criteria air pollutants and TACs to help determine which air quality standards are being violated, and to direct the BAAD emission reduction efforts, such as developing attainment plans and rules, incentive programs, etc. The nearest monitoring station to the project site is the San Martin Murphy Avenue monitoring site, which is located approximately 5.5 miles southwest of the project site at 13030 Murphy Avenue, in San Martin. Data for PM_{10}, $PM_{2.5}$, and SO_X was not available for the San Martin Murphy Avenue monitoring site; thus, the nearest station with PM_{10}, $PM_{2.5}$, and NO_X data was used, which is the San Jose Jackson Street monitoring site, located approximately 20 miles northwest of the project site at 158 East Jackson Street. Table 4.2-4 presents the number of days that the NAAQS and CAAQS were exceeded for the three-year period from 2022 to 2024.

Table 4.2-4
Air Quality Data Summary

Pollutant	Standard	Days Standard Was Exceeded		
		2022	2023	2024
1-Hour Ozone	State	1	0	0
	Federal	0	0	0
8-Hour Ozone	State	2	3	0
	Federal	2	3	0
24-Hour PM_{10}*	State	0	0	0
	Federal	0	0	0
24-Hour $PM_{2.5}$*	Federal	2	1	0
1-Hour Nitrogen Dioxide*	State	0	0	0
	Federal	0	0	0

Notes:
* Data obtained from the Jackson Street monitoring site.

Source: ***California Air Resources Board, Aerometric Data Analysis and Management (iADAM) System, http://www.arb.ca.gov/adam/topfour/topfour1.php. Accessed March 2026.***

Odors

Odors are generally regarded as an annoyance rather than a health hazard. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among the population and overall is quite subjective. People may have different reactions to the same odor. An odor that is offensive to one person may be perfectly acceptable to another (e.g., coffee roaster).

An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. In a phenomenon known as odor fatigue, a person can become desensitized to almost any odor, and recognition may only occur with an alteration in the intensity. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors. Meteorological conditions also affect the dispersion of odor emissions, which determines the exposure concentration of odiferous compounds at receptors. The predominant wind direction in an area influences which receptors are exposed to the odiferous compounds generated by a nearby source. Receptors located upwind from a large odor source may not be affected due to the produced odiferous compounds being dispersed away from the receptors. Wind speed also influences the degree to which odor emissions are dispersed

away from any area. As discussed above, the prevailing wind direction within the project region is most often from the west.

Odiferous compounds could be generated from a variety of source types including both construction and operational activities. Examples of common land use types that typically generate significant odor impacts include, but are not limited to, wastewater treatment plants, sanitary landfills, composting/green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, rendering plants, and food packaging plants. The project site is not located in the vicinity of any such odor-generating uses.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, day care centers, playgrounds, and medical facilities. In the vicinity of the project site, sensitive land uses include the Westmont of Morgan Hill senior living facility to the northeast located approximately 490 feet from the project site and the single-family residences to the northeast located approximately 400 feet from the project site, across DePaul Drive. Additionally, townhomes are currently being constructed approximately 100 feet southeast of the project site, across DePaul Drive.

Greenhouse Gas Emissions

GHGs are gases that absorb and emit radiation within the thermal infrared range, trapping heat in the earth's atmosphere. Some GHGs occur naturally and are emitted into the atmosphere through both natural processes and human activities. Other GHGs are created and emitted solely through human activities. The principal GHGs that enter the atmosphere due to human activities are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated carbons. Other common GHGs include water vapor, ozone, and aerosols. The increase in atmospheric concentrations of GHG due to human activities has resulted in more heat being held within the atmosphere, which is the accepted explanation for global climate change.

The primary GHG emitted by human activities is CO_2, with the next largest components being CH_4 and N_2O. A wide variety of human activities result in the emission of CO_2. Some of the largest sources of CO_2 include the burning of fossil fuels for transportation and electricity, industrial processes including fertilizer production, agricultural processing, and cement production. The primary sources of CH_4 emissions include domestic livestock sources, decomposition of wastes in landfills, releases from natural gas systems, coal mine seepage, and manure management. The main human activities producing N_2O are agricultural soil management, fuel combustion in motor vehicles, nitric acid production, manure management, and stationary fuel combustion. Emissions of GHG by economic sector indicate that energy-related activities account for the majority of U.S. emissions. Transportation is the largest single-source of GHG emissions, and electricity generation is the second largest source, followed by industrial activities. The agricultural, commercial, and residential sectors account for the remainder of GHG emission sources.[12]

[12] U.S. Environmental Protection Agency. *Sources of Greenhouse Gas Emissions.* Available at: https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions. Accessed March 2026.

Emissions of GHG are partially offset by uptake of carbon and sequestration in trees, agricultural soils, landfilled yard trimmings and food scraps, and absorption of CO_2 by the Earth's oceans. Additional emission reduction measures for GHG could include, but are not limited to, compliance with local, State, or federal plans or strategies for GHG reductions, on-site and off-site mitigation, and project design features. Attainment concentration standards for GHGs have not been established by the federal or State government.

Global Warming Potential

Global warming potential (GWP) is one type of simplified index (based upon radiative properties) that can be used to estimate the potential future impacts of emissions of various gases. According to the USEPA, the GWP of a gas, or aerosol, to trap heat in the atmosphere is the "cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas." The reference gas for comparison is CO_2. GWP is based on a number of factors, including the heat-absorbing ability of each gas relative to that of CO_2, as well as the decay rate of each gas relative to that of CO_2. The GWP of each gas is determined by comparing the radiative forcing associated with emissions of that gas versus the radiative forcing associated with emissions of the same mass of CO_2, for which the GWP is set at one. Methane gas, for example, is estimated by the USEPA to have a comparative global warming potential 25 times greater than that of CO_2, as shown in Table 4.2-5.

Table 4.2-5
GWPs and Atmospheric Lifetimes of Select GHGs

Gas	Atmospheric Lifetime (years)	GWP (100 year time horizon)
Carbon Dioxide (CO_2)	50-200[1]	1
Methane (CH_4)	12.4	28
Nitrous Oxide (N_2O)	121	265
HFC-23	222	12,400
HFC-134a	13.4	1,300
HFC-152a	1.4	138
PFC: Tetrafluoromethane (CF_4)	50,000	6,630
PFC: Hexafluoroethane (C_2F_6)	10,000	11,100
Sulfur Hexafluoride (SF_6)	3,200	23,500

1. For a given amount of CO_2 emitted, some fraction of the atmospheric increase in concentration is quickly absorbed by the oceans and terrestrial vegetation, some fraction of the atmospheric increase will only slowly decrease over a number of years, and a small portion of the increase will remain for many centuries or more.

Source: U.S. Environmental Protection Agency. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022 [Table 1-2]. April 11, 2024

As shown in the table, at the extreme end of the scale, sulfur hexafluoride is estimated to have a comparative GWP 23,500 times that of CO_2. The atmospheric lifetimes of such GHGs are estimated by the USEPA to vary from 50 to 200 years for CO_2, to 50,000 years for CF_4. Longer atmospheric lifetimes allow GHG to buildup in the atmosphere; therefore, longer lifetimes correlate with the GWP of a gas. The common indicator for GHG is expressed in terms of metric tons of CO_2 equivalents ($MTCO_2e$), which is calculated based on the GWP for each pollutant.

Effects of Global Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The

Intergovernmental Panel on Climate Change's (IPCC) Climate Change 2021: The Physical Science Basis report indicated that warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia.[13] Signs that global climate change has occurred include:

- Warming of the atmosphere and ocean;
- Diminished amounts of snow and ice;
- Rising sea levels; and
- Ocean acidification.

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. The Office of Environmental Health Hazard Assessment (OEHHA) identified various indicators of climate change in California, which are scientifically based measurements that track trends in various aspects of climate change. Many indicators reveal discernable evidence that climate change is occurring in California and is having significant, measurable impacts in the State. Changes in the State's climate have been observed, including:

- An increase in annual average air temperature with record warmth from 2012 to 2016;
- More frequent extreme heat events;
- More extreme drought;
- A decline in winter chill; and
- An increase in variability of statewide precipitation.

Warming temperatures and changing precipitation patterns have altered California's physical systems—the ocean, lakes, rivers and snowpack—upon which the State depends. Winter snowpack and spring snowmelt runoff from the Sierra Nevada and southern Cascade Mountains provide approximately one-third of the State's annual water supply. Impacts of climate on physical systems have been observed, such as high variability of snow-water content (i.e., amount of water stored in snowpack), decrease in snowmelt runoff, glacier change (loss in area), rise in sea levels, increase in average lake water temperature and coastal ocean temperature, and a decrease in dissolved oxygen in coastal waters. Impacts of climate change on biological systems, including humans, wildlife, and vegetation, have also been observed, including climate change impacts on terrestrial, marine, and freshwater ecosystems.

In the City of Morgan Hill, specifically, the number of extreme heat days (defined as days where temperatures exceed 96.9 F) could reach an average of 28 days per year, as compared to the four days per year that have historically occurred.[14] While California could not see the average annual precipitation changing significantly in the next 50 to 75 years, precipitation could likely be delivered in more intense storms and within a shorter wet season. For example, the 30-year average length of dry spell in the City is 128 days. By the end of the century, the average dry spell could be up to 143 days.[15]

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[13] Intergovernmental Panel on Climate Change. *Climate Change 2021: The Physical Science Basis Summary for Policymakers*. Available at: https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_SPM.pdf. Accessed March 2026.

[14] Cal-Adapt. *Local Climate Change Snapshot for Morgan Hill, California*. Available at: https://v2.cal-adapt.org/tools/local-climate-change-snapshot/. Accessed April 2026.

[15] *Ibid.*

4.2.3 REGULATORY CONTEXT

Air quality and GHG emissions are monitored and regulated through the efforts of various international, federal, State, and local government agencies. Agencies work jointly and individually to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for regulating and improving the air quality within the region and monitoring or reducing GHG emissions are discussed below.

Federal Regulations Related to Air Quality

The following discussion provides a summary of the federal regulations relevant to air quality, organized by pollutant type.

Criteria Pollutants

The FCAA, passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. The USEPA is responsible for implementing most aspects of the FCAA, including setting NAAQS for major air pollutants; setting hazardous air pollutant standards; approving state attainment plans; setting motor vehicle emission standards; issuing stationary source emission standards and permits; and establishing acid rain control measures, stratospheric ozone protection measures, and enforcement provisions. Under the FCAA, NAAQS are established for the following criteria pollutants: ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead.

The NAAQS describes acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The NAAQS (other than for ozone, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. NAAQS for ozone, NO_2, SO_2, PM_{10}, $PM_{2.5}$ are based on statistical calculations over one- to three-year periods, depending on the pollutant. The FCAA requires the USEPA to reassess the NAAQS at least every five years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare a state implementation plan that demonstrates how those areas will attain the standards within mandated time frames.

Hazardous Air Pollutants/Toxic Air Contaminants

The 1977 FCAA amendments required the USEPA to identify national emission standards for hazardous air pollutants to protect public health and welfare. Hazardous air pollutants include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 FCAA Amendments, which expanded the control program for hazardous air pollutants, 189 substances and chemical families were identified as hazardous air pollutants.

Federal Regulations Related to GHG Emissions

The following are the federal regulations relevant to GHG emissions.

Federal Vehicle Standards

In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, USEPA, and National Highway Traffic Safety Administration (NHTSA) to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the USEPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017 through 2025 light-duty vehicles. The proposed standards were projected to achieve emission rates as low as 163 grams of CO_2 per mile by model year 2025 on an average industry fleet-wide basis,

which is equivalent to 54.5 miles per gallon if the foregoing emissions level was achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017 through 2021 (77 FR 62624–63200), and NHTSA intended to set standards for model years 2022 through 2025 in future rulemaking.

In August 2016, the USEPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program would have applied to vehicles with model years 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types of sizes of buses and work trucks. The final standards were expected to lower CO_2 emissions by approximately 1.1 billion metric tons (MT), and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program.

In August 2018, the USEPA and NHTSA proposed to amend certain fuel economy and GHG standards for passenger cars and light trucks and establish new, less-stringent standards for model years 2021 through 2026. Compared to maintaining the post-2020 standards that were previously in place, the 2018 proposal would increase U.S. fuel consumption by approximately 0.5 million barrels per day, and would impact the global climate by 3/1000th of one degree Celsius by 2100. California and other states stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures, and committed to cooperating with other countries to implement global climate change initiatives.

On September 27, 2019, the USEPA and NHTSA published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program (84 FR 51,310), which became effective November 26, 2019. The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission-vehicle mandates in California. On March 31, 2020, the USEPA and NHTSA issued the Part Two Rule, which sets CO_2 emissions standards and corporate average fuel economy standards for passenger vehicles and light-duty trucks for model years 2021 through 2026. On January 20, 2021, an Executive Order (EO) was issued on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, which includes review of the Part One Rule by April 2021 and review of the Part Two Rule by July 2021. In response to the Part One Rule, in December 2021, the U.S. Department of Transportation withdrew its portions of the "SAFE I" rule. As a result, states are now allowed to issue their own GHG emissions standards and zero-emissions vehicle mandates.[16] In addition, the Part Two Rule was adopted to revise the existing national GHG emission standards for passenger cars and light trucks through model year 2026. These standards are the strongest vehicle emissions standards ever established for the light-duty vehicle sector and will result in avoiding more than three billion tons of GHG emissions through 2050.[17]

On February 12, 2026, the U.S. EPA finalized the rescission of the 2009 Greenhouse Gas Endangerment Finding and Motor Vehicle Greenhouse Gas Emission Standards Under the Clean Air Act. The Endangerment Finding functioned as the basis for the USEPA's GHG regulations for new vehicles and engines; thus, rescinding the Endangerment Finding concludes that Section 202(a) of the Clean Air Act does not provide statutory authority for the EPA to regulate vehicle

[16] National Highway Traffic Safety Administration. *In Removing Major Roadblock to State Action on Emissions Standards, U.S. Department of Transportation Advances Biden-Harris Administration's Climate and Jobs Goals.* Available at: https://www.nhtsa.gov/press-releases/cafe-preemption-final-rule. Accessed February 2026.

[17] U.S. Environmental Protection Agency. *Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026*. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions. Accessed March 2026.

GHG emission standards. Therefore, engine and vehicle manufacturers will no longer have legal obligations for the control, measurement, or reporting of GHG emissions for any vehicle and highway engine, including vehicle models manufactured before this final rule. As a result, the 2009 Greenhouse Gas Endangerment Finding rescinds all federal light-duty vehicle GHG standards and medium- and heavy-duty GHG standards. However, the certainty of this regulatory action is unknown as the USEPA is currently facing multiple lawsuits from a variety of environmental groups, cities, and states.

State Regulations Related to Air Quality

The following discussion summarizes applicable State regulations related to air quality, organized by pollutant type. Only the most prominent and applicable California air quality-related legislation is included below. An exhaustive list and extensive details of California air quality legislation can be found at the CARB website (http://www.arb.ca.gov/html/lawsregs.htm).

Criteria Air Pollutants

The FCAA delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB, which became part of the California Environmental Protection Agency (CalEPA) in 1991, is responsible for ensuring implementation of the CCAA of 1988, responding to the FCAA, and regulating emissions from motor vehicles and consumer products.

CARB has established CAAQS, which are generally more restrictive than the NAAQS. The CAAQS describe adverse conditions; that is, pollution levels must be below these standards before a basin can attain the standard. Air quality is considered “in attainment” if pollutant levels are continuously below the CAAQS and do not violate the standards more than once each year. The CAAQS for ozone, CO, SO_2 (one-hour and 24-hour), NO_2, PM_{10}, $PM_{2.5}$, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. The NAAQS and CAAQS are presented in Table 4.2-2.

Hazardous Air Pollutants/Toxic Air Contaminants

The State Air Toxics Program was established in 1983 under Assembly Bill (AB) 1807 (Tanner), and involved definition of a list of TACs. The California TAC list identifies more than 700 pollutants, of which carcinogenic and noncarcinogenic toxicity criteria have been established for a subset of these pollutants pursuant to the California Health and Safety Code. The State list of TACs includes the federally-designated hazardous air pollutants. In 1987, the Legislature enacted the Air Toxics “Hot Spots” Information and Assessment Act of 1987 (AB 2588) to address public concern over the release of TACs into the atmosphere. AB 2588 law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hot spots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over five years. TAC emissions from individual facilities are quantified and prioritized. “High-priority” facilities are required to perform a health risk assessment, and, if specific thresholds are exceeded, the facility operator is required to communicate the results to the public in the form of notices and public meetings.

CARB Air Quality and Land Use Handbook

CARB's Air Quality and Land Use Handbook: A Community Health Perspective (CARB Handbook) addresses the importance of considering health risk issues when siting sensitive land uses, including residential development, in the vicinity of intensive air pollutant emission sources including freeways or high-traffic roads, distribution centers, ports, petroleum refineries, chrome plating operations, dry cleaners, and gasoline dispensing facilities (GDFs).[18] The CARB Handbook draws upon studies evaluating the health effects of traffic traveling on major interstate highways in metropolitan California centers within Los Angeles (Interstate-405 and Interstate-710), the San Francisco Bay, and San Diego areas. The recommendations identified by CARB, including siting residential uses a minimum distance of 500 feet from freeways or other high-traffic roadways, are consistent with those adopted by the State of California for location of new schools. Specifically, the CARB Handbook recommends, "Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day."[19]

Importantly, the Introduction chapter of the CARB Handbook clarifies that the guidelines are strictly advisory, recognizing that: "[l]and use decisions are a local government responsibility. The Air Resources Board Handbook is advisory and these recommendations do not establish regulatory standards of any kind." CARB recognizes that there may be land use objectives as well as meteorological and other site-specific conditions that need to be considered by a governmental jurisdiction relative to the general recommended setbacks, specifically stating, "[t]hese recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues."[20]

Diesel Particulate Matter

In 2000, CARB approved a comprehensive diesel risk reduction plan to reduce diesel emissions, including DPM, from new and existing diesel-fueled vehicles and engines. The regulation was anticipated to result in an 80 percent decrease in statewide diesel health risk by 2020 compared with the diesel risk in 2000. Additional regulations apply to new trucks and diesel fuel, including the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In-Use Off-Road Diesel Vehicle Regulation, and the New Off-Road Compression-Ignition (Diesel) Engines and Equipment program. The aforementioned regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment. Several Airborne Toxic Control Measures (ATCMs) exist that reduce diesel emissions, including In-Use Off-Road Diesel-Fueled Fleets (13 California Code of Regulations [CCR] 2449 et seq.) and In-Use On-Road Diesel-Fueled Vehicles (13 CCR 2025).

Heavy-Duty Diesel Truck and Bus Regulation

CARB adopted the final Heavy-Duty Truck and Bus Regulation, Title 13, Division 3, Chapter 1, Section 2025, on December 31, 2014, to reduce DPM and NO_X emissions from heavy-duty diesel vehicles. The rule requires nearly all diesel trucks and buses to be compliant with the 2010 model year engine requirement by January 1, 2023. CARB also adopted an ATCM to limit idling of diesel-fueled commercial vehicles on December 12, 2013. The rule requires diesel-fueled vehicles with

[18] California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
[19] *Ibid*.
[20] *Ibid*.

gross vehicle weights greater than 10,000 pounds to idle no more than five minutes at any location (13 CCR 2485).

California Health and Safety Code Section 41700

Section 41700 of the Health and Safety Code states that a person must not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endanger the comfort, repose, health, or safety of any of those persons or the public; or that cause, or have a natural tendency to cause, injury or damage to business or property. Section 41700 also applies to sources of objectionable odors.

Heavy-Duty Vehicle Idling Emission Reduction Program

On October 20, 2005, CARB approved a regulatory measure to reduce emissions of toxics and criteria pollutants by limiting idling of new and in-use sleeper berth equipped diesel trucks.[21] The regulation established new engine and in-use truck requirements and emission performance requirements for technologies used as alternatives to idling the truck's main engine. For example, the regulation requires 2008 and newer model year heavy-duty diesel engines to be equipped with a non-programmable engine shutdown system that automatically shuts down the engine after five minutes of idling, or optionally meet a stringent NO_X emission standard. The regulation also requires operators of both in-state and out-of-state registered sleeper berth equipped trucks to manually shut down their engine when idling more than five minutes at any location within California. Emission producing alternative technologies such as diesel-fueled auxiliary power systems and fuel-fired heaters are also required to meet emission performance requirements that ensure emissions are not exceeding the emissions of a truck engine operating at idle.

In-Use Off-Road Diesel Vehicle Regulation

On July 26, 2007, CARB adopted a regulation to reduce DPM and NO_X emissions from in-use (existing), off-road, heavy-duty diesel vehicles in California.[22] Such vehicles are used in construction, mining, and industrial operations. The regulation is designed to reduce harmful emissions from vehicles by subjecting fleet owners to retrofit or accelerated replacement/repower requirements, imposing idling limitations on owners, operators, renters, or lessees of off-road diesel vehicles. The idling limits require operators of applicable off-road vehicles (self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on-road) to limit idling to less than five minutes. The idling requirements are specified in Title 13 of the CCR. All fleets are currently prohibited from adding Tier 0, Tier 1, or Tier 2 vehicles to the fleet. Starting January 1, 2024, fleets with a total horsepower over 2,501, excluding non-profit training centers, may not add any Tier 3 or Tier 4 Interim vehicles.[23] In addition, starting January 1, 2026, the Tier Phase-Out Requirements for medium and large fleets have become more stringent, as Tier 1 vehicles and vehicles made before 1999 are required to be phased out for large fleets, and Tier 0 vehicles and vehicles made before 1994 are required to be phased out for medium fleets.[24]

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21 California Air Resources Board. *Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling*. October 24, 2013. Available at: https://ww2.arb.ca.gov/our-work/programs/atcm-to-limit-vehicle-idling. Accessed March 2026.

22 *Ibid*

23 California Air Resources Board. *Amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation.* August 29, 2023.

24 *Ibid.*

State Regulations Related to GHG Emissions

The statewide GHG emissions regulatory framework is summarized below. The following text describes EOs, legislation, regulations, and other plans and policies that would directly or indirectly reduce GHG emissions and/or address climate change issues. The following discussion does not include an exhaustive list of applicable regulations; rather, only the most prominent and applicable California legislation related to GHG emissions and climate change is included below.

State Climate Change Targets

California has taken a number of actions to address climate change, including EOs, legislation, and CARB plans and requirements, which are summarized below.

Executive Order S-3-05

EO S-3-05 (June 2005) established California's GHG emissions reduction targets and laid out responsibilities among the State agencies for implementing the EO and for reporting on progress toward the targets. The EO established the following targets:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

EO S-3-05 also directed CalEPA to report biannually on progress made toward meeting the GHG targets and the impacts to California due to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. The Climate Action Team was formed, which subsequently issues yearly GHG reduction report cards to track the progress of emission reduction strategies. Each report card documents the effectiveness of measures to reduce GHG in California, presents GHG emissions from State agencies' operations, and shows reductions that have occurred in the two years prior to publication.

Assembly Bill 32

In furtherance of the goals established in EO S-3-05, the Legislature enacted AB 32 (Núñez and Pavley). The bill is referred to as the California Global Warming Solutions Act of 2006 (September 27, 2006). AB 32 provided initial direction on creating a comprehensive, multi-year program to limit California's GHG emissions at 1990 levels by 2020 and initiate the transformations required to achieve the State's long-range climate objectives. AB 32 also required that the CARB prepare a "scoping plan" for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020. The CARB's Scoping Plan is described in further detail below.

Executive Order B-30-15

EO B-30-15 (April 2015) identified an interim GHG reduction target in support of targets previously identified under EO S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing GHG emissions to 40 percent below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80 percent below 1990 levels by 2050 as set forth in EO S-3-05. To facilitate achieving this goal, EO B-30-15 called for an update to the CARB's Climate Change Scoping Plan: A Framework for Change (Scoping Plan) to express the 2030 target in terms of million metric tons (MMT) of CO_2e. The CARB's Scoping Plan is discussed in further detail below. The EO also called for State agencies to continue to develop and implement GHG emission reduction programs in support of the reduction targets.

Senate Bill 32 and Assembly Bill 197

Senate Bill (SB) 32 and AB 197 (enacted in 2016) are companion bills. SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40 percent below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly, to provide ongoing oversight over implementation of the State's climate policies. AB 197 also added two members of the Legislature to the Board as non-voting members; requires CARB to make available and update (at least annually through the CARB's website) emissions data for GHGs, criteria air pollutants, and TACs from reporting facilities; and requires CARB to identify specific information for GHG emissions reduction measures when updating the Scoping Plan.

CARB's Climate Change Scoping Plan

One specific requirement of AB 32 is for CARB to prepare a scoping plan for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (Health and Safety Code Section 38561[a]), and to update the Scoping Plan at least once every five years. In 2008, CARB approved the first Scoping Plan. The Scoping Plan included a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the State's long-range climate objectives. The key elements of the Scoping Plan include the following:

1. Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
2. Achieving a statewide renewable energy mix of 33 percent;
3. Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions;
4. Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;
5. Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard (LCFS) (17 CCR, Section 95480 et seq.); and
6. Creating targeted fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

The Scoping Plan also identified local governments as essential partners in achieving California's goals to reduce GHG emissions because they have broad influence and, in some cases, exclusive authority over activities that contribute to significant direct and indirect GHG emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations. Specifically, the Scoping Plan encouraged local governments to adopt a reduction goal for municipal operations and for community emissions to reduce GHGs by approximately 15 percent from 2008 levels by 2020. Many local governments developed community-scale local GHG reduction plans based on this Scoping Plan recommendation.

In 2014, CARB approved the first update to the Scoping Plan. The First Update to the Climate Change Scoping Plan: Building on the Framework (First Update) defined the State's GHG emission reduction priorities for the next five years and laid the groundwork to start the transition

to the post-2020 goals set forth in EO S-3-05 and EO B-16-2012. The First Update concluded that California is on track to meet the 2020 target but recommended a 2030 mid-term GHG reduction target be established to ensure a continuation of action to reduce emissions. The First Update recommended a mix of technologies in key economic sectors to reduce emissions through 2050, including energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies. As part of the First Update, CARB recalculated the State's 1990 emissions level using more recent GWPs identified by the IPCC, from 427 MMT CO_2e to 431 MMT CO_2e.

In 2015, as directed by EO B-30-15, CARB began working on an update to the Scoping Plan to incorporate the 2030 target of 40 percent below 1990 levels by 2030 to keep California on a trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80 percent below 1990 levels by 2050, as set forth in EO S-3-05. In summer 2016, the Legislature affirmed the importance of addressing climate change through passage of SB 32 (Pavley, Chapter 249, Statutes of 2016).

In December 2017, the Scoping Plan was once again updated. The 2017 Scoping Plan built upon the successful framework established in the initial Scoping Plan and First Update, while identifying new, technologically feasible and cost-effective strategies that would serve as the framework to achieve the 2030 GHG target as established by SB 32 and define the State's climate change priorities to 2030 and beyond. For local governments, the 2017 Scoping Plan replaced the initial Scoping Plan's 15 percent reduction goal with a recommendation to aim for a communitywide goal of no more than six $MTCO_2e$ per capita by 2030, and no more than two $MTCO_2e$ per capita by 2050, which are consistent with the State's long-term goals. The 2017 Scoping Plan recognized the benefits of local government GHG planning (e.g., through Climate Action Plans [CAPs]) and provided more information regarding tools to support those efforts. The 2017 Scoping Plan also recognized the CEQA streamlining provisions for project-level review where a legally adequate CAP exists.

When discussing project-level GHG emissions reduction actions and thresholds in the context of CEQA, the 2017 Scoping Plan stated that "achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development" for project-level CEQA analysis, but also recognized that such a standard may not be appropriate or feasible for every development project. The 2017 Scoping Plan further provided that "the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA."

The most recent update to the Scoping Plan, the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) was adopted by the CARB in December 2022.[25] The 2022 Scoping Plan builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. The 2022 Scoping Plan, the most comprehensive and far-reaching Scoping Plan developed to date, identifies a technologically feasible and cost-effective path to achieve carbon neutrality by 2045 while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan. The 2022 Scoping Plan also lays out a more ambitious 48 percent reduction target by 2030. The 2030 target

[25] California Air Resources Board. *2022 Scoping Plan for Achieving Carbon Neutrality*. November 16, 2022.

is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the Scoping Plan also includes discussion for the first time of the Natural and Working Lands (NWL) sectors as both sources of emissions and carbon sinks.

The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce GHG emissions by 85 percent below 1990 levels by 2045, as directed by AB 1279. The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on NWL to reduce emissions and sequester carbon, and the capture and storage of carbon.

CARB's Regulations for the Mandatory Reporting of GHG Emissions

CARB's Regulation for the Mandatory Reporting of GHG Emissions (17 CCR 95100–95157) incorporated by reference certain requirements that the USEPA promulgated in its Final Rule on Mandatory Reporting of GHGs (40 Code of Federal Regulations [CFR] Part 98). In general, entities subject to the Mandatory Reporting Regulation that emit more than 10,000 $MTCO_2e$ per year are required to report annual GHGs through the California Electronic GHG Reporting Tool. Certain sectors, such as refineries and cement plants, are required to report regardless of emission levels. Entities that emit more than the 25,000 $MTCO_2e$ per year threshold are required to have their GHG emission report verified by a CARB-accredited third party.

Senate Bill 1383

SB 1383 establishes specific targets for the reduction of short-lived climate pollutants (SLCPs) (40 percent below 2013 levels by 2030 for CH_4 and HFCs, and 50 percent below 2013 levels by 2030 for anthropogenic black carbon), and provides direction for reductions from dairy and livestock operations and landfills. Accordingly, CARB adopted its SLCP Reduction Strategy in March 2017. The SLCP Reduction Strategy establishes a framework for the statewide reduction of emissions of black carbon, CH_4, and fluorinated gases.

Executive Order B-55-18/Assembly Bill 1279

EO B-55-18 (September 2018) establishes a statewide policy for California to achieve carbon neutrality as soon as possible, and not later than 2045, and achieve and maintain net-negative emissions thereafter. The goal is an addition to the existing statewide targets of reducing the State's GHG emissions. CARB has prepared the 2022 Scoping Plan, as discussed above, which identifies and recommends measures to achieve the carbon neutrality goal. On September 16, 2022, AB 1279, also known as the California Climate Crisis Act, codified the carbon neutrality goal established by EO B-55-18.

Mobile Sources

The following regulations relate to the control of GHG emissions from mobile sources. Mobile sources include both on-road vehicles and off-road equipment.

Assembly Bill 1493

AB 1493 (Pavley) (July 2002) was enacted in response to the transportation sector accounting for more than half of California's CO_2 emissions. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the State

board to be vehicles that are primarily used for non-commercial personal transportation in the State. The bill required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. When fully phased in, the near-term (2009–2012) standards would result in a reduction of approximately 22 percent of GHG emissions compared to the emissions from the 2002 fleet, and the mid-term (2013–2016) standards would result in a reduction of approximately 30 percent.

Senate Bill 375

SB 375 (Steinberg) (September 2008) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 requires CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, and to update those targets every eight years. SB 375 requires the State's 18 regional metropolitan planning organizations to prepare a sustainable communities strategy as part of their Regional Transportation Plans that will achieve the GHG reduction targets set by CARB. If a metropolitan planning organization is unable to devise a sustainable communities strategy to achieve the GHG reduction target, the metropolitan planning organization must prepare an alternative planning strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

Pursuant to California Government Code Section 65080(b)(2)(K), a sustainable communities strategy does not (1) regulate the use of land, (2) supersede the land use authority of cities and counties, or (3) require that a city's or county's land use policies and regulations, including those in a general plan, be consistent with the sustainable community strategy. Nonetheless, SB 375 makes regional and local planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the State-mandated housing element process.

Executive Order N-79-20

EO N-79-20 (September 2020) directs the State to require that 100 percent of new passenger cars and light-duty trucks sold in California be zero-emission vehicles (ZEVs) by the year 2035. EO N-79-20 focuses on new vehicle sales for automakers, not existing cars and trucks already owned by California residents. The primary mechanism for achieving the ZEV target for passenger cars and light trucks is the Advanced Clean Cars II (ACC II) Program, as discussed in further detail below.

Advanced Clean Cars Program and Zero-Emissions Vehicle Program

The Advanced Clean Cars Program (January 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package. The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. By 2025, implementation of the rule is anticipated to reduce emissions of smog-forming pollution from cars by 75 percent compared to the average new car sold in 2015. To reduce GHG emissions, CARB, in conjunction with the USEPA and NHTSA, adopted GHG standards for model year 2017 to 2025 vehicles; the standards were estimated to reduce GHG emissions by 34 percent by 2025. The zero-emissions vehicle program acts as the focused technology of the Advanced Clean Cars

Program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid electric vehicles in the 2018 to 2025 model years.

In addition, the Advanced Clean Cars II Program was approved by CARB in August 2022 to establish the next phase of regulations beginning with the 2026 model year. The Advanced Clean Cars II Program (1) increased the stringency of the smog-causing criteria pollutant standards; (2) updated the ZEV regulation to require that 100 percent of new passenger vehicles meet zero-emission standards (including plug-in hybrids) by the 2035 model year, in compliance with EO N-79-20; and (3) established measures to ensure ZEV can provide enduring emission reductions. However, on May 22, 2025, the U.S. House of Representatives passed three Congressional Review Act (CRA) resolutions to rescind the U.S EPA's waiver for the Advanced Clean Cars II Program and President Donald Trump signed the CRA resolutions on June 12, 2025. Subsequently, a lawsuit has been filed by the State Attorney General on June 12, 2025 against the federal government's use of the CRA to upend California's clean vehicles program.[26] As such, the future enforceability of the Advanced Clean Cars II Program is currently unknown as of the date of this EIR.

Executive Order B-16-12

EO B-16-12 (March 2012) required that State entities under the governor's direction and control support and facilitate the rapid commercialization of zero-emissions vehicles. The order directed CARB, California Energy Commission (CEC), California Public Utilities Commission (CPUC), and other relevant agencies to work with the Plug-In Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 established a target reduction of GHG emissions from the transportation sector equaling 80 percent less than 1990 levels by 2050. EO B-16-12 did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare.

Assembly Bill 1236

AB 1236 (October 2015) (Chiu) required a city, county, or city and county to approve an application for the installation of electric-vehicle charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based on substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and a feasible method to satisfactorily mitigate or avoid the specific, adverse impact does not exist. The bill provided for appeal of that decision to the planning commission, as specified. AB 1236 required electric-vehicle charging stations to meet specified standards. The bill required a city, county, or city and county with a population of 200,000 or more residents to adopt an ordinance, by September 30, 2016, that created an expedited and streamlined permitting process for electric-vehicle charging stations. The bill also required a city, county, or city and county with a population of less than 200,000 residents to adopt the ordinance by September 30, 2017.

Water

The following regulations relate to the conservation of water, which reduces GHG emissions related to electricity demands from the treatment and transportation of water.

[26] State of California Department of Justice. *California Will Not Waver in Defending Itself from Federal Overreach: Attorney General Bonta Sues Trump Administration for Attack on California's Clean Vehicles Program*. Available at: https://oag.ca.gov/news/press-releases/california-will-not-waver-defending-itself-federal-overreach-attorney-general. Accessed March 26, 2026.

Executive Order B-29-15

In response to a drought in California, EO B-29-15 (April 2015) set a goal of achieving a statewide reduction in potable urban water usage of 25 percent relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives subsequently became permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the State. In response to EO B-29-15, the California DWR modified and adopted a revised version of the Model Water Efficient Landscape Ordinance (MWELO) that, among other changes, significantly increases the requirements for landscape water use efficiency, and broadens the applicability of the ordinance to include new development projects with smaller landscape areas.

Solid Waste

The following regulations relate to the generation of solid waste and means to reduce GHG emissions from solid waste produced within the State.

Assembly Bill 939 and Assembly Bill 341

In 1989, AB 939, known as the Integrated Waste Management Act (California Public Resources Code [PRC] Sections 40000 et seq.), was passed because of the observed increase in waste stream and the decrease in landfill capacity.

AB 341 (Chapter 476, Statutes of 2011 [Chesbro]) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that the policy goal of the State is that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by 2020, and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery to develop strategies to achieve the State's policy goal.

Other State Actions

The following State regulations are broadly related to GHG emissions.

Senate Bill 97

SB 97 (Dutton) (August 2007) directed the Governor's Office of Planning and Research (OPR) (currently known as the Office of Land Use and Climate Innovation [LCI]) to develop guidelines under CEQA for the mitigation of GHG emissions. In 2008, the Governor's OPR issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents. The advisory indicated that the lead agency should identify and estimate a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities. The advisory further recommended that the lead agency determine the significance of the impacts and impose all mitigation measures necessary to reduce GHG emissions to a level that is less than significant. The California Natural Resource Agency (CNRA) adopted the CEQA Guidelines amendments in December 2009, and the amended CEQA Guidelines became effective in March 2010.

Under the amended CEQA Guidelines, a lead agency has the discretion to determine whether to use a quantitative or qualitative analysis, or apply performance standards to determine the significance of GHG emissions resulting from a particular project (14 CCR 15064.4[a]). The CEQA Guidelines require a lead agency to consider the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]). The CEQA Guidelines also allow a lead agency to consider feasible means of mitigating the significant effects of GHG emissions,

including reductions in emissions through the implementation of project features or off-site measures. The adopted amendments do not establish a GHG emission threshold, instead allowing a lead agency to develop, adopt, and apply the lead agency's own thresholds of significance or those developed by other agencies or experts. CNRA acknowledges that a lead agency may consider compliance with regulations or requirements implementing AB 32 in determining the significance of a project's GHG emissions.

With respect to GHG emissions, the CEQA Guidelines state that lead agencies should "make a good faith effort, to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions (14 CCR 15064.4[a]). The CEQA Guidelines note that an agency may identify emissions by either selecting a "model or methodology" to quantify the emissions or by relying on "qualitative analysis or other performance based standards" (14 CCR 15064.4[a]). Section 15064.4(b) states that the lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment: (1) the extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]).

Executive Order S-13-08

EO S-13-08 (November 2008) is intended to hasten California's response to the impacts of global climate change, particularly sea-level rise. Therefore, the EO directs State agencies to take specified actions to assess and plan for such impacts. The final 2009 California Climate Adaptation Strategy report was issued in December 2009, and an update, Safeguarding California: Reducing Climate Risk, followed in July 2014. To assess the State's vulnerability, the report summarizes key climate change impacts to the State for the following areas: agriculture, biodiversity and habitat, emergency management, energy, forestry, ocean and coastal ecosystems and resources, public health, transportation, and water. Issuance of the Safeguarding California: Implementation Action Plans followed in March 2016. In January 2018, the CNRA released the Safeguarding California Plan: 2018 Update, which communicates current and needed actions that the State government should take to build climate change resiliency.

Local Regulations

The following are the regulatory agencies and regulations pertinent to the proposed project on a local level.

Plan Bay Area 2050

Plan Bay Area 2050 (PBA 50) is a long-range transportation and land use/housing strategy through 2050 for the San Francisco Bay Area, designed to reduce GHG emissions from the mobile sector.[27] PBA 50 was approved by the MTC and ABAG on October 21, 2021. PBA 50 also meets all State and federal requirements for a Regional Transportation Plan and Sustainable Communities Strategy.

Plan Bay Area 2050 provides an outline for growth in four focus areas: Priority Development Areas (PDA); Transit-Rich Areas; Priority Production Areas; and High-Resource Areas. The project site

[27] Association of Bay Area Governments and Metropolitan Transportation Commission. *Plan Bay Area 2050: Final.* October 2021.

is not located within a PDA. According to the PBA 50 Forecasting and Modeling Appendix, by 2050, housing in Santa Clara County is projected to increase by 452,000 households, or 65 percent, and jobs are projected to increase by 512,000, or 40 percent.[28]

Local jurisdictions seeking to implement development projects consistent with PBA 50 are eligible for funding for PDA planning and transportation projects. In addition, jurisdictions have the option to streamline the development process for projects consistent with PBA 50 and meet the other criteria included in SB 375.

In addition, Plan Bay Area 2050+ (PBA 50+) was adopted by the ABAG and MTC on March 19, 2026, and March 25, 2026, respectively. PBA 50+ is a limited and focused update to PBA 50 and contains 35 strategies related to transportation, housing, and the economy within the Bay Area. PBA 50+ refines select plan strategies from PBA 50 and is intended to enable continued progress implementing the strategies of PBA 50. The PBA 50+ plan cycle also included a parallel planning process, Transit 2050+, which overhauls six transit-related strategies included in PBA 50.

Bay Area Air District

The BAAD is the public agency entrusted with regulating stationary sources of air pollution in the nine counties that surround San Francisco Bay: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano, and southern Sonoma counties.

The BAAD has prepared Air Quality Guidelines, which are intended to be used for assistance with CEQA review. The BAAD CEQA Air Quality Guidelines include thresholds of significance and project screening levels for criteria air pollutants (ROG, NO_X, PM_{10}, and $PM_{2.5}$), GHGs, TACs, CO, and odors, as well as methods to assess and mitigate project-level and plan-level impacts. The most recent BAAD Air Quality Guidelines were released in April 2023.

Regional Air Quality Plans

As discussed above, the 2001 Ozone Attainment Plan was prepared as a revision to the Bay Area part of the SIP to achieve the federal ozone standard. The plan was adopted on October 24, 2001, approved by the CARB on November 1, 2001, and was submitted to the USEPA on November 30, 2001 for review and approval as a revision to the SIP. In addition, in order to fulfill federal air quality planning requirements, the BAAD adopted a $PM_{2.5}$ emissions inventory for the year 2010, which was submitted to the USEPA on January 14, 2013 for inclusion in the SIP.

The most recent State ozone plan is the 2017 Clean Air Plan, adopted on April 19, 2017. The 2017 Clean Air Plan was developed as a multi-pollutant plan that provides an integrated control strategy to reduce ozone, PM, TACs, and GHGs. Although the CCAA does not require the region to submit a plan for achieving the State PM_{10} standard, the BAAD has prioritized measures to reduce PM in developing the control strategy for the 2017 Clean Air Plan. It should be noted that on January 9, 2013, the USEPA issued a final rule to determine that the San Francisco Bay Area has attained the 24-hour $PM_{2.5}$ federal standard, which suspends federal SIP planning requirements for the Bay Area.

The aforementioned applicable air quality plans contain mobile source controls, stationary source controls, and transportation control measures to be implemented in the region to attain the State and federal standards within the SFBAAB. The plans are based on population and employment

[28] Association of Bay Area Governments and Metropolitan Transportation Commission. *Forecasting and Modeling Report, Appendix 1: Growth Pattern*. October 2021.

projections provided by local governments, usually developed as part of the General Plan update process.

Rules and Regulations

All projects under the jurisdiction of the BAAD are required to comply with all applicable BAAD rules and regulations. Applicable BAAD's regulations and rules include, but are not limited to, the following:

- Regulation 2: Permits
  - Rule 5: New Source Review of Toxic Air Contaminants
- Regulation 6: Particulate Matter and Visible Emissions
  - Rule 2: Commercial Cooking Equipment
  - Rule 3: Wood-burning Devices
- Regulation 7: Odorous Substances
- Regulation 8: Organic Compounds
  - Rule 3: Architectural Coatings
- Regulation 11: Hazardous Pollutants
  - Rule 2: Asbestos Demolition, Renovation and Manufacturing

Additionally, all projects within BAAD jurisdiction are required to implement the Basic Construction Mitigation Measures (BCMMs), which include the following:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
7. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
8. Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a six- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
9. Publicly visible signs shall be posted with the telephone number and name of the 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 General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

In addition to the BCMMs, projects are strongly encouraged to implement enhanced best management practices to control fugitive dust emissions. The enhanced measures are especially important when schools, residential areas, or other sensitive land uses are located near the construction site. BAAD recommended enhanced best management practices include the following:

1. Limit the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities.
2. Install wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of construction. Wind breaks should have a maximum 50 percent air porosity.
3. Plant vegetative ground cover (e.g., fast-germinating native grass seed) in disturbed areas as soon as possible and watered appropriately until vegetation is established.
4. Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.
5. Minimize the amount of excavated material or waste materials stored at the site.
6. Hydroseed or apply non-toxic soil stabilizers to construction areas, including previously graded areas, that are inactive for at least 10 calendar days.

City of Morgan Hill General Plan

The following goals and policies related to air quality and GHG emissions are from the City of Morgan Hill General Plan:

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-11.3 **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 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-11.6 **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 Bay Area Air Quality Management District 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.

Goal NRE-13 Use of green building practices in new and existing development to promote a healthful indoor environment.

Policy NRE-13.1 **Building Materials.** Promote the use of building materials that maintain healthful indoor air quality in an effort to reduce irritation and exposure to toxins and allergens for building occupants.

Policy NRE-13.2 **Construction and Pre-Occupancy Practices**. Encourage construction and pre-occupancy practices to improve indoor air quality for new development upon occupancy of the structure.

Goal NRE-14 Minimum exposure of residents to objectionable odors.

Policy NRE-14.1 **New Odor Sources.** For new, expanded, or modified facilities that are potential sources of objectionable odors require an analysis of possible odor impacts and the provision of odor minimization and control measures as mitigation.

Goal NRE-15 An adaptive and resilient community that responds to climate change.

Policy NRE-15.2 **Linking Land Use and Transportation.** Encourage land use and transportation patterns that reduce dependence on automobiles.



Policy NRE-15.8 **Walkable City.** Encourage retail and office areas to be located within walking and biking distance of existing and proposed residential developments.

Policy NRE-15.11 **Green Building.** Promote green building practices in new development.

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-16.5 **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.

City of Morgan Hill Climate Action Plan

In December of 2021, the City of Morgan Hill adopted a CAP, which aims to reduce Morgan Hill's net CO_2 emissions in the building and transportation sectors to 35 percent below the 2020 baseline level by 2030 and 100 percent below the 2020 baseline level by 2045. In order to achieve such reductions, the City's CAP focuses on two sub-goals: adoption of EVs in the community, and decarbonizing existing buildings by reducing the use of fossil fuels. The CAP includes several action items to help achieve the CAP sub-goals, and, in turn, reduce GHG emissions within the City. However, it should be noted that the City's CAP does not qualify as a local GHG reduction strategy under CEQA Guidelines Section 15183.5(b).

4.2.4 IMPACTS AND MITIGATION MEASURES

This section describes the standards of significance and methodology used to analyze and determine the proposed project's potential impacts related to air quality and GHG emissions. A discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

Standards of Significance

Based on Appendix G of the CEQA Guidelines, a significant impact related to air quality or GHG emissions would occur if the proposed project would result in any of the following:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the

project region is in nonattainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations;
- Result in other emissions (such as those leading to odors) affecting a substantial number of people;
- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Pursuant to CEQA Guidelines Section 15064.4(b)(2), the lead agency is charged with determining a threshold of significance that is applicable to the project. Although the City has not formally adopted BAAD's recommended thresholds, the thresholds are uniformly applied to all new developments within the City, and, as such, the BAAD's thresholds are used in the analysis presented within this EIR, as well. The air quality and GHG emissions analysis in this EIR uses the thresholds for criteria pollutants, localized CO, TAC emissions, and GHG emissions, as discussed below.

Criteria Pollutant Emissions

The BAAD thresholds of significance for ozone precursor and PM emissions are presented in Table 4.2-6 and are expressed in pounds per day (lbs/day) for construction and operational average daily emissions and tons per year (tons/yr) for maximum annual operational emissions.

Emissions of PM can be split into two categories: fugitive emissions and exhaust emissions. The BAAD thresholds of significance for exhaust PM emissions are presented in Table 4.2-6. The BAAD does not maintain quantitative thresholds for fugitive emissions of PM_{10} or $PM_{2.5}$; rather, BAAD requires all projects within the district's jurisdiction to implement BCMMs related to dust suppression.

Table 4.2-6
BAAD Thresholds of Significance

Pollutant	Construction	Operational	
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tons/yr)
ROG	54	54	10
NO_X	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10

Source: BAAD, Air Quality Guidelines, April 2023.

Ascertaining cancer risk, or similar measurements of health effects from air pollutants, is very difficult for regional pollutants such as the ozone precursors ROG and NO_X. This challenge was addressed in *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 510, 517-522. In that case, the California Supreme Court held generally that an EIR should "make a reasonable effort to substantively connect a project's air quality impacts to likely health consequences." A possible example of such a connection would be to calculate a project's "impact on the days of nonattainment per year." But the court recognized that there might be scientific limitations on an agency's ability to make the connection between air pollutant emissions and public health consequences in a credible fashion, given limitations in technical methodologies. Thus, the court

acknowledged that another option for an agency preparing an EIR might be "to explain why it was not feasible to provide an analysis that connected the air quality effects to human health consequences."

Here, the BAAD is the primary agency responsible for ensuring the health and welfare of sensitive individuals to elevated concentrations of emissions in the City of Morgan Hill. At present, BAAD has not provided any methodology to assist local governments in reasonably and accurately assessing the specific connection between mass emissions of ozone precursors (e.g., ROG and NO_X) and other pollutants of concern on a regional basis and any specific effects on public health or regional air quality concentrations that might result from such mass emissions.

Ozone concentrations, for instance, depend upon various complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground level ozone concentrations related to the NAAQS and CAAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds. To achieve the health-based standards established by the USEPA, the air districts prepare air quality management plans that detail regional programs to attain the AAQS. However, if a project within BAAD exceeds the regional significance thresholds, the proposed project could contribute to an increase in health effects in the basin until the attainment standards are met in the SFBAAB.

Notably, during the litigation process that led to the California Supreme Court decision in *Sierra Club v. County of Fresno*, the San Joaquin Valley Air Pollution Control District (SJVAPCD) submitted an amicus curiae brief that provided scientific context and expert opinion regarding the feasibility of performing regional dispersion modeling for ozone. In the brief, SJVAPCD states that "CEQA does not require an EIR to correlate a project's air quality emissions to specific health impacts, because such an analysis is not reasonably feasible." As SJVAPCD explains:

> Attainment of a particular NAAQS occurs when the concentration of the relevant pollutant remains below a set threshold on a consistent basis throughout a particular region. For example, the San Joaquin Valley attained the 1-hour ozone NAAQS when ozone concentrations remained at or below 0.124 parts per million Valley-wide on 3 or fewer days over a 3-year period. Because the NAAQS are focused on achieving a particular concentration of pollution region-wide, the Air District's tools and plans for attaining the NAAQS are regional in nature.
>
> For instance, the computer models used to simulate and predict an attainment date for the ozone or particulate matter NAAQS in the San Joaquin Valley are based on regional inputs, such as regional inventories of precursor pollutants (NOx, SOx and VOCs) and the atmospheric chemistry and meteorology of the Valley. At a very basic level, the models simulate future ozone or PM levels based on predicted changes in precursor emissions Valley wide. Because the NAAQS are set levels necessary to protect human health, the closer a region is to attaining a particular NAAQS, the lower the human health impact is from that pollutant.
>
> The goal of these modeling exercises is not to determine whether the emissions generated by a particular factory or development project will affect the date that the Valley attains the NAAQS. Rather, the Air District's modeling and planning strategy is regional in nature and based on the extent to which all of the emission-generating sources in the Valley (current and future) must be controlled in order to reach attainment.

> Accordingly, the Air District has based its thresholds of significance for CEQA purposes on the levels that scientific and factual data demonstrate that the [SJVAB] can accommodate without affecting the attainment date for the NAAQS. The Air District has tied its CEQA significance thresholds to the level at which stationary pollution sources must "offset" their emissions…Thus, the CEQA air quality analysis for criteria air pollutants is not really a localized, project-level impact analysis but one of regional cumulative impacts.

The brief explains that these CEQA thresholds of significance are not intended to be applied such that any localized human health impact associated with a project's regional pollutant emissions could be identified. Rather, CEQA thresholds of significance are used to determine whether a project's emissions would obstruct a region's capability of attaining the NAAQS and CAAQS according to the emissions inventory prepared in a SIP, which is then submitted and reviewed by CARB and USEPA. This sentiment is corroborated in an additional brief submitted by the South Coast Air Quality Management District. Based on the expert analyses submitted by these leading air districts, the City has concluded that it is not scientifically feasible to predict in a meaningful manner how mass emissions of pollutants of regional concern (e.g., ozone precursors) from a project of the size of the proposed project could lead to specific public health consequences, changes in pollutant concentrations, or changes in the number of days for which the SFBAAB will be in nonattainment for regional pollutants.

Localized CO Emissions

If a project would cause localized CO emissions to exceed the 1-hour and 8-hour CAAQS of 20.0 ppm and 9.0 ppm, respectively, BAAD would consider the project to result in a significant impact to air quality. In order to provide a conservative indication of whether a project would result in localized CO emissions that would exceed the applicable threshold of significance, the BAAD has established screening criteria for localized CO emissions. According to BAAD, a project would result in a less-than-significant impact related to localized CO emission concentrations if all of the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans;
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; and
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, underpass, etc.).

TAC Emissions

According to BAAD, a significant impact related to TACs would occur if a new source would cause any of the following:

- An increase in cancer risk levels of more than 10 persons in one million;
- A non-cancer (chronic or acute) hazard index greater than 1.0; or
- An annual average $PM_{2.5}$ concentration of 0.3 micrograms per cubic meter ($\mu g/m^3$) or greater.

An impact associated with TACs would also occur if the aggregate total of all past, present, and foreseeable future sources within a 1,000-foot radius from the fence line of a source, or from the location of a receptor, plus the contribution from the project, would exceed the following:

- An increase in cancer risk levels (from all local sources) of more than 100 persons in one million;
- A chronic non-cancer hazard index (from all local sources) greater than 10.0; or
- An annual average $PM_{2.5}$ concentration (from all local sources) of 0.8 µg/m^3 or greater.

The foregoing risk thresholds are intended for use in analyzing potential impacts related to the siting of a new source of emissions. The proposed project involves development of the project site for residential uses. The proposed uses are not anticipated to involve any substantial stationary sources of TACs. Thus, the BAAD thresholds presented above would not directly apply to the proposed uses.

GHG Emissions

As noted previously, in April 2023 the BAAD adopted updated Air Quality Guidelines. The updated guidelines included new GHG thresholds, which are qualitative and consist of two distinct categories of criteria that must be met: Buildings and Transportation.

The BAAD's Buildings criteria require that a project must meet the following minimum project design elements:

a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
b. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under Sections 21100(b)(3) and 15126.2(b) of the State CEQA Guidelines.

The BAAD's Transportation criteria require that a project must meet the following:

c. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted SB 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:
    i. Residential projects: 15 percent below the existing VMT per capita;
    ii. Office projects: 15 percent below the existing VMT per employee; or
    iii. Retail projects: no net increase in existing VMT.
d. Achieve compliance with off-street EV requirements in the most recently adopted version of CALGreen Tier 2.

As discussed in Chapter 4.4, Transportation, of this EIR, the City of Morgan Hill adopted Resolution No. 24-039 approving a citywide VMT policy, including screening criteria and significance thresholds, consistent with SB 743. According to the City's VMT policy, residential uses in the City would have a significant impact if a project's estimated VMT per capita exceeds the citywide baseline VMT per capita.

Alternatively, a project is not required to implement the foregoing design elements if the project shows consistency with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b). However, as discussed above, the 2021 CAP is not considered a qualified plan for GHG emission reductions under CEQA Guidelines Section 15183.5. Therefore, the analysis included herein is based on the proposed project's consistency with the BAAD

Buildings and Transportation criteria discussed above. If the project is determined to be consistent with the BAAD Buildings and Transportation criteria discussed above, then the project would result in a less-than-significant impact related to GHG emissions.

Method of Analysis

A comparison of project-related emissions to the thresholds discussed above shall determine the significance of the potential impacts to air quality and climate change resulting from the proposed project. Emissions attributable to the proposed project which exceed the significance thresholds could have a significant effect on regional air quality and the attainment of the federal and State AAQS and global climate change. Where potentially significant impacts are identified, mitigation measures are described that would reduce or eliminate the impact.

Construction Emissions

The proposed project's short-term construction-related emissions were estimated using the CalEEMod version 2022.1.1.37, which is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix (i.e., the proportion of diesel, gasoline, electric, natural gas, and plug-in hybrid vehicle types), trip length, average speed, etc. However, where project-specific data was available, such data was input into the model. The following inherent design features and project-specific information were included in the model:

- Construction would begin in April of 2027 and would occur over an approximately two-year and three-month period;
- The site preparation, grading, paving, and building construction phase timing was adjusted based on project-specific information provided by the project applicant;
- Based on typical construction practices, the architectural coating phase of construction was assumed to begin two weeks after the commencement of the building construction phase and occur over a similar number of days; and
- Approximately 30 cubic yards (CY) of soil would be imported during site preparation and approximately 500 CY of soil would be imported during grading.

The results of the construction emissions modeling were compared to the standards of significance discussed above in order to determine the associated level of impact. Results of the modeling are expressed in lbs/day for criteria air pollutant emissions, which allows for comparison between the model results and the thresholds of significance. In addition, while the BAAD does not have a threshold of significance for construction GHG emissions, construction-related GHG emissions are presented herein for disclosure purposes only, and are expressed in $MTCO_2e$/yr. All CalEEMod modeling results are included in Appendix C to this EIR.

Operational Emissions

CalEEMod, Version 2022.1.1.37 was used to estimate emissions generated from the operation of the proposed project. Based on applicant provided information, the project was estimated to be fully operational by the year 2029. The project-specific trip generation rates provided by Hexagon Transportation Consultants for the proposed project were applied to the project modeling.[29] In

[29] Hexagon Transportation Consultants, Inc. *DePaul Residential Development Transportation Analysis.* January 26, 2026.

addition, as discussed in Chapter 3, Project Description, of this EIR, the proposed project would not use natural gas during operation of the proposed project. Thus, natural gas usage was not assumed in the modeling, and increased electricity consumption was accounted for due to the project's all-electric design. Further, the proposed project would not include any fireplaces or woodstoves. Thus, the modeling assumed the proposed project would be designed without hearths.

The results of the operational emissions modeling were compared to the standards of significance discussed above in order to determine the associated level of impact. Results of the modeling are expressed in lbs/day for project-level criteria pollutant emissions and tons/yr for cumulative criteria pollutant emissions, which allows for comparison between the model results and the thresholds of significance. In addition, while the thresholds of significance for operational GHG emissions are qualitative, operational GHG emissions are presented for disclosure purposes, and are expressed in $MTCO_2e$/yr. All CalEEMod modeling results are included in Appendix C to this EIR.

Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on implementation of the proposed project in comparison with the standards of significance identified above. GHGs are inherently cumulative; thus, the discussion of GHG impacts is included under the Cumulative Impacts and Mitigation Measures section below.

4.2-1 Conflict with or obstruct implementation of the applicable air quality plan during project construction. Based on the analysis below, the impact is *less than significant*.

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction-related emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction workers' commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes $PM_{2.5}$ emissions. As construction of the proposed project would generate emissions of criteria air pollutants, including ROG, NO_X, PM_{10}, and $PM_{2.5}$ intermittently within the site and in the vicinity of the site, until all construction has been completed, construction is a potential concern, as the proposed project is located in a nonattainment area for ozone and PM.

Using CalEEMod, the maximum construction-related emissions were estimated for development of the proposed project and are presented in Table 4.2-7. As presented in Table 4.2-7, implementation of the proposed project would result in construction-related exhaust emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ below the applicable thresholds of significance.

Table 4.2-7
Maximum Unmitigated Construction Emissions (lbs/day)

Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	8.48	54	**NO**
NO_x	28.02	54	**NO**
PM_{10}*	1.17	82	**NO**
$PM_{2.5}$*	1.08	54	**NO**

Note:
* Denotes emissions from exhaust only. BAAD does not have adopted PM thresholds for fugitive emissions.

Source: CalEEMod, February 2026 (see Appendix C).

In addition, the proposed project would be required to comply with all BAAD rules and regulations, including Regulation 8, Rule 3 related to architectural coatings. Furthermore, all projects under the jurisdiction of the BAAD are required to implement all of the BCMMs provided in the BAAD CEQA Guidelines. Although BAAD requires that all construction activity within the SFBAAB implement the above listed BCMMs, the proposed project was modeled without the inclusion of such measures to provide a conservative, worst-case emissions estimate. As presented in Table 4.2-7, even under the conservative assumptions used for this analysis, construction-related criteria pollutant emissions would remain below the BAAD's thresholds of significance.

Based on the above, construction of the proposed project would result in emissions below the applicable BAAD thresholds of significance. Therefore, construction of the proposed project would not contribute to the region's nonattainment status for ozone or PM or could obstruct implementation of an applicable air quality plan, and a ***less-than-significant*** impact associated with construction-related emissions would occur.

Mitigation Measure(s)
None required.

4.2-2 Conflict with or obstruct implementation of the applicable air quality plan during project operation. Based on the analysis below, the impact is *less than significant*.

The SFBAAB, with assistance from the MTC, as well as ABAG, prepare and implement specific plans to meet applicable laws and regulations. The most recent and comprehensive being the Bay Area 2017 Clean Air Plan, which strives to attain air quality standards, reduce GHG emissions, protect public health, and protect the climate. Guidance provided by BAAD's CEQA guidelines recommend that Plans show consistency with the control measures listed within the Clean Air Plan; however, at the project level, the Clean Air Plan does not provide consistency measures or thresholds which would be required by BAAD's CEQA guidance. The proposed project would not conflict with the latest planning efforts, as the proposed project's emissions would be below BAAD's thresholds (see analysis below).

Operational emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ would be generated by the proposed project from both mobile and stationary sources. Mobile-source emissions

would make up the majority of project-related NO_X, PM_{10}, and $PM_{2.5}$ emissions. The majority of ROG emissions would occur from area sources such as landscape maintenance equipment exhaust and consumer products (e.g., deodorants, cleaning products, spray paint, etc.).

Operational emissions resulting from development of the proposed project were modeled in CalEEMod, and the results are presented in Table 4.2-8. As shown in Table 4.2-8, operational emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ associated with the proposed project would be below the BAAD's thresholds of significance.

Table 4.2-8
Maximum Unmitigated Operational Emissions

Pollutant	Proposed Project Emissions		Threshold of Significance		Exceeds Threshold?
	lbs/day	tons/yr	lbs/day	tons/yr	
ROG	8.55	1.49	54	10	**NO**
NO_X	2.46	0.43	54	10	**NO**
PM_{10}*	0.04	0.01	82	15	**NO**
$PM_{2.5}$*	0.04	0.01	54	10	**NO**

Note:
* Denotes emissions from exhaust only. BAAD has not yet adopted PM thresholds for fugitive emissions.

Source: CalEEMod, February 2026 (see Appendix C).

Therefore, operation of the proposed project would not generate criteria air pollutant emissions in excess of the BAAD thresholds of significance, and the project would not contribute to the region's nonattainment status of ozone and/or violate an air quality standard.

Accordingly, the project would not be considered to conflict with or obstruct implementation of regional air quality plans during project operation, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)
None required.

4.2-3 Expose sensitive receptors to substantial pollutant concentrations. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.

The major pollutant concentrations of concern are localized CO emissions, TAC emissions, and criteria pollutant emissions, which are addressed in further detail below.

Localized CO Emissions
Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Concentrations of CO approaching the AAQS are only

expected where background levels are high, and traffic volumes and congestion levels are high. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the project would be expected to increase local CO concentrations.

In order to provide a conservative indication of whether a project would result in localized CO emissions that would exceed the applicable threshold of significance, the BAAD has established screening criteria for determining whether the effect that a project would have on any given intersection would cause a potential CO hotspot. According to BAAD, a project would result in a less-than-significant impact related to localized CO emission concentrations if all of the following conditions are true for the project:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local Congestion Management Program (CMP) plans;
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; and
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, underpass, etc.).

While BAAD has established the foregoing screening criteria for potential impacts, it should be noted that the SFBAAB has been in attainment of CAAQS and NAAQS for CO for more than 20 years.[30] Due to the continued attainment of CAAQS and NAAQS, and advances in vehicle emissions technologies, the likelihood that any single project would create a CO hotspot is minimal.

The Santa Clara Valley Transportation Authority (VTA) is the applicable Congestion Management Agency for the proposed project. The VTA has prepared a CMP document, which includes elements and measures to reduce congestion through LOS standards and transportation measures. As discussed in Chapter 4.4, Transportation, of this EIR, LOS is no longer a method of analysis. However, the CMP provides other relevant elements, such as a multimodal performance measures element and a transportation demand management and trip reduction element.

As discussed under Impact 4.4-2 within Chapter 4.4, Transportation, of this EIR, the proposed project would incorporate five-foot sidewalks along all internal streets and would connect to the existing sidewalks along DePaul Drive and Cochrane Road. Additionally, the proposed project would be approximately 800 feet walking distance from the Route 87 bus stops along Cochrane Road. Overall, development of the proposed project would not physically disrupt an existing bicycle facility or interfere with implementation of a planned bicycle facility, nor would the proposed project alter, remove, or obstruct any transit facilities. Thus, the proposed project would be consistent with the goals of the multimodal performance element included in the CMP.

[30] Bay Area Air Quality Management District. *Air Quality Summary Reports*. Available at: https://www.baaqmd.gov/en/about-air-quality/air-quality-measurement/air-quality-summaries. Accessed March 2026.

Further, as required by Mitigation Measure 4.4-3 within Chapter 4.4, Transportation, of this EIR, the proposed project would implement transportation demand management (TDM) strategies in order to reduce project generated VMT, which may include, but not necessarily be limited to, implementation of a School Pool Program a Bike Sharing Program, and a voluntary Travel Behavior Change Program. Such TDM strategies aim to reduce vehicle trips and are consistent with the TDM strategies provided within the CMP. Thus, the proposed project would be consistent with the goals of the transportation demand management and trip reduction element included in the CMP. Therefore, the proposed project would be consistent with the applicable CMP established by the VTA.

In addition, based on data provided in the Transportation Analysis prepared for the proposed project by Hexagon,[31] the proposed project is anticipated to generate a total of 74 AM peak hour trips, and 99 PM peak hour trips. According to Hexagon, under Year 2035 Cumulative with Project Conditions, the nearest intersection to the project site (i.e., the Cochrane Road/DePaul Drive Intersection) is anticipated to experience approximately 2,190 trips during the AM peak hour, and 2,795 trips during the PM peak hour. In addition, the maximum traffic volume anticipated at any affected intersection would not reach 44,000 vehicles per hour. Furthermore, development of the proposed project would not result in the increase of traffic volumes beyond 24,000 vehicles per hour at any intersections where vertical and/or horizontal mixing is substantially limited. Therefore, based on the BAAD's screening criteria for localized CO emissions, the project would not be expected to result in substantial levels of localized CO at surrounding intersections or generate localized concentrations of CO that would exceed standards or cause health hazards.

TAC Emissions

Another category of environmental concern is TACs. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk. The CARB's Handbook provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, GDFs, chrome plating operations, distribution centers, and rail yards. The CARB has identified DPM from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM.

Impacts of the environment on a project (as opposed to impacts of a project on the environment) are beyond the scope of required CEQA review.[32] Thus, the following

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31 Hexagon Transportation Consultants, Inc. *DePaul Residential Development Transportation Analysis*. April 3, 2026.

32 "[T]he purpose of an EIR is to identify the significant effects of a project on the environment, not the significant effects of the environment on the project." (*Ballona Wetlands Land Trust v. Town of Los Angeles,* (2011) 201 Cal.App.4th 455, 473 (Ballona).) The California Supreme Court recently held that "CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents. What CEQA does mandate… is an analysis of how a project might exacerbate existing environmental hazards." (*California Building Industry Assn. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369, 392; see also *Mission Bay Alliance v. Office of Community Investment & Infrastructure* (2016) 6 Cal.App.5th 160, 197 ["identifying the effects on the project and its users of locating the project in a particular environmental setting is

analysis is focused on the proposed project's effects on the surrounding physical environment, rather than the effects of the existing environment on the proposed residential used on-site.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy truck traffic or idling. The proposed land uses would not involve long-term or frequent operations of any stationary diesel engines and would not involve heavy truck traffic or idling. Thus, the proposed project would not expose sensitive receptors to substantial concentrations of DPM during operations.

Construction-related activities have the potential to generate concentrations of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction would be temporary and would occur over a relatively short duration in comparison to the operational lifetime of the proposed project. While methodologies for conducting health risk assessments are associated with long-term exposure periods (e.g., over a 30-year period or longer), construction activities associated with the proposed project were estimated to occur over an approximately two-year and three-month period. Only portions of the site would be disturbed at a time throughout the construction period, with operation of construction equipment occurring intermittently throughout the course of a day rather than continuously at any one location on the site.

In addition, all construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation includes emissions reducing requirements such as limitations on vehicle idling, disclosure, reporting, and labeling requirements for existing vehicles, as well as standards relating to fleet average emissions and the use of Best Available Control Technologies (BACTs). Thus, off-road diesel vehicles used during construction of the proposed project would be required to comply with statewide emissions reductions targets. Project construction would also be required to comply with all applicable BAAD rules and regulations, particularly associated with permitting of air pollutant sources.

Considering the intermittent nature of construction equipment operating within an influential distance to the nearest sensitive receptors, the duration of construction activities in comparison to the operational lifetime of the project, the typical long-term exposure periods associated with conducting health risk assessments, and compliance with regulations, the likelihood that any one nearby sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low.

Furthermore, the project applicant would be required to prepare, and include on all site development and grading plans, a management plan detailing strategies for control of noise, dust and vibration, and storage of hazardous materials during construction of the project. Pursuant to Section 18.76.040 (Air Contaminants) of the City's Municipal Code, the management plan must include all applicable BAAD rules and regulations, as well as the City's standard conditions for construction activity. The City of Morgan

neither consistent with CEQA's legislative purpose nor required by the CEQA statutes"], quoting *Ballona, supra*, 201 Cal.App.4th at p. 474.)

Hill Development Services Department would ensure that the BAAD's BCMMs, listed within the Local Regulations section above, would be noted on project construction drawings prior to issuance of a building permit or approval of improvement plans.

As discussed above, the proposed project's construction-related emissions would be below the applicable mass emissions thresholds of significance for PM_{10}. According to CARB, more than 90 percent of DPM is less than one micrometer in diameter,[33] and, thus, DPM is a subset of $PM_{2.5}$, which comprises a portion of PM_{10}. As a California statewide average, DPM comprises about eight percent of $PM_{2.5}$ in outdoor air,[34] and would represent an even smaller percentage of PM_{10} emissions. Considering that the proposed project's construction-related PM_{10} emissions, which include emissions of DPM, would be below the BAAD's thresholds of significance, construction of the proposed project would not be expected to generate substantial DPM emissions such that an increase in cancer risk levels of more than 10 in one million persons or a non-cancer hazard index greater than 1.0 would occur.

Based on the above, the proposed project would not expose sensitive receptors to substantial concentrations of DPM during construction.

Naturally Occurring Asbestos

As discussed above, according to the Phase I ESA prepared for the proposed project (see Appendix B of the Initial Study prepared for the proposed project, included as Appendix A to this EIR), the on-site soils contain serpentine pebbles with NOA at concentrations greater than one percent. Thus, the Phase I ESA concluded that, based on the presence of NOA and the size of the project site, a site-specific Asbestos Dust Mitigation Plan (ADMP) should be prepared and approved by BAAD prior to performing any soil-disturbing activities. A Soil Management Plan was also separately prepared for the project site by Haley & Aldrich, Inc. (see Appendix C of the Initial Study prepared for the proposed project, included as Appendix A to this EIR).[35] The Soil Management Plan requires the preparation and BAAD approval of an ADMP prior to the start of any construction activities that involve handling on-site soil.

Pursuant to the Soil Management Plan, the excavation of the native soil with NOA-containing serpentine pebbles shall be performed by appropriately trained personnel and adhere to the procedures described in the ADMP. Following any necessary removal of on-site soils with concentrations of asbestos greater than one percent, the site would be stabilized with clean soil cover, hardscape, or a vegetative cover (i.e., hydroseeding). In addition, the Soil Management Plan requires that, if asbestos is detected in soil samples at concentrations greater than one percent, the soil shall be disposed of as asbestos-containing waste, consistent with Section 11-2-303 of the BAAD Regulation 11, Rule 2 related to hazardous pollutants. Compliance with the Soil Management Plan would ensure that development of the proposed project would not expose sensitive receptors to substantial concentrations of NOA during construction and operation of the proposed project.

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33 California Air Resources Board. *Inhalable Particulate Matter and Health ($PM_{2.5}$ and PM_{10}).* Available at: https://ww2.arb.ca.gov/resources/inhalable-particulate-matter-and-health. Accessed March 2026.

34 California Air Resources Board. *Overview: Diesel Exhaust & Health.* Available at: https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health. Accessed March 2026.

35 Haley & Aldrich, Inc. *Soil Management Plan, Cochrane Village, Morgan Hill, California*. March 2024.

Criteria Pollutants

As discussed in the Existing Environmental Setting section and summarized in Table 4.2-1, criteria pollutant emissions can cause negative health effects. With regard to the proposed project, the principal criteria pollutants of concern are localized CO, ozone, and PM. As discussed above, the proposed project is not anticipated to result in impacts related to localized exposure of sensitive receptors to substantial concentrations of CO. Unlike CO and many TACs, due to atmospheric chemistry and dynamics, ozone and atmospheric PM typically act to impact public health on a cumulative and regional level, rather than a localized level. Due to the cumulative and regional nature of effects from criteria pollutants, the analysis of potential health effects of criteria pollutants is further discussed in Impact 4.2-5.

Conclusion

As discussed above, the proposed project would not cause any substantial levels of localized CO concentrations or DPM during construction and operation. Construction-related emissions would be temporary, intermittent throughout the day, spread over the project site, and regulated. However, based on the above, without the implementation of an ADMP or compliance with the site-specific Soil Management Plan, construction of the proposed project could result in the exposure of sensitive receptors to substantial concentrations of NOA. Therefore, a ***significant*** impact could occur associated with exposure of sensitive receptors to substantial levels of pollutant concentrations.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

4.2-3 Implement Mitigation Measure IX-1 included in the Initial Study prepared for the proposed project.

4.2-4 Result in other emissions (such as those leading to odors) affecting a substantial number of people. Based on the analysis below, the impact is *less than significant*.

Pollutants of principal concern include emissions leading to odors, emission of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in Impacts 4.2-1 through 4.2-3 above. Therefore, the following discussion focuses on emissions of odors and dust.

Odors

According to the BAAD's CEQA Air Quality Guidelines, the ability to detect odors varies considerably among the population and can be subjective.[36] Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The presence of an odor impact is dependent on a number of variables including: the nature of the odor source; the frequency of odor generation;

[36] Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines* [pg. 5-16]. April 2023.

the intensity of odor; the distance of odor source to sensitive receptors; wind direction; and sensitivity of the receptor. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative analysis to determine the presence of a significant odor impact is difficult. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants, landfills, and composting facilities. The proposed project would not introduce any such land uses and is not located in the vicinity of any such existing or planned land uses.

Construction activities often include diesel-fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. However, construction activities would be temporary, and operation of construction equipment would be restricted to the allowable hours established in Section 8.28.040 of the City's Municipal Code.

Furthermore, considering the large development area, construction equipment would operate at various locations throughout the project site intermittently, and the distances from the nearest sensitive receptors would allow for dispersal of diesel odors. Project construction would also be required to comply with all applicable BAAD rules and regulations, particularly associated with permitting of air pollutant sources. The aforementioned regulations would help to minimize air pollutant emissions, as well as any associated odors. Accordingly, substantial objectionable odors would not be expected to occur during construction activities.

BAAD regulates objectionable odors through Regulation 7, Odorous Substances, which does not become applicable until the Air Pollution Control Officer (APCO) receives odor complaints from ten or more complainants within a 90-day period. Once effective, Regulation 7 places general limitation on odorous substances and specific emission limitations on certain odorous compounds, which remain effective until such time that citizen complaints have been received by the APCO for one year. The limits of Regulation 7 become applicable again when the APCO receives odor complaints from five or more complainants within a 90-day period. Thus, although not anticipated, if odor complaints are made after the proposed project is developed, the BAAD would ensure that such odors are addressed, and any potential odor effects are minimized or eliminated.

Dust

As noted previously, all projects under the jurisdiction of BAAD are required to implement the BAAD's BCMMs, including, but not limited to, the following measures that specifically relate to dust suppression:

- 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 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.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a six- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.

In addition to the BCMMs, while not required, projects are strongly encouraged by BAAD to implement enhanced best management practices including, but not limited to, the following dust suppression measures:

- Limit the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities.
- Install wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.
- Minimize the amount of excavated material or waste materials stored at the site.
- Hydroseed or apply non-toxic soil stabilizers to construction areas, including previously graded areas, that are inactive for at least 10 calendar days.

The aforementioned measures would be required as Conditions of Approval by the City, and would ensure that construction of the proposed project does not result in substantial emissions of dust. Following project construction, the development area would be paved or landscaped and would not include any exposed topsoil. Thus, project operations would not generate significant amounts of dust that would adversely affect a substantial number of people.

Conclusion

For the aforementioned reasons, construction and operation of the proposed project would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people, and a ***less-than-significant*** impact would result.

Mitigation Measure(s)

None required.

Cumulative Impacts and Mitigation Measures

As defined in Section 15355 of the CEQA Guidelines, “cumulative impacts” refers to two or more individual effects which, when considered together, are considerable, compound, or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

A project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. The geographic context for the cumulative air quality analysis includes Santa Clara County and surrounding areas within the portion of the SFBAAB that is designated nonattainment for ozone and PM.

As mentioned above, global climate change is, by nature, a cumulative impact. Emissions of GHG contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change (e.g., sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts). While GHG emissions from a project in combination with other past, present, and future projects contribute to the world-wide phenomenon of global climate change and the associated environmental impacts, a single project could not generate enough GHG emissions to contribute noticeably to a change in the global average temperature. Due to the existing regulations within the State, for the purposes of this analysis, the geographic context for the analysis of GHG emissions presented in this EIR is the State of California.

4.2-5 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). Based on the analysis below, the project's incremental contribution to this significant cumulative impact is *less than cumulatively considerable.*

Buildout of the proposed project would lead to the release of emissions that would contribute to the cumulative regional air quality setting. The following section includes a discussion of the proposed project's contribution to the cumulative operational emissions associated with implementation of the project and the cumulative health effects of exposure to criteria pollutants. Because construction would occur over a relatively short time period as compared to the operational lifetime of the proposed project, construction emissions are not considered to be cumulative in nature.

Cumulative Operational Emissions from the Proposed Project

The long-term emissions associated with operation of the proposed project in conjunction with other existing or planned development in the area would incrementally contribute to impacts to the region's air quality. According to the BAAD's Air Quality Guidelines, if a project were to exceed the identified significance thresholds, the project's emissions would be cumulatively considerable.[37] Operational emissions resulting from development of the project were discussed under Impact 4.2-2, and the results are presented in Table 4.2-8. As shown in the table, the proposed project's operational emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ would be below the BAAD thresholds of significance. Therefore, the proposed project would not result in a cumulatively considerable net increase of a criteria pollutant for which the project region is in non-attainment.

[37] Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines* [pg. 5-4]. April 2023.

Cumulative Health Effects of Criteria Pollutants

As noted in Table 4.2-1, exposure to criteria air pollutants can result in adverse health effects. The AAQS presented in Table 4.2-2 are health-based standards designed to ensure safe levels of criteria pollutants that avoid specific adverse health effects. Because the SFBAAB is designated as nonattainment for State and federal eight-hour ozone and State PM_{10} standards, the BAAD, along with other air districts in the SFBAAB region, has adopted federal and state attainment plans to demonstrate progress towards attainment of the AAQS. Full implementation of the attainment plans would ensure that the AAQS are attained and sensitive receptors within the SFBAAB are not exposed to excess concentrations of criteria pollutants. The BAAD's thresholds of significance were established with consideration given to the health-based air quality standards established by the AAQS, and are designed to aid the district in implementing the applicable attainment plans to achieve attainment of the AAQS.[38] Thus, if a project's criteria pollutant emissions exceed the BAAD's emission thresholds of significance, a project would be considered to conflict with or obstruct implementation of the BAAD's air quality planning efforts, thereby delaying attainment of the AAQS. Because the AAQSs are representative of safe levels that avoid specific adverse health effects, a project's hinderance of attainment of the AAQS could be considered to contribute towards regional health effects associated with the existing nonattainment status of ozone and PM_{10} standards. However, as noted above, ascertaining cancer risk, or similar measurements of health effects from air pollutants, is very difficult for regional pollutants such as the ozone precursors ROG and NO_X, as there might be scientific limitations on an agency's ability to make the connection between air pollutant emissions and public health consequences in a credible fashion, given limitations in technical methodologies. For example, ozone concentrations depend upon various complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground level ozone concentrations related to the NAAQS and CAAQS, it is not possible to link health risks to the magnitude of emissions exceeding the significance thresholds.

Nonetheless, as discussed in Impact 4.2-2, operation of the proposed project would not result in emissions that exceed the BAAD's thresholds of significance. Therefore, implementation of the proposed project would not contribute towards regional health effects associated with the existing nonattainment status of ozone and PM standards.

Conclusion

Based on the above, the proposed project is estimated to result in emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ that would fall below BAAD's thresholds of significance. Therefore, emissions resulting from project operations would not result in a cumulatively considerable net increase in criteria pollutant emissions, for which the region is in nonattainment for ozone and PM standards. As such, the proposed project's incremental contribution to regional air quality impacts would be ***less than cumulatively considerable***.

[38] Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines* [pg. 5-4]. April 2023.

Mitigation Measure(s)
None required.

4.2-6 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Based on the analysis below, even with mitigation, the project's incremental contribution to this significant cumulative impact is *cumulatively considerable* and *significant and unavoidable*.

An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO_2 and, to a lesser extent, other GHG pollutants, such as CH_4 and N_2O. Sources of GHG emissions include area sources, mobile sources or vehicles, utilities (electricity), water usage, wastewater generation, and the generation of solid waste.

Based on the modeling conducted for the proposed project, construction of the proposed project was estimated to generate maximum unmitigated GHG emissions of 511.39 $MTCO_2e$/yr. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Neither the City nor BAAD has an adopted threshold of significance for construction-related GHG emissions. Accordingly, construction GHG emissions are presented for disclosure and informational purposes only.

The total unmitigated annual operational GHG emissions for the first year of operation (assumed to be 2029) were estimated as presented in Table 4.2-9.

As noted previously, the applicable BAAD thresholds of significance for GHG emissions are qualitative, and the following information is provided for disclosure purposes only. Potential impacts related to GHG emissions resulting from implementation of the proposed project are considered in comparison with BAAD's adopted thresholds of significance below.

Table 4.2-9
Unmitigated Operational GHG Emissions

Source	Annual GHG Emissions ($MTCO_2e$/yr)
Mobile	1,100.69
Area	1.30
Energy	60.68
Water	9.47
Waste	25.69
Refrigerants	0.24
Total Annual Operational GHG Emissions	**1,198.07**

[1] Rounding may result in small differences in summation.

Source: CalEEMod, February 2026 (see Appendix C).

According to the BAAD thresholds of significance, a project must either include specific project design elements related to buildings and transportation or be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

As discussed above, the City of Morgan Hill CAP does not meet the criteria under CEQA Guidelines Section 15183.5(b) for a local GHG reduction strategy. Thus, this discussion evaluates project consistency with the BAAD's Buildings and Transportation criteria.

In order to be consistent with Buildings criterion a., the proposed project would be required to include all electric appliances and plumbing. As discussed previously, the project applicant has committed to the prohibition of natural gas infrastructure on-site. Therefore, the proposed project would not conflict with Buildings criterion a.

With regard to Buildings criterion b., as discussed in Section VI, Energy, of the Initial Study prepared for the proposed project (see Appendix A), the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. During project operations, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, including the Building Energy Efficiency Standards and the CALGreen Code, which would ensure that building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. As a result, the proposed project would comply with Buildings criterion b.

Consistency with Transportation criterion c. is evaluated in Chapter 4.4, Transportation, of this EIR. As presented therein, the proposed project is estimated to generate 30.47 daily VMT per resident. The proposed project would need a daily VMT of 24.64 per resident to achieve the City's residential VMT per capita threshold of significance. Therefore, without mitigation, the proposed project could conflict with Transportation criterion c.

With regard to Transportation criterion d., the proposed project would be required to achieve compliance with CALGreen Tier 2 off-street EV requirements. The 2022

CALGreen Code requires all single-unit residences, townhomes, and duplexes be EV capable (i.e., each dwelling unit must have a listed raceway to accommodate a dedicated 208/240-volt branch circuit), and the Tier 2 standards included in Appendix A4 of the 2022 CALGreen Code require all single-unit residences, townhomes, and duplexes be EV ready (i.e., a dedicated 208/240-volt branch circuit shall be installed in the raceway required by Chapter 4 of the 2022 CALGreen Code). The proposed project would provide one Level 2 EV Ready space and one Level 1 EV Ready space within each residential unit's two-car garage. Thus, the proposed project would comply with the current CalGreen Tier 2 standards as well as BAAD Transportation criterion d.

Conclusion

Based on the above, the proposed project would comply with Buildings criterion a., related to the prohibition of natural gas, Buildings criterion b., related to the wasteful, inefficient, or unnecessary use of energy, and Transportation criterion d., related to the provision of EV charging stations. However, the proposed project has the potential to conflict with Transportation criterion c., related to VMT. Because the proposed project could conflict with the BAAD's applicable thresholds of significance for GHG emissions, the proposed project could generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Thus, a ***cumulatively considerable*** and ***significant*** impact related to GHG emissions would occur.

Mitigation Measure(s)

As discussed further in Chapter 4.4, Transportation, of this EIR, implementation of the VMT reduction strategies required by Mitigation Measure 4.4-3 would reduce project-generated VMT, but not to a level which would achieve the City's residential VMT per capita threshold of significance. Therefore, even with the implementation of Mitigation Measure 4.2-6, which requires implementation of Mitigation Measure 4.4-3, the project would not comply with BAAD's Transportation criterion c. Consequently, even with implementation of the following mitigation measure, the project's incremental contribution to the cumulatively significant effects of GHG emissions and global climate change would remain *cumulatively considerable and significant and unavoidable*.

4.2-6 Implement Mitigation Measure 4.4-3.

4.3 Noise

4.3 NOISE

4.3.1 INTRODUCTION

The Noise chapter of the EIR describes the existing noise environment in the project vicinity, and identifies potential impacts and mitigation measures related to noise and vibration associated with construction and operation of the proposed project. The methods by which the potential impacts are analyzed are discussed, followed by the identification of potential impacts and the recommended mitigation measures designed to reduce significant noise and vibration impacts to less-than-significant levels, if required. The Noise chapter is primarily based on the Environmental Noise & Vibration Assessment (Noise Assessment) prepared for the proposed project by Bollard Acoustical Consultants, Inc. (BAC) (see Appendix D of this EIR),[1] as well as the City of Morgan Hill General Plan[2] and the City of Morgan Hill General Plan EIR.[3]

4.3.2 EXISTING ENVIRONMENTAL SETTING

The Existing Environmental Setting section provides background information on noise and vibration, a discussion of acoustical terminology and the effects of noise on people, existing sensitive receptors in the project vicinity, existing sources and noise levels in the project vicinity, and groundborne vibration.

Fundamentals of Acoustics

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected, or undesired, and therefore, may be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

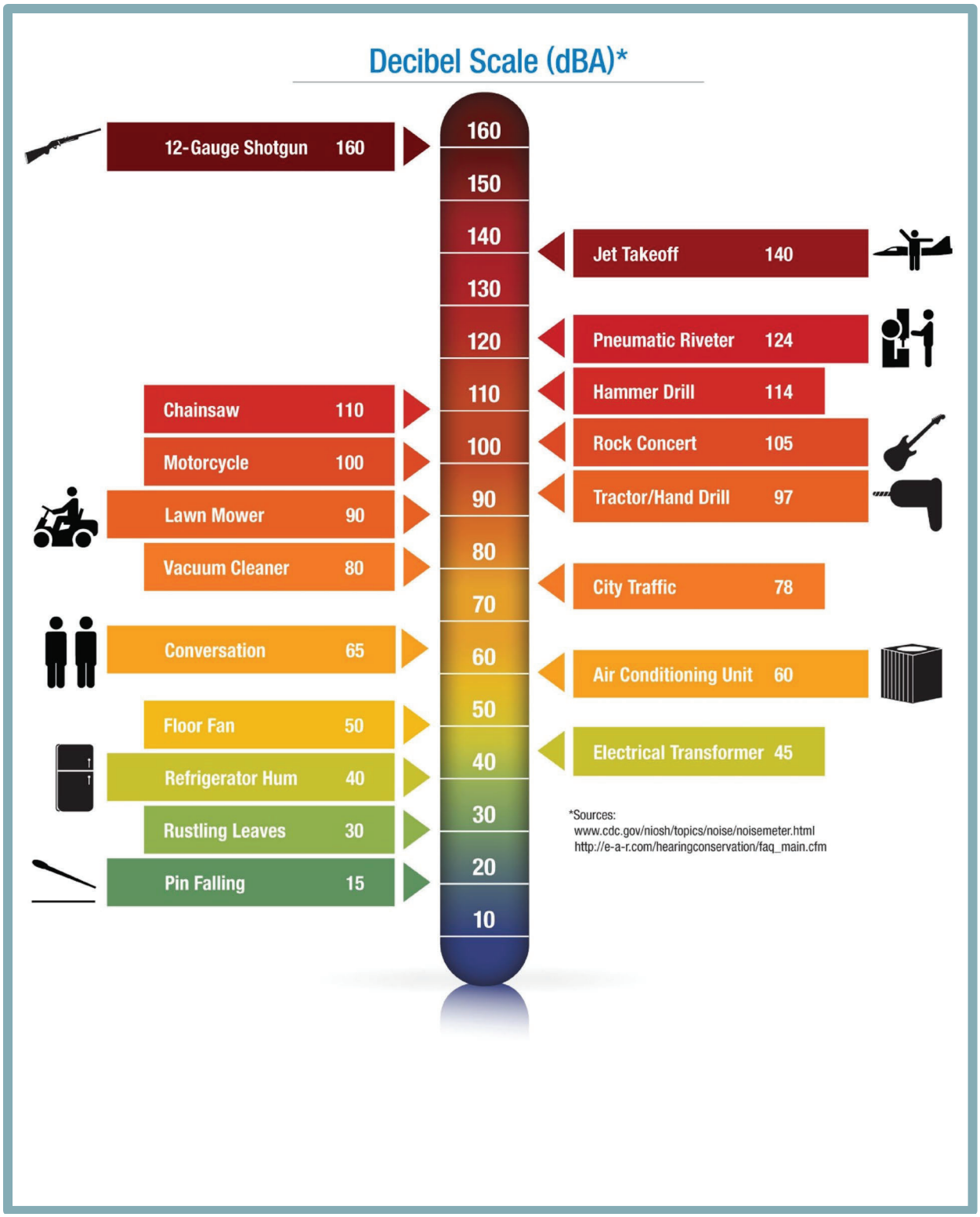
The decibel scale was devised to measure sound. The decibel scale uses the hearing threshold (20 micropascals) as a point of reference, defined as 0.0 decibels (dB). Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in dB correspond closely to human perception of relative loudness. Within the typical range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by filtering the frequency response of a sound level meter by means of the standardized A-weighting network. A-weighting of sound levels best reflects the human ear's reduced sensitivity to low frequencies, and the use of A-weighted sound level, expressed as dBA, has become the standard tool of environmental noise assessment. Noise levels associated with common noise sources are provided in Figure 4.3-1.

Several time-averaged scales represent noise environments and consequences of human activities. Community Noise Equivalent Level (CNEL), which can be used to compare the noise level of neighborhoods, is the weighted average noise level over time, presented in dB.

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1 Bollard Acoustical Consultants, Inc. *Environmental Noise & Vibration Assessment, DePaul Residences*. February 19, 2026.
2 City of Morgan Hill. *2035 General Plan*. Adopted July 2016.
3 City of Morgan Hill. *2035 General Plan Draft EIR*. January 2016.

Figure 4.3-1
Noise Levels Associated with Common Noise Sources



Source: Bollard Acoustical Consultants, Inc., 2026.
*Not all elements of the figure are OCR compatible.

Community noise is also commonly described in terms of the ambient noise level, which is defined as the overall noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}). The L_{eq} is the foundation of the day-night average noise descriptor (L_{dn}), and represents a correlation with community response to noise.

The L_{dn} is based on the average noise level over a 24-hour period, with an additional 10 dB weight applied to noise that occurs during nighttime hours (10:00 PM to 7:00 AM). The 10 dB nighttime penalty is applied to account for the assumption that people are more sensitive to nighttime noise exposures as compared to daytime noise exposures. Because L_{dn} represents a 24-hour average, the noise measurement tends to disguise short-term variations in the noise environment. Noise standards based on L_{dn} measurements are commonly used to assess noise impacts associated with traffic, railroad, and aircraft noise sources.

Stationary sources of noise, including construction equipment, attenuate at a rate of approximately 6.0 dB per doubling of distance from the source depending on ground absorption. Physical barriers located between a noise source and the noise receptor, such as berms or sound walls, increase the efficacy of noise attenuation that occurs by distance alone. Widely distributed noises, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate.

Existing Sensitive Receptors

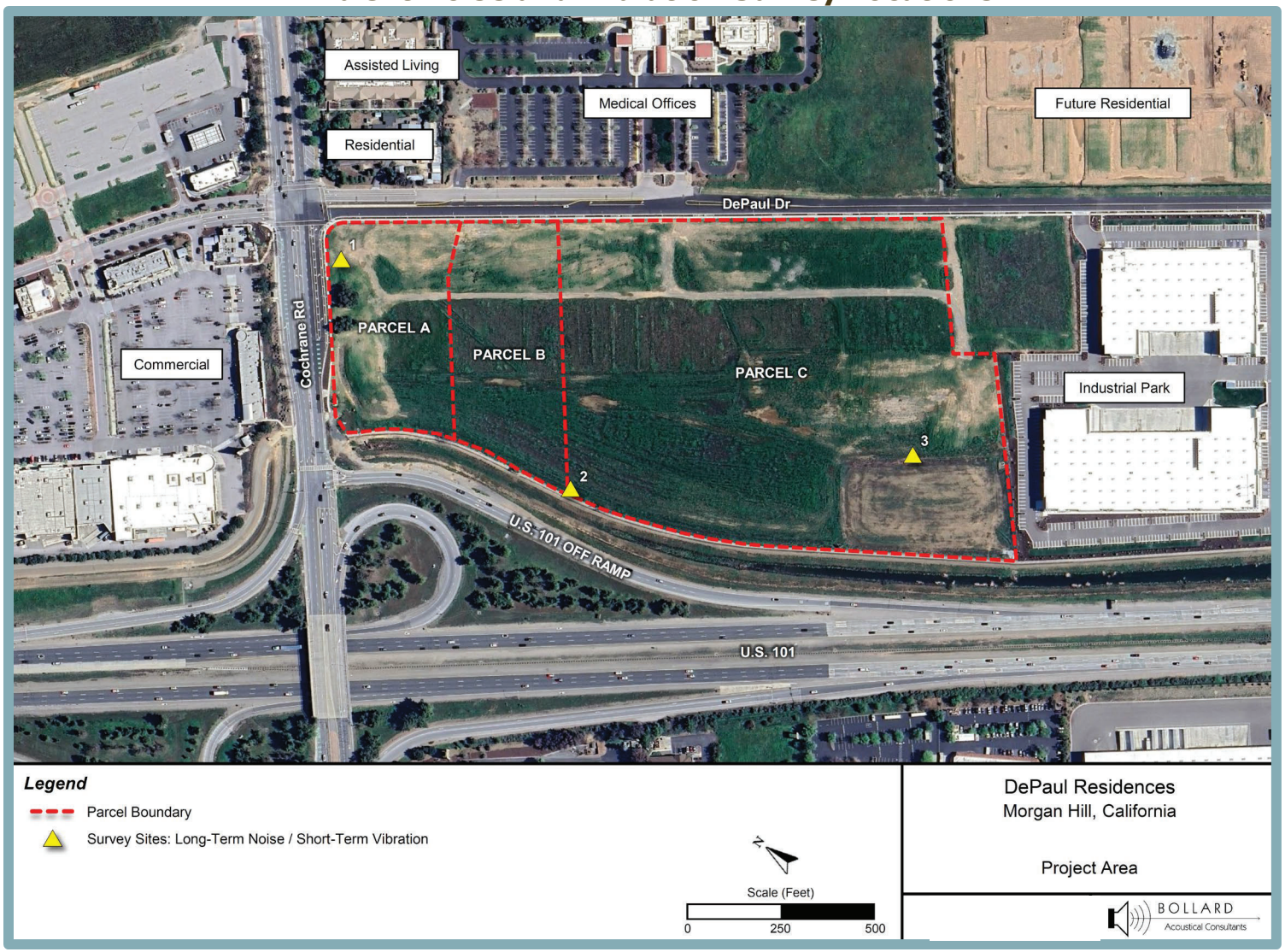
Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include the Westmont of Morgan Hill senior living facility and single-family residences to the northeast of the site, across DePaul Drive, as well as the townhomes under construction to the southeast of the site across DePaul Drive.

Existing Ambient Noise Environment

The existing ambient noise environment in the project vicinity is primarily defined by traffic on U.S. Route 101 (US 101), including the nearby off-ramp, as well as traffic on Cochrane Road and DePaul Drive. In order to quantify the existing ambient noise environment in the project vicinity, BAC conducted long-term (96-hour) ambient noise level measurements at three locations on the project site, as shown in Figure 4.3-2. Survey Site 1 is considered generally representative of the existing ambient noise environment at the existing sensitive land uses located northeast of the site. Noise level measurements obtained at Sites 2 and 3 are considered representative of the existing ambient US 101 and off-ramp traffic noise environments at the residential uses proposed as part of project buildout (Site 2 and Site 3).

The sound level meters were programmed to record the maximum and average noise levels at each measurement location during the survey. The maximum value, denoted as L_{max}, represents the highest noise level measured. The average value, denoted as L_{eq}, represents the energy average of all of the noise received by the sound level meter microphone during the monitoring period. A summary of the noise level measurement survey results is provided in Table 4.3-1.

Figure 4.3-2
Ambient Noise and Vibration Survey Locations



Source: Bollard Acoustical Consultants, Inc., 2026.

*Figure is not OCR compatible.

Table 4.3-1
Long-Term Ambient Noise Survey Results

Location[1]	Date	L_{dn} (dB)	Average Measured Hourly Noise Levels (dB)[2]			
			Daytime[3]		Nighttime[3]	
			L_{eq}	L_{max}	L_{eq}	L_{max}
Site 1: North of project site along Cochrane Road	May 9, 2025	64	61 (59-63)	79 (74-88)	57 (52-62)	71 (64-78)
	May 10, 2025	64	61 (60-63)	80 (73-91)	56 (51-61)	72 (64-84)
	May 11, 2025	62	61 (57-62)	78 (72-84)	53 (50-57)	70 (67-77)
	May 12, 2025	64	62 (59-64)	75 (72-89)	56 (48-61)	71 (66-86)
Site 2: Northwest portion of the site adjacent to US 101 off-ramp	May 9, 2025	68	63 (62-64)	75 (70-86)	62 (58-64)	72 (68-87)
	May 10, 2025	67	64 (62-65)	75 (72-82)	60 (57-63)	71 (65-76)
	May 11, 2025	66	64 (59-65)	74 (70-81)	58 (55-62)	70 (67-72)
	May 12, 2025	68	64 (62-66)	73 (70-84)	60 (56-64)	71 (68-75)
Site 3: Southern portion of the site adjacent to US 101	May 9, 2025	66	61 (59-63)	71 (66-80)	60 (55-62)	69 (64-72)
	May 10, 2025	67	62 (61-64)	73 (70-79)	60 (56-63)	69 (65-74)
	May 11, 2025	65	62 (56-63)	71 (64-79)	58 (55-61)	69 (65-72)
	May 12, 2025	67	64 (60-66)	71 (67-78)	60 (54-64)	67 (64-73)

1 Noise monitoring locations are identified in Figure 4.3-2. Survey site photos are presented in Appendix B of the Noise Assessment (see Appendix D).
2 Detailed summaries of the noise monitoring results are provided in Appendices C and D of the Noise Assessment (see Appendix D).
3 Daytime: 7:00 AM to 10:00 PM and Nighttime: 10:00 PM to 7:00 AM.

Source: Bollard Acoustical Consultants, Inc., 2026.

Existing Traffic Noise Levels

The Federal Highway Administration (FHWA) Traffic Noise Model (FHWA-RD-77-108) was used to quantify existing noise levels due to traffic, expressed in L_{dn}, for roadways within the project vicinity. The FHWA Model was also used to quantify the distances to the 60, 65 and 70 dB L_{dn} traffic noise contours for the roadways. The approach used to evaluate existing traffic noise levels is discussed in the Method of Analysis section of this chapter. Traffic data for existing conditions were obtained from the transportation consultant, Hexagon Transportation Consultants, Inc. (Hexagon).

The existing traffic noise levels at the distances representing the nearest noise-sensitive land uses to the project area roadways and distances from the centerlines of selected roadways to the 60, 65, and 70 dB L_{dn} contours are summarized in Table 4.3-2.

Fundamentals of Vibration

Vibration is similar to noise in that both involve a source, a transmission path, and a receiver. However, while noise is generally considered to be pressure waves transmitted through air, vibration is usually associated with transmission through the ground or structures. As with noise, vibration consists of an amplitude and frequency. A person's response to vibration depends on their individual sensitivity, as well as the amplitude and frequency of the source.

Vibration can be described in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of velocity in inches per second (in/sec) peak particle velocity (PPV) or root-mean-square (VdB, RMS). Standards pertaining to perception, as well as damage to structures, have been developed for vibration in terms of PPV and RMS velocities. As vibrations travel outward from the source, they excite the particles of rock and soil through which they pass and cause them to oscillate. Differences in subsurface geologic conditions and distance from the source of vibration result in different vibration levels characterized by different frequencies and intensities. In all cases, vibration amplitudes decrease with increasing distance.

Human response to vibration is difficult to quantify. Vibration can be felt or heard well below the levels that produce any damage to structures. The duration of the event has an effect on human response, as does frequency. Generally, as the duration and vibration frequency increase, the potential for adverse human response increases. Operation of construction equipment and construction techniques generate ground vibration. Roadway traffic can also be a source of such vibration. At high enough amplitudes, ground vibration has the potential to damage structures and/or cause cosmetic damage. However, traffic rarely generates vibration amplitudes high enough to cause structural or cosmetic damage.

Existing Ambient Vibration Environment

During BAC site visits conducted in May 2025, vibration levels were below the threshold of perception within the project vicinity (65 VdB). Nonetheless, to quantify existing vibration levels in the project area, BAC conducted short-term (15-minute) vibration measurements at the three survey locations identified in Figure 4.3-2. The results of the short-term ambient vibration surveys are summarized in Table 4.3-3.

Table 4.3-2
Existing Traffic Noise Levels

Roadway	Segment Description	L_{dn} at Sensitive Receptor	Distance to Contour (feet)		
			70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}
Cochrane Road	West of Sutter Boulevard	64	60	129	278
Cochrane Road	Sutter Boulevard to Madrone Parkway	68	72	155	333
Cochrane Road	Madrone Parkway to US 101 SB Ramps	67	62	134	289
Cochrane Road	US 101 SB Ramps to US 101 NB Ramps	68	74	159	343
Cochrane Road	US 101 NB Ramps to DePaul Drive	67	62	134	290
Cochrane Road	DePaul Drive to Mission View Drive	63	54	117	251
Cochrane Road	East of Mission View Drive	62	21	45	97
Avenida de los Padres	West of Mission View Drive	46	4	8	17
Avenida de los Padres	East of Mission View Drive	N/A	N/A	N/A	N/A
Half Road	West of Mission View Drive	52	12	26	56
Half Road	East of Mission View Drive	55	13	28	60
Main Avenue	West of Monterey Road	60	15	32	70
Main Avenue	Monterey Road to Butterfield Boulevard	59	15	32	69
Main Avenue	Butterfield Boulevard to Condit Road	61	17	38	81
Main Avenue	Condit Road to Future Murphy Avenue	58	20	44	94
Main Avenue	East of Future Murphy Avenue	57	16	35	76
Diana Avenue	West of Condit Road	52	7	15	32
Diana Avenue	Condit Road to Murphy Avenue	54	9	19	42
Diana Avenue	East of Murphy Avenue	55	11	23	50
Dunne Avenue	West of Condit Road	65	49	106	229
Dunne Avenue	Condit Road to Murphy Avenue	66	52	111	240
Dunne Avenue	East of Murphy Avenue	64	41	89	192
Monterey Road	North of Main Avenue	60	25	55	118
Monterey Road	South of Main Avenue	59	22	47	102
Butterfield Boulevard	North of Main Avenue	63	26	57	123
Butterfield Boulevard	South of Main Avenue	66	53	114	245
Sutter Boulevard	North of Cochrane Road	56	12	26	56
Sutter Boulevard	South of Cochrane Road	48	4	8	17
Madrone Parkway	North of Cochrane Road	56	12	25	54
Madrone Parkway	South of Cochrane Road	56	12	26	56
US 101 SB Ramps	South of Cochrane Road	67	62	134	288
US 101 NB Ramps	North of Cochrane Road	67	65	140	302
Condit Road	North of Main Avenue	59	18	40	86

(Continued on next page)

Table 4.3-2
Existing Traffic Noise Levels

Roadway	Segment Description	L_{dn} at Sensitive Receptor	Distance to Contour (feet)		
			70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}
Condit Road	Main Avenue to Diana Avenue	57	22	47	101
Condit Road	Diana Avenue to Dunne Avenue	60	12	26	57
Condit Road	South of Dunne Avenue	64	27	59	127
Future Murphy Avenue	Main Avenue to Diana Avenue	49	9	18	40
Murphy Avenue	Diana Avenue to Dunne Avenue	56	14	29	63
Murphy Avenue	South of Dunne Avenue	57	13	27	59
Mission View Drive	North of Cochrane Road	57	11	24	51
Mission View Drive	Cochrane Road to Avenida de los Padres	59	11	23	49
Mission View Drive	Avenida de los Padres to Half Road	59	11	23	50
DePaul Drive	North of Cochrane Road	44	2	4	9
DePaul Drive	South of Cochrane Road	56	19	40	86

N/A = Data was not provided in traffic impact analysis for the segment/scenario.

Source: Bollard Acoustical Consultants, Inc., 2026.

Table 4.3-3
Short-Term Ambient Vibration Survey Results

Survey Location	Time	Highest Measured Vibration Level (VdB)
Site 1: North of project site along Cochrane Road	7:56 PM	52
Site 2: Northwest portion of the site adjacent to US 101 off-ramp	7:36 PM	48
Site 3: Southern portion of the site adjacent to US 101	8:20 PM	52

Source: Bollard Acoustical Consultants, Inc., 2026.

4.3.3 REGULATORY CONTEXT

In order to limit exposure to physically and/or psychologically damaging noise levels, the State of California, various county governments, and most municipalities in the State have established standards and ordinances to control noise. Applicable federal laws or regulations pertaining to noise or vibration that would directly apply to the proposed project do not exist. The following provides a general overview of the existing State and local regulations that are relevant to the proposed project.

State Regulations

The following are the State environmental laws and policies relevant to noise and vibration.

California Building Code

The California Building Code (Title 24, Part 2 of the California Code of Regulations [CCR]) establishes uniform minimum noise insulation performance standards to protect persons within new buildings that house people, including hotels, motels, dormitories, apartment houses, and dwellings other than single-family dwellings.

Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} or CNEL in any habitable room. Title 24 also requires that for structures containing noise-sensitive uses to be located where the L_{dn} or CNEL exceeds 60 dB, an acoustical analysis must be prepared to identify mechanisms for limiting exterior noise to the prescribed allowable interior levels. If the interior allowable noise levels are met by requiring that windows be kept closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

Local Regulations

The following are the local environmental goals and policies relevant to noise and vibration.

City of Morgan Hill General Plan

The following goals and policies from the City of Morgan Hill General Plan Safety, Services, and Infrastructure Element related to noise are applicable to the proposed project.

Goal SSI-8 Prevention of noise from interfering with human activities or causing health problems.

Policy SSI-8.1 **Exterior Noise Level Standards.** Require new development projects to be designed and constructed to meet acceptable exterior noise level standards (see Table SSI-1 [included as Table 4.3-4 in this EIR]), 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 an L_{dn} of 60 dBA or lower cannot be achieved after the application of reasonable and feasible mitigation, an L_{dn} of 65 dBA may be permitted.
- Indoor noise levels should not exceed an L_{dn} of 45 dBA in new residential housing units.
- Noise levels in new residential development exposed to an exterior L_{dn} 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 L_{dn}, recognizing that train noise is characterized by relatively few loud events.

Table 4.3-4
State of California Land Use Compatibility Guidelines for Community Noise Environments (dBA)

Land Use	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Residential – Low Density Single-Family, Duplex, Mobile Homes	≤60	55-70	70-75	>75
Residential – Multiple-Family	≤65	60-70	70-75	>75
Transient Lodging, Motels, Hotels	≤65	60-70	70-80	>80
Schools, Libraries, Churches, Hospitals, Nursing Homes	≤70	60-70	70-80	>80
Auditoriums, Concert Halls, Amphitheaters	N/A	≤70	N/A	65-80+
Sports Arena, Outdoor Spectator Sports	N/A	≤75	N/A	70-80+
Playgrounds, Neighborhood Parks	≤70	67.5-75	N/A	72.5-80+
Golf Courses, Riding Stables, Water Recreation, Cemeteries	≤75	70-80	N/A	>80
Office Buildings, Businesses, Commercial and Professional	≤70	67.5-77	75-80+	N/A
Industrial, Manufacturing, Utilities, Agricultural	≤75	70-80	>75	N/A

(Continued on next page)

Table 4.3-4
State of California Land Use Compatibility Guidelines for Community Noise Environments (dBA)

Land Use	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]

1 Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
2 New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
3 New construction or development should generally be discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
4 New construction or development generally should not be undertaken.

Source: City of Morgan Hill General Plan [Table SSI-1], July 2016.

Policy SSI-8.2 **Impact Evaluation.** The impact of a 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-8.5 **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-8.9 **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-9.2 **Noise Barrier Dimensions.** If noise barriers are deemed the only effective mitigation for development along major transportation corridors, require an acoustical analysis to determine necessary dimensions.

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.

Morgan Hill Municipal Code

The Morgan Hill Municipal Code ordinances related to noise standards that are applicable to the proposed project are presented below.

Chapter 8.28

Morgan Hill Municipal Code Section 8.28.020 defines unlawful noise as "any loud, disturbing, unnecessary or unusual noise or any noise which annoys, disturbs, injures or endangers the comfort, health, repose, peace or safety of other persons within the city."

Pursuant to Morgan Hill Municipal Code Section 8.28.040, operation of construction equipment is prohibited outside of the hours of 7:00 AM to 8:00 PM, Monday through Friday, and 9:00 AM to 6:00 PM on Saturday. Construction activities may not occur on Sundays or federal holidays.

Chapter 18.76

Morgan Hill Municipal Code Section 18.76.090 establishes acceptable noise level criteria for non-transportation sources, as replicated in this EIR as Table 4.3-5. The noise standards do not apply to noise generated by vehicle traffic in the public right-of-way or from noise associated with temporary construction, demolition, and vehicles that enter and leave the site of a noise-generating use (e.g., construction equipment, trains, trucks).

In addition, Morgan Hill Municipal Code Section 18.76.130 states that vibration transmitted through the ground that is discernable without instruments at the lot line of the establishment or use is prohibited. Vibration from temporary construction, demolition, and vehicles that enter and leave the lot (e.g., construction equipment, trains, trucks, etc.) are exempt from the standard.

Table 4.3-5
Noise Level Performance Standards

Receiving Land Use	Maximum Noise Level at Lot Line of Receiving Use (dBA)[1]
Industrial and Wholesale	70
Commercial	65
Residential or Public/Quasi Public	60

[1] The planning commission may allow an additional 5.0 dBA noise level at the lot line if the maximum noise level shown in Table 18.76-1 cannot be achieved with reasonable and feasible mitigation.

Source: Morgan Hill Municipal Code Section 18.76.090, December 2025.

4.3.4 IMPACTS AND MITIGATION MEASURES

The following section describes the standards of significance and methodology used to analyze and determine the potential impacts of the proposed project related to noise and vibration. In addition, a discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines, an impact related to noise and vibration is considered significant if the proposed project would result in any of the following:

- 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;
- Generation of excessive groundborne vibration or groundborne noise levels; or
- 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.

Issues Not Discussed Further

The Initial Study prepared for the proposed project (see Appendix A of this EIR) determined that development of the proposed project would result in no impact related to the following:

- 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.

For the reasons cited in Section XIII, Noise, of the Initial Study, the potential impacts associated with the above are not analyzed further in this EIR.

Summary of Applicable Standards

Applicable noise and vibration level standards, including standards from the City of Morgan Hill General Plan and the Municipal Code are summarized below.

Construction Noise Criteria

Morgan Hill Municipal Code Section 8.28.040 establishes allowable hours of construction as occurring between 7:00 AM and 8:00 PM, Monday through Friday, and between the hours of 9:00 AM and 6:00 PM on Saturday. Construction activities may not occur on Sundays or federal holidays.

While quantitative noise thresholds for temporary construction are not provided in the City's General Plan or Municipal Code, a significant impact would occur if construction activities would substantially increase ambient noise levels above background levels at the nearby sensitive receptors. According to the Noise Assessment, the threshold of perception is approximately 3.0 to 5.0 dB and a 5.0 dB change is considered clearly noticeable. Therefore, for the purposes of this analysis, a significant impact would occur if construction activities associated with the proposed project would increase existing ambient levels at sensitive receptors by 5.0 dBA L_{dn}.

Substantial Increase and Transportation Noise Criteria

Generally, a project may have a significant effect on the environment if the project substantially increases the ambient noise levels for adjoining areas or exposes people to measurably severe noise levels. In practice, a noise impact may be considered significant if project-generated noise would conflict with local project criteria or ordinances, or substantially increase noise levels at noise sensitive land uses.

According to Policy SSI-8.5 of the City's General Plan, a substantial noise increase related to traffic would occur if the noise level increase is 5.0 dBA L_{dn} or greater, with a future noise level of less than 60 dBA L_{dn}; or the noise level increase is 3.0 dBA L_{dn} or greater, with a future noise level of 60 dBA L_{dn} or greater. Based on the long-term measurements conducted as part of the Noise Assessment (see Table 4.3-1), existing noise-sensitive receptors along roadways serving the project site are currently exposed to noise levels exceeding 60 dBA L_{dn}. Therefore, a significant impact would occur if project-generated traffic would increase existing ambient levels by 3.0 dBA L_{dn}.

Non-Transportation Noise Criteria

Morgan Hill Municipal Code Section 18.76.090 provides noise level performance standards enforced at the property lines of the receiving land uses (see Table 4.3-5). A significant impact

would occur if the proposed project would result in maximum noise levels that exceed 60 dBA at residential land uses (i.e., the existing senior living facility and single-family residences to the northeast of the project site).

Vibration Criteria

As previously discussed, Section 18.76.130 of the Morgan Hill Municipal Code states that vibration transmitted through the ground that is discernible without instruments at the lot line of the establishment or use is prohibited. Vibration levels associated with construction activities could lead to potential vibration impacts associated with project implementation. However, vibrations from temporary construction and vehicles that enter and leave the lot are exempt from the City's standard.

The City of Morgan Hill does not have quantitative standards pertaining to vibration levels. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Therefore, the Noise Assessment used the significance threshold for vibration impacts developed by the Federal Transit Administration (FTA) (see Table 4.3-6 and Table 4.3-7). The FTA threshold for damage to engineered structures is 98 VdB at a distance of 25 feet and the threshold of human perception is 65 VdB. The strictest FTA vibration impact criteria applicable to sensitive buildings is included in Table 4.3-6.

Table 4.3-6
Federal Transit Administration Criteria for Assessing Vibration Damage to Structures

Building Category	Level (VdB)[1]
I. Reinforced-concrete, steel, or timber (no plaster)	102
II. Engineered concrete and masonry (no plaster)	98
III. Non-engineered timber and masonry buildings	94
IV. Buildings extremely susceptible to vibration damage	90

[1] RMS velocity in dB (VdB) are one micro-inch/second.
Source: Bollard Acoustical Consultants, Inc., 2026.

Table 4.3-7
Federal Transit Administration Vibration Impact Criteria for General Assessment

Land Use Category	Impact Levels (VdB)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations[4]	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

[1] Frequent events are more than 70 vibration events from the same source per day.
[2] Occasional events are between 30 and 70 vibration events from the same source per day.
[3] Infrequent events are fewer than 30 vibration events from the same source per day.
[4] The 65 VdB criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research would require detailed evaluation to define the acceptable vibration levels.
Source: Bollard Acoustical Consultants, Inc., 2026.

Method of Analysis

Below are descriptions of the methodologies used in the Noise Assessment (see Appendix D of this EIR) to measure existing ambient noise levels and estimate temporary construction noise levels, existing and cumulative traffic noise levels, with and without the proposed project, as well as project operational noise. It should be noted that, while the Noise Assessment includes an analysis of future traffic noise exposure at the proposed residential uses, such analysis is intended to inform the City of Morgan Hill's decision regarding the proposed project's consistency with applicable General Plan policies. The California Supreme Court has held that CEQA is not required to analyze the impact of existing conditions on a project's future users or residents; therefore, such analysis is not presented herein.

Larson Davis Laboratories (LDL) Models 820 precision integrating sound level meters were used for the ambient noise-level measurement survey conducted on May 9 through May 12, 2025. The meters were calibrated before use with an LDL Model CA200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all specifications of the American National Standards Institute requirements for Type 1 sound level meters (ANSI S1.4).

With respect to noise increases associated with project construction, the Noise Assessment used the lowest average maximum noise levels measured at Survey Site 1 during the City's established construction hours, as well as the highest predicted construction equipment maximum noise levels, to calculate the increases from ambient noise levels due to project construction equipment at the closest existing noise-sensitive uses (i.e., the residences and assisted living facility across DePaul Drive).

To assess noise impacts due to traffic increases on the local roadway network associated with development of the proposed project, traffic noise levels were predicted at sensitive receptors for existing and cumulative conditions, both with and without the proposed project. Existing and cumulative noise levels due to traffic were calculated using the FHWA-RD-77-108 noise prediction model. The FHWA Model predictions are based on inputs that include peak hour traffic volumes, day/night distribution, truck type percentages (e.g., medium and heavy trucks), vehicle speed, and distance from roadway centerlines. The FHWA model was developed to predict hourly L_{eq} values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop L_{dn} values from L_{eq} values for comparison to the City's General Plan exterior noise standards.

Data on existing peak hour intersection turning movements was obtained from Hexagon and converted to Average Daily Traffic (ADT) segment volumes by applying a factor of five to the sum of AM and PM peak hour conditions. Other traffic model inputs, including the day/night distribution and traffic speed assumptions, were derived from field observations conducted as part of the Noise Assessment and file data for similar roadways. The FHWA model inputs are contained in the appendices to the Noise Assessment (see Appendix D of this EIR).

To quantify existing vibration levels in the project vicinity, BAC conducted short-term (15-minute) vibration measurements on May 19, 2025, at the three locations shown in Figure 4.3-1 with an LDL Model LxT precision integrating sound level meter equipped with a vibration transducer.

Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on implementation of the proposed project in comparison with the baseline and standards of significance identified above.

4.3-1 Generation of a substantial temporary 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. Based on the analysis below, the impact is *less than significant*.

During construction of the proposed project, heavy equipment would be used for site preparation, grading, building construction, paving, architectural coating, and utility installation, all of which would temporarily increase ambient noise levels when in use. Noise levels would vary depending on the type and operation of equipment and how well the equipment is maintained. Noise exposure at any single point outside the project site would also vary depending on the distance from the source. The nearest sensitive receptors from where on-site construction activities would occur are the Westmont of Morgan Hill senior living facility and single-family residences to the northeast of the site, across DePaul Drive.

Table 4.3-8 includes the range of L_{max} noise levels for equipment commonly used in general residential construction projects at full-power operation at a distance of 50 feet. Not all of the listed equipment would be required for project construction. Table 4.3-8 includes predicted maximum equipment noise levels at the nearest existing residential uses, (i.e., the single-family residences and the Westmont of Morgan Hill senior living facility northeast of the site), which assume a standard spherical spreading loss of 6.0 dB per doubling of distance.

As shown in Table 4.3-8, activities involved in construction would generate noise levels of 85 dBA L_{max} at 50 feet from the center of activity and maximum noise levels ranging from 56 to 67 dBA L_{max} at the nearest existing sensitive receptors. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours.

Section 8.28.040(D) of the Morgan Hill Municipal Code prohibits construction from occurring outside the hours of 7:00 AM and 8:00 PM, Monday through Friday and between the hours of 9:00 AM to 6:00 PM on Saturday. Further, construction activities may not occur on Sundays or federal holidays. The Noise Assessment therefore considered all on-site noise-generating project construction equipment and activities as occurring pursuant to the hours required by Municipal Code Section 8.28.040(D).

Appendix G of the CEQA Guidelines (Section XIII, question ‘a’) requires a lead agency to determine if a project would result in the generation of a substantial temporary increase in ambient noise levels. As previously discussed, an impact would occur if project construction activities would noticeably increase ambient noise levels by 5.0 dBA or more over existing ambient noise levels.

Table 4.3-8
Reference and Projected Noise Levels for Typical Residential Construction Equipment

Equipment Description	Reference Noise Level at 50 Feet, L_{max} (dB)	Projected Noise Level, L_{max} (dB)	
		Residences (400 feet)	Westmont of Morgan Hill Facility (490 feet)
Air Compressor	80	62	60
Backhoe	80	62	60
Ballast Equalizer	82	64	62
Ballast Tamper	83	65	63
Compactor	82	64	62
Concrete Mixer	85	67	65
Concrete Pump	82	64	62
Concrete Vibrator	76	58	56
Crane, Mobile	83	65	63
Dozer	85	67	65
Excavator	85	67	65
Generator	82	64	62
Grader	85	67	65
Impact Wrench	85	67	65
Loader	80	62	60
Paver	85	67	65
Pneumatic Tool	85	67	65
Pump	77	59	57
Saw	76	58	56
Scarifier	83	65	63
Scraper	85	67	65
Shovel	82	64	62
Spike Driver	77	59	57
Tie Cutter	84	66	64
Tie Handler	80	62	60
Tie Inserter	85	67	65
Truck	84	66	64

Source: Bollard Acoustical Consultants, Inc., 2026.

As previously discussed in the Methods of Analysis subsection, the Noise Assessment used the lowest average maximum noise levels measured at Survey Site 1 and the highest predicted construction equipment maximum noise levels shown in Table 4.3-8 to calculate the increase in ambient noise levels associated with project construction equipment at the closest existing noise-sensitive uses. According to the Noise Assessment, the increases in ambient maximum noise levels from project construction activities would range from 0.9 dB L_{max} to 1.3 dB L_{max}. Therefore, the calculated range of maximum noise level increases during project construction is well below the applicable increase significance criterion of 5.0 dBA. In addition, as noted in Section 18.76.090 of the City's Municipal Code, the noise level performance standards set forth therein do not apply to noise generated by construction activities.

Based on the above, maximum project construction noise levels would not result in a significant noise level increase at the nearest receptors. Therefore, the proposed project would not generate a substantial temporary increase in ambient noise levels in

the project vicinity in excess of applicable standards, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)
None required.

4.3-2 Generation of a substantial 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. Based on the analysis below, the impact is *less than significant.*

Residential land uses do not typically generate substantial noise during operations. The primary noise sources associated with the proposed project would be noise associated with increased traffic volumes on the local roadway network. Therefore, this discussion focuses on the evaluation of future traffic noise levels at existing sensitive receptors in the project vicinity.

Using the methodology described above in the Method of Analysis section, traffic noise levels under Existing and Existing Plus Project conditions at existing noise-sensitive receptors were estimated as part of the Noise Assessment and are summarized in Table 4.3-10. In addition, the table includes the applicable noise level increase threshold, pursuant to General Plan Policy SSI-8.5.

As shown in Table 4.3-10, the increase in traffic noise levels attributable to the proposed project under Existing Plus Project conditions would be below the applicable General Plan increase significance thresholds at all roadway segments except one. Predicted traffic noise level increases along the portion of DePaul Drive north of Cochrane Road would be 6.3 dB, which is greater than the 5.0 dB threshold. However, because the only development along the roadway segment is the Cochrane Commons commercial center, sensitive receptors are not present along the roadway segment. Therefore, the increase in traffic noise levels at existing sensitive receptors due to the proposed project would be considered less than significant.

Based on the above, the proposed project would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City's General Plan, or applicable standards of other agencies. Therefore, a ***less-than-significant*** impact would occur.

Mitigation Measure(s)
None required.

4.3-3 Generation of excessive groundborne vibration or groundborne noise levels. Based on the analysis below, the impact is *less than significant*.

It should be noted that, while the industrial buildings east of the project site are not considered sensitive noise receptors, the existing buildings could be subject to

potential impacts related to vibration. As presented in Table 4.3-3, the measured existing ambient vibration levels in the project vicinity are below the threshold of perception (65 VdB).

Development of the proposed project would primarily consist of a residential community, as well as the associated on-site roadways, utility improvements, open space, and landscaping. Such uses do not typically involve equipment that generates appreciable vibration during operational activities. Overall, operation of the proposed project would not result in the generation of excessive groundborne vibration or groundborne noise levels.

Section 18.76.130 of the City's Municipal Code states that vibration transmitted through the ground that is discernible without instruments at the lot line of the establishment or use is prohibited. Vibrations from temporary construction activities and vehicles that enter and leave the lot are exempt from this standard. Nonetheless, construction activities associated with development of the proposed project could result in varying degrees of temporary ground vibration at existing sensitive receptors, including the industrial buildings east of the project site, depending on the specific construction equipment used and operations involved. Project construction activities would use typical construction equipment and would not require significant sources of vibration, such as pile driving or blasting. Table 4.3-9 below shows the vibration levels produced by typical construction equipment.

Table 4.3-9
Reference and Projected Vibration Source Amplitudes for Construction Equipment (VdB, RMS)

Equipment	Reference Maximum Vibration Level at 25 feet	Projected Maximum Vibration Level		
		Residence (460 feet)	Medical Office (400 feet)	Industrial Office (150 feet)
Vibratory Roller	94	58	59	64
Hoe Ram	87	57	58	60
Large Bulldozer	87	57	58	60
Caisson drilling	87	57	58	60
Loaded Trucks	86	56	57	59
Jackhammer	79	<55	<55	58
Small Bulldozer	58	<55	<55	<55

Note: Root-mean-square (RMS) velocity in decibels (VdB) are one micro-inch/second.

Source: Bollard Acoustical Consultants, Inc., 2026.

Based on Table 4.3-9, vibration levels generated from on-site construction activities are predicted to be below the FTA threshold for damage to engineered structures (98 VdB) at a distance of 25 feet, as well as below the threshold of human perception (65 VdB) and the strictest FTA vibration impact criteria applicable to sensitive buildings (see Table 4.3-6).

Table 4.3-10
Predicted Traffic Noise Level Increases at Existing Noise-Sensitive Receptors – Existing vs. Existing Plus Project Conditions

Roadway	Segment	Predicted Noise Level (dBA L_{dn})[1]			Significance Threshold[2]	Threshold Exceeded?	Sensitive Receptors Present?	Significant Impact Identified?
		Existing	Existing Plus Project	Increase				
Cochrane Road	West of Sutter Boulevard	64.0	64.1	0.1	3.0	No	Yes	No
Cochrane Road	Sutter Boulevard to Madrone Parkway	67.8	67.9	0.1	3.0	No	No	No
Cochrane Road	Madrone Parkway to US 101 Southbound Ramps	66.9	67.1	0.1	3.0	No	No	No
Cochrane Road	US 101 Southbound Ramps to US 101 Northbound Ramps	68.0	68.1	0.0	3.0	No	No	No
Cochrane Road	US 101 Northbound Ramps to DePaul Drive	66.9	67.1	0.1	3.0	No	No	No
Cochrane Road	DePaul Drive to Mission View Drive	63.4	63.6	0.3	3.0	No	Yes	No
Cochrane Road	East of Mission View Drive	61.7	61.8	0.1	3.0	No	Yes	No
Avenida de los Padres	West of Mission View Drive	45.7	45.7	0.0	5.0	No	Yes	No
Avenida de los Padres	East of Mission View Drive	N/A[3]	N/A[3]	--	--	--	--	--
Half Road	West of Mission View Drive	51.7	51.7	0.0	5.0	No	Yes	No
Half Road	East of Mission View Drive	55.2	55.5	0.3	5.0	No	Yes	No
Main Avenue	West of Monterey Road	59.5	59.6	0.0	5.0	No	Yes	No
Main Avenue	Monterey Road to Butterfield Boulevard	59.5	59.5	0.1	5.0	No	Yes	No
Main Avenue	Butterfield Boulevard to Condit Road	61.4	61.5	0.0	3.0	No	Yes	No
Main Avenue	Condit Road to Future Murphy Avenue	58.1	58.2	0.1	5.0	No	Yes	No
Main Avenue	East of Future Murphy Avenue	56.8	56.8	0.0	5.0	No	Yes	No
Diana Avenue	West of Condit Road	52.5	52.5	0.0	5.0	No	Yes	No
Diana Avenue	Condit Road to Murphy Avenue	53.3	54.3	0.0	5.0	No	Yes	No
Diana Avenue	East of Murphy Avenue	55.5	55.5	0.0	5.0	No	Yes	No
Dunne Avenue	West of Condit Road	65.4	65.4	0.0	3.0	No	No	No
Dunne Avenue	Condit Road to Murphy Avenue	65.7	65.7	0.0	3.0	No	No	No
Dunne Avenue	East of Murphy Avenue	64.2	64.2	0.0	3.0	No	Yes	No
Monterey Boulevard	North of Main Avenue	59.6	59.7	0.0	5.0	No	Yes	No
Monterey Boulevard	South of Main Avenue	58.6	58.7	0.0	5.0	No	Yes	No
Butterfield Boulevard	North of Main Avenue	62.8	62.8	0.0	3.0	No	Yes	No
Butterfield Boulevard	South of Main Avenue	65.8	65.9	0.0	3.0	No	Yes	No
Sutter Boulevard	North of Cochrane Road	56.2	56.2	0.1	5.0	No	No	No
Sutter Boulevard	South of Cochrane Road	48.3	48.3	0.0	5.0	No	No	No
Madrone Parkway	North of Cochrane Road	56.0	56.0	0.0	5.0	No	No	No
Madrone Parkway	South of Cochrane Road	56.2	56.2	0.0	5.0	No	No	No
US 101 Southbound Ramps	South of Cochrane Road	66.9	67.1	0.2	3.0	No	No	No
US 101 Northbound Ramps	North of Cochrane Road	67.2	67.2	0.0	3.0	No	No	No
Condit Road	North of Main Avenue	59.0	59.0	0.1	5.0	No	Yes	No
Condit Road	Main Avenue to Diana Avenue	57.4	57.5	0.1	5.0	No	Yes	No
Condit Road	Diana Avenue to Dunne Avenue	59.6	59.7	0.1	5.0	No	Yes	No
Condit Road	South of Dunne Avenue	63.9	63.9	0.1	3.0	No	Yes	No
Future Murphy Avenue	Main Avenue to Diana Avenue	48.5	48.5	0.0	5.0	No	Yes	No
Murphy Avenue	Diana Avenue to Dunne Avenue	56.4	56.4	0.0	5.0	No	Yes	No
Murphy Avenue	South of Dunne Avenue	57.3	57.3	0.0	5.0	No	Yes	No
Mission View Drive	North of Cochrane Road	57.5	57.6	0.2	5.0	No	Yes	No
Mission View Drive	Cochrane Road to Avenida de los Padres	58.7	58.9	0.2	5.0	No	Yes	No
Mission View Drive	Avenida de los Padres to Half Road	58.8	59.0	0.2	5.0	No	Yes	No
DePaul Drive	North of Cochrane Road	44.3	50.7	6.3	5.0	Yes	No	No
DePaul Drive	South of Cochrane Road	56.4	56.4	0.0	5.0	No	Yes	No

[1] Increases shown may vary slightly from the sum of individual amounts due to rounding.
[2] N/A = No data provided in traffic impact analysis for this segment/scenario.
[3] Significance thresholds contained in General Plan Policy SSI-8.5.
Source: Bollard Acoustical Consultants, Inc., 2026.

Existing sensitive receptors which could be impacted by construction-related vibrations, especially vibratory rollers, are located further than 26 feet from typical construction activities. At distances greater than 26 feet, construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would occur during the normal daytime working hours established by Municipal Code Section 8.28.040(D).

Based on the above, the proposed project would not result in generation of excessive groundborne vibration or groundborne noise levels, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)

None required.

Cumulative Impacts and Mitigation Measures

As defined in Section 15355 of the CEQA Guidelines, "cumulative impacts" refers to two or more individual effects which, when considered together, are considerable, compound, or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. For further detail related to the cumulative setting of the proposed project, refer to Chapter 5, Statutorily Required Sections, of this EIR.

4.3-4 Generation of a substantial permanent increase in ambient noise levels associated with cumulative development of the proposed project in combination with future buildout of the City of Morgan Hill. Based on the analysis below, the impact is *less than significant*.

Future development projects within the City of Morgan Hill would incrementally affect the future cumulative ambient noise environment. Given the residential nature of the proposed project, the primary source of noise that could combine with noise impacts from surrounding development in the project region would be associated with vehicle traffic generated by development of the project site and other planned development projects. Together, such sources could potentially result in a significant cumulative impact related to transportation noise.

To assess the potential noise impacts due to traffic increases from the proposed project on the local roadway network in combination with future buildout of the City's General Plan in the year 2050 (i.e., under cumulative conditions), noise levels have been calculated for the Existing and Cumulative Plus Project conditions at the nearest existing sensitive receptors using the methodology described in the Method of Analysis section. If a potential cumulative impact related to traffic noise level increases was identified, the Noise Assessment further evaluated the potential impact to assess whether the proposed project would make a cumulatively considerable contribution to the cumulative impact. Such evaluation was completed through a comparison of the roadway noise associated with the Cumulative No Project scenario against the Cumulative Plus Project scenario.

Table 4.3-11 compares the Existing conditions with Cumulative Plus Project traffic noise levels to determine if the proposed project's contribution to the cumulative noise environment is considerable. As shown in the table below, the majority of the traffic noise level increases under Cumulative Plus Project conditions would not be above the applicable threshold.

As indicated in Table 4.3-11, noise levels associated with cumulative conditions are calculated to exceed the applicable General Plan Policy SSI-8.5 increase significance criteria along one roadway segment: a portion of the future Murphy Avenue roadway, from Main Avenue to Diana Avenue. However, according to the Noise Assessment, the predicted noise level during both the cumulative year 2050 and the Year 2050 Plus Project scenarios would both be 54.3 dB L_{dn} (see Table 4.3-12).

Therefore, relative to the applicable General Plan impact significance threshold, the project-generated increase along that roadway segment would not have a cumulatively considerable contribution to the cumulative impact.

Based on the above, under Cumulative Plus Project conditions, the proposed project would not result in a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the City or by other agencies. Therefore, a ***less-than-significant*** cumulative impact would occur.

Mitigation Measure(s)

None required.

Table 4.3-11
Predicted Traffic Noise Level Increases at Existing Noise-Sensitive Receptors – Existing vs. Cumulative Plus Project Conditions

Roadway	Segment	Predicted Noise Level (dBA L_{dn})[1]			Significance Threshold[3]	Threshold Exceeded?	Sensitive Receptors Present?	Significant Impact Identified?
		Existing	Cumulative Plus Project	Increase				
Cochrane Road	West of Sutter Boulevard	64.0	65.4	1.4	3.0	No	Yes	No
Cochrane Road	Sutter Boulevard to Madrone Parkway	67.8	68.9	1.0	3.0	No	No	No
Cochrane Road	Madrone Parkway to US 101 Southbound Ramps	66.9	68.7	1.8	3.0	No	No	No
Cochrane Road	US 101 Southbound Ramps to US 101 Northbound Ramps	68.0	69.0	1.0	3.0	No	No	No
Cochrane Road	US 101 Northbound Ramps to DePaul Drive	66.9	68.8	1.9	3.0	No	No	No
Cochrane Road	DePaul Drive to Mission View Drive	63.4	65.8	2.5	3.0	No	Yes	No
Cochrane Road	East of Mission View Drive	61.7	63.6	1.9	3.0	No	Yes	No
Avenida de los Padres	West of Mission View Drive	45.7	47.3	1.6	5.0	No	Yes	No
Avenida de los Padres	East of Mission View Drive	N/A[3]	48.2	--	--	--	--	--
Half Road	West of Mission View Drive	51.7	51.6	0.0	5.0	No	Yes	No
Half Road	East of Mission View Drive	55.2	44.7	0.0	5.0	No	Yes	No
Main Avenue	West of Monterey Road	59.5	59.9	0.4	5.0	No	Yes	No
Main Avenue	Monterey Road to Butterfield Boulevard	59.5	60.8	1.3	5.0	No	Yes	No
Main Avenue	Butterfield Boulevard to Condit Road	61.4	62.0	0.5	3.0	No	Yes	No
Main Avenue	Condit Road to Future Murphy Avenue	58.1	61.0	2.9	5.0	No	Yes	No
Main Avenue	East of Future Murphy Avenue	56.8	59.8	3.1	5.0	No	Yes	No
Diana Avenue	West of Condit Road	52.5	52.5	0.0	5.0	No	Yes	No
Diana Avenue	Condit Road to Murphy Avenue	53.3	57.3	3.0	5.0	No	Yes	No
Diana Avenue	East of Murphy Avenue	55.5	55.9	0.4	5.0	No	Yes	No
Dunne Avenue	West of Condit Road	65.4	66.0	0.6	3.0	No	No	No
Dunne Avenue	Condit Road to Murphy Avenue	65.7	66.6	0.9	3.0	No	No	No
Dunne Avenue	East of Murphy Avenue	64.2	65.0	0.8	3.0	No	Yes	No
Monterey Boulevard	North of Main Avenue	59.6	62.2	2.5	5.0	No	Yes	No
Monterey Boulevard	South of Main Avenue	58.6	60.9	2.2	5.0	No	Yes	No
Butterfield Boulevard	North of Main Avenue	62.8	64.8	2.0	3.0	No	Yes	No
Butterfield Boulevard	South of Main Avenue	65.8	67.7	1.9	3.0	No	Yes	No
Sutter Boulevard	North of Cochrane Road	56.2	59.4	3.2	5.0	No	No	No
Sutter Boulevard	South of Cochrane Road	48.3	49.5	1.2	5.0	No	No	No
Madrone Parkway	North of Cochrane Road	56.0	56.0	0.0	5.0	No	No	No
Madrone Parkway	South of Cochrane Road	56.2	56.6	0.4	5.0	No	No	No
US 101 Southbound Ramps	South of Cochrane Road	66.9	68.6	1.7	3.0	No	No	No
US 101 Northbound Ramps	North of Cochrane Road	67.2	68.0	0.8	3.0	No	No	No
Condit Road	North of Main Avenue	59.0	60.6	1.6	5.0	No	No	No
Condit Road	Main Avenue to Diana Avenue	57.4	59.3	1.9	5.0	No	Yes	No
Condit Road	Diana Avenue to Dunne Avenue	59.6	61.2	1.6	5.0	No	Yes	No
Condit Road	South of Dunne Avenue	63.9	65.1	1.2	3.0	No	Yes	No
Future Murphy Avenue	Main Avenue to Diana Avenue	48.5	54.3	5.8	5.0	Yes	Yes	Yes
Murphy Avenue	Diana Avenue to Dunne Avenue	56.4	59.5	3.1	5.0	No	Yes	No
Murphy Avenue	South of Dunne Avenue	57.3	60.5	3.2	5.0	No	Yes	No
Mission View Drive	North of Cochrane Road	57.5	60.3	2.8	5.0	No	Yes	No
Mission View Drive	Cochrane Road to Avenida de los Padres	58.7	62.0	3.3	5.0	No	Yes	No
Mission View Drive	Avenida de los Padres to Half Road	58.8	61.7	2.9	5.0	No	Yes	No
DePaul Drive	North of Cochrane Road	44.3	54.6	10.2	5.0	Yes	No	No
DePaul Drive	South of Cochrane Road	56.4	60.2	3.8	5.0	No	Yes	No

[1] Increases shown may vary slightly from the sum of individual amounts due to rounding.
[2] N/A = No data provided in traffic impact analysis for this segment/scenario.
[3] Significance thresholds contained in General Plan Policy SSI-8.5.
Source: Bollard Acoustical Consultants, Inc., 2026.

Table 4.3-12
Predicted Traffic Noise Level Increases at Existing Noise-Sensitive Receptors – Year 2050 vs. Year 2050 General Plan Plus Project Conditions

Roadway	Segment	Predicted Noise Level (dBA L_{dn})[1]			Significance Threshold[2]	Threshold Exceeded?	Sensitive Receptors Present?	Significant Impact Identified?
		Year 2050	Year 2050 General Plan Plus Project	Increase				
Future Murphy Avenue	Main Avenue to Diana Avenue	54.3	54.3	0.0	5.0	No	Yes	No

1 Increases shown may vary slightly from the sum of individual amounts due to rounding.
2 Significance thresholds contained in General Plan Policy SSI-8.5.

Source: Bollard Acoustical Consultants, Inc., 2026.

4.4 TRANSPORTATION

4.4 TRANSPORTATION

4.4.1 INTRODUCTION

The Transportation chapter of the EIR discusses the existing transportation facilities within the vicinity of the project site, focusing on pedestrian, bicycle, and transit facilities, as well as applicable policies and guidelines used to evaluate operation of such facilities. Where development of the proposed project would conflict with applicable policies or guidelines, mitigation measures are identified. The information contained within this chapter is primarily based on the Transportation Analysis prepared for the proposed project by Hexagon Transportation Consultants, Inc. (Hexagon) (see Appendix E),[1] as well as the City of Morgan Hill General Plan[2] and the City of Morgan Hill General Plan EIR.[3]

Pursuant to the CEQA Guidelines Section 15064.3, environmental documents must use vehicle miles traveled (VMT) rather than level of service (LOS) as the metric to analyze transportation impacts. Therefore, the analysis included in this chapter focuses on VMT. The State's requirement to transition from LOS to VMT is aimed at promoting infill development, public health through active transportation, and a reduction in greenhouse gas (GHG) emissions. However, the LOS analysis included in the Transportation Analysis prepared by Hexagon will be used by the City in the project review process for determining consistency with General Plan goals and policies.

4.4.2 EXISTING ENVIRONMENTAL SETTING

The sections below describe the physical and operational characteristics of the existing transportation system within the project site vicinity, including the surrounding roadway facilities, transit, bicycle, and pedestrian facilities, and VMT.

Existing Roadways

The following sections provide a summary of the existing roadways in the project site vicinity.

U.S. Route 101

U.S. Route 101 (US 101) is a north-south freeway extending northward to the City of San Francisco and southward through the City of Gilroy. North of Cochrane Road, the freeway includes eight lanes comprised of three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction. South of Cochrane Road, US 101 is a six-lane freeway without HOV lanes. US 101 would provide regional project access by way of the interchange at Cochrane Road.

DePaul Drive

DePaul Drive is a local street extending from Cochrane Road to a turnaround near Half Road and fronts the project site. The roadway consists of one lane in each direction separated by a median near the intersection with Cochrane Road, and includes a sidewalk along the southbound side and along the northbound side up to 1,600 feet north of Half Road. DePaul Drive has a posted speed limit of 35 miles per hour (mph).

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1 Hexagon Transportation Consultants, Inc. *DePaul Residential Development Transportation Analysis*. April 3, 2026.
2 City of Morgan Hill. *2035 General Plan*. Adopted July 2016.
3 City of Morgan Hill. *2035 General Plan Draft EIR*. January 2016.

Cochrane Road

Cochrane Road is an east-west divided roadway that runs from Monterey Road to Malaguerra Avenue and serves as a key connection between Monterey Road and US 101. Between Monterey Road and Mission View Drive, Cochrane Road is a four- to five-lane roadway. The City's General Plan designates the segment of Cochrane Road from Monterey Road to Mission View Drive as a major arterial roadway. Cochrane Road has a posted speed limit of 45 mph and includes striped bike lanes between Butterfield Boulevard and Malaguerra Avenue. Sidewalks are continuous on both sides across US 101, with the exception of a section near Mission View Drive where a sidewalk only exists on the west side of the roadway.

Mission View Drive

The portion of Mission View Drive south of Cochrane Road is classified by the City as a north-south arterial, and the portion north of Cochrane Road is classified as an east-west collector. Mission View Drive consists of one lane in each direction with a striped bicycle lane along both sides. A continuous sidewalk runs along the northbound side of the roadway and along the southbound side 450 feet south of Avenida de Los Padres. Mission View Drive has a posted speed limit of 40 mph.

Half Road

Half Road is classified by the City as an east-west collector and extends between Condit Road and Cochrane Road. The roadway consists of one lane in each direction and has a sidewalk on the westbound side and a bicycle lane on each side of the roadway between Mission View Drive and Condit Road. Half Road has a posted speed limit of 35 mph.

Condit Road

Condit Road is classified by the City as a major north-south collector roadway and extends between Tennant Avenue and Half Road. The roadway consists of one lane in each direction and has a posted speed limit of 40 mph north of Diana Avenue and 45 mph south of Diana Avenue. South of Diana Avenue, Condit Road generally also has a center median turning lane, as well as sidewalks and striped bike lanes on each side. Such facilities are present for the majority of the roadway section but are absent in some parts.

Main Avenue

Main Avenue is classified by the City as a major east-west two-lane arterial and provides east-west connectivity between John Telfer Drive and Cochrane Road. The roadway consists of one lane in each direction and has continuous sidewalks on both sides of the road west of Serene Drive, and on the eastbound side of the road between Serene Drive and Laurel Road. Sidewalks are not present along the segment of Main Avenue east of Laurel Road. Striped bike lanes are continuously present on the segment of Main Avenue west of Condit Road, and are located on the westbound side of Main Avenue from Condit Road to approximately 900 feet east of the Condit Road/Main Avenue intersection.

Diana Avenue

Diana Avenue is classified by the City as an east-west collector. The roadway consists of one lane in each direction, and extends between the Madrone Channel Trail and McDonald Lane north of US 101 and between Saint Agatha Lane and Walnut Grove Drive south of US 101. Diana Avenue does not continue across US 101.

Monterey Road
Monterey Road is classified by the City as a major north-south corridor providing regional and local access to the cities of San José and Morgan Hill. The roadway consists of two lanes in each direction, separated by a center median in some segments and runs directly through the City. Bicycle lanes are located on both sides of the roadway; sidewalks are discontinuous and generally missing along undeveloped parcels fronting Monterey Road.

Dunne Avenue
Dunne Avenue is classified by the City as a major east-west arterial, extending from west of John Telfer Drive to Henry W. Coe State Park. The roadway consists of two lanes in each direction separated by a median, and includes bicycle lanes on each side. Dunne Avenue has continuous sidewalks along the westbound side, as well as on the eastbound side along developed parcels fronting the roadway.

Butterfield Boulevard
Butterfield Boulevard is classified by the City as a major north-south arterial, extending between Cochrane Road and Monterey Road. The roadway consists of two lanes in each direction, a median, a bicycle lane in each direction, and continuous sidewalks along developed parcels.

Existing Pedestrian Facilities
Pedestrian facilities are comprised of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access the destinations such as institutions, businesses, public transportation, and recreation facilities. Pedestrian generators in the project vicinity include Cochrane Commons Shopping Center, Live Oak High School, and bus stops along Cochrane Road. Sidewalks and crosswalks connect Cochrane Commons Shopping Center and bus stops along Cochrane Road to the project site, but a continuous pedestrian route between the site and Live Oak High School does not exist due to discontinuous sidewalks on roadways to the south and east of the project site.

Existing pedestrian facilities in the vicinity of the project site are shown in Figure 4.4-1. As shown therein, the Madrone Channel Trail is located along the western project site boundary and existing sidewalks occur along the following roadway segments:

- Cochrane Road: Continuous sidewalks are provided along both sides of the roadway between Monterey Road and US 101. East of US 101, a continuous sidewalk is provided on the north side of the roadway, ending at a residential driveway east of Peet Road. On the south side, a sidewalk is intermittently provided between US 101 and Mission View Drive, and continuously between Mission View Drive and Via Sebastian (except for a small portion near the intersection with Saint Marks Avenue).
- DePaul Drive: A continuous sidewalk is provided along the southbound side of the roadway between Cochrane Road and the roadway's end near Half Road. A sidewalk along the northbound side of the roadway extends up to 1,600 feet north of Half Road.
- The nearest crosswalk across Cochrane Road is located at the Cochrane Road/DePaul Drive intersection. Crosswalks with protected crossing phases are provided at the following signalized intersections:
    - Cochrane Road/US 101 Southbound Ramps (north leg);
    - Cochrane Road/US 101 Northbound Ramps (east and south legs);

Figure 4.4-1
Existing Pedestrian Facilities



Source: Hexagon Transportation Consultants, Inc., April 2026.

*Figure is not OCR compatible.

- Cochrane Road/DePaul Drive (north, east, south, and west legs); and
- Cochrane Road/Mission View Drive (north, east, south, and west legs).

Pedestrian access to areas west of US 101 are accessible by way of sidewalks along the north side of Cochrane Road. Sidewalks along the south side of Cochrane Road between US 101 southbound and northbound ramps do not currently exist.

In addition, the City's Bikeway + Trail Network map shows the following potential Class I bike trails in the project vicinity:

- On the east side of US 101 from Burnett Avenue to Cochrane Road, connecting to the Madrone Channel Trail; and
- Along Mission View Drive from Burnett Avenue to Tennant Avenue.

The Transportation Analysis also notes that the curb ramps at the following intersections are not compliant with Americans with Disabilities Act (ADA) standards: Cochrane Road/US 101 Southbound Ramps (northwest and northeast corners); and Cochrane Road/DePaul Drive (northeast and southeast corners).

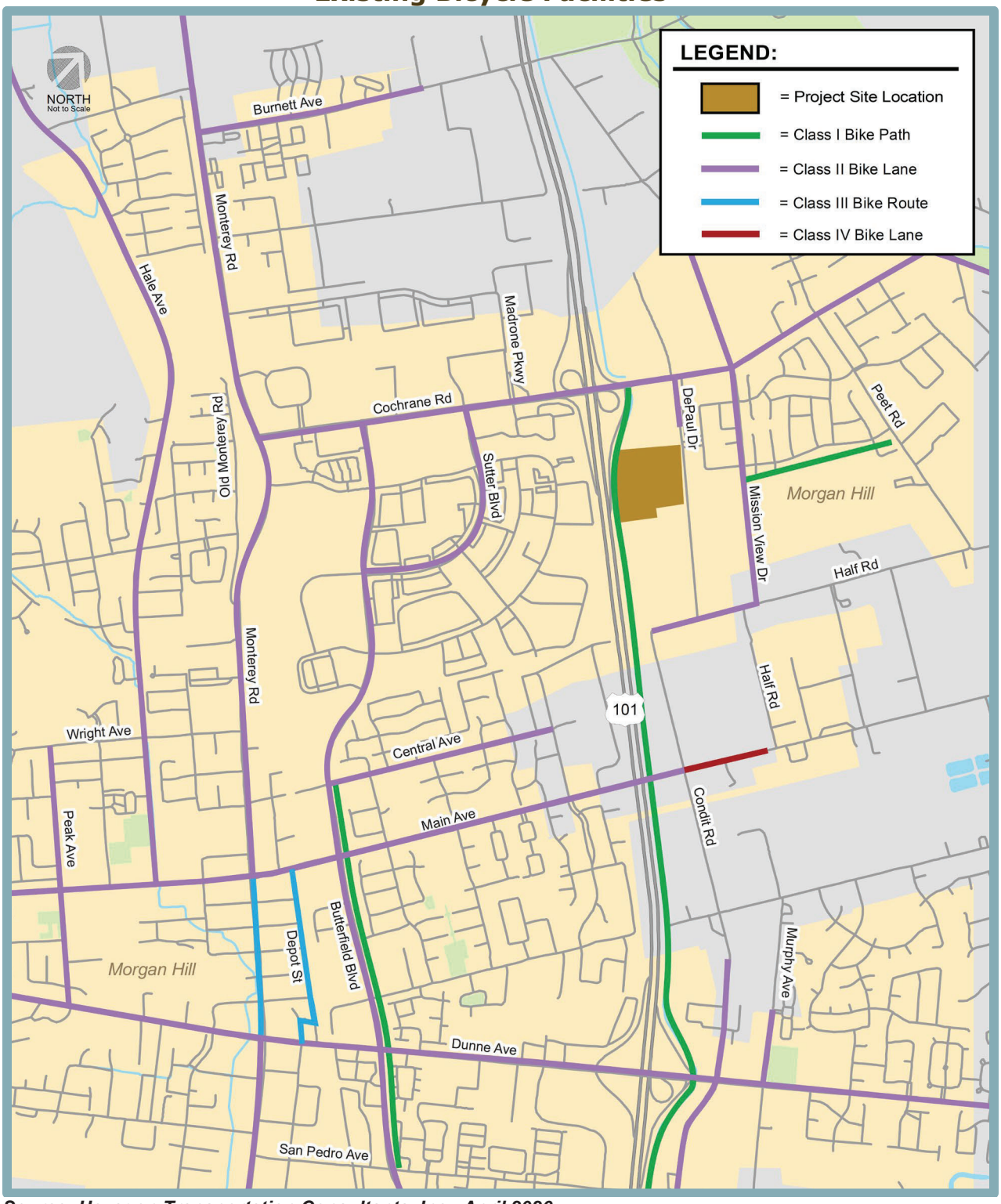
Existing Bicycle Facilities

Bicycle paths, lanes, and routes are typical examples of bicycle facilities, which are defined by the California Department of Transportation (Caltrans) as within one of the following four classes:

- Bike Paths (Class I): Bike paths provide a completely separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal cross-flow traffic. Such paths can be well situated along creeks, canals, and rail lines. Class I bike paths can also offer opportunities not provided by the road system by serving as both recreational areas and/or desirable commuter routes.
- Bike Lanes (Class II): Bike lanes provide designated street space for bicyclists, typically adjacent to the outer vehicle travel lanes. Bike lanes include special lane markings, pavement legends, and signage. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections).
- Bike Routes (Class III): Bike routes provide enhanced mixed-traffic conditions for bicyclists through signage, striping, and/or traffic calming treatments, and to provide continuity to a bikeway network. Bike routes are typically designated along gaps between bike trails or bike lanes, or along low-volume, low-speed streets. Bicycle boulevards provide further enhancements to bike routes to encourage slow speeds and discourage non-local vehicle traffic via traffic diverters, chicanes, traffic circles, and/or speed tables. Bicycle boulevards can also feature special wayfinding signage to nearby destinations or other bikeways.
- Separated Bikeways (Class IV): Separated bikeways are for the exclusive use of bicycles and includes a separation required between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

Existing bicycle facilities in the vicinity of the project site are shown in Figure 4.4-2. As shown therein, the Madrone Channel Trail located along the western site boundary is a Class I bike path.

Figure 4.4-2
Existing Bicycle Facilities



Source: Hexagon Transportation Consultants, Inc., April 2026.

*Figure is not OCR compatible.

Class II bikeways are present along the following roadways in the vicinity of the project site:

- Cochrane Road, between Monterey Road to just east of San Rafael Street;
- DePaul Drive, northbound direction between Cochrane Road and 230 feet south of Cochrane Road;
- Mission View Drive, between Eagle View Drive and Half Road; and
- Mission View Drive between Half Road and Cochrane Road.

Bicycle lanes are under construction along DePaul Drive, south of Cochrane Road, in the southbound direction. In addition, a Class IV bike lane (i.e., a protected lane with separation between the bikeway and vehicular traffic) is located along Main Avenue, between Condit Road and just before Casa Lane. Local streets that do not include designated bicycle infrastructure require cyclists to share lanes with vehicles.

Transit Service and Facilities

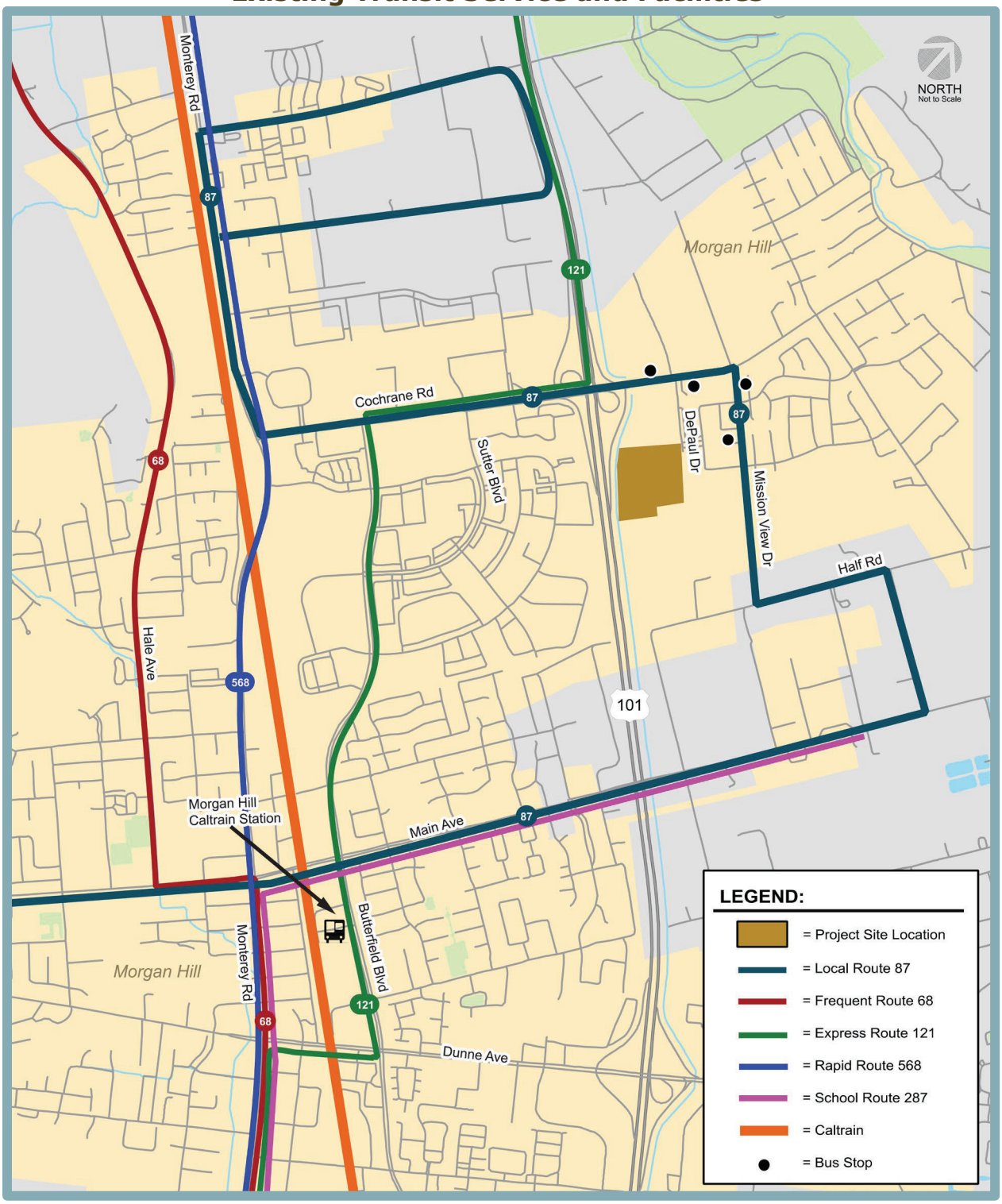
Existing transit services in the project vicinity are provided by Santa Clara Valley Transportation Authority (VTA) and Caltrain, which are discussed in further detail below. Transit services within the project area are shown in Figure 4.4-3.

VTA Bus Services

The project site is directly served by VTA Local Bus Route 87, with stops located at the Cochrane Road/DePaul Drive intersection in the project vicinity. Other bus routes, including VTA Rapid Bus Route 568, Frequent Bus Route 68, and Express Route 121 would serve the project site through stops located within two miles of the site. Details for each of the foregoing VTA routes serving the project site, including the bus stops nearest to the project site, are included below:

- Local Bus Route 87 operates on Cochrane Road in the vicinity of the project site. The route runs from Sobrato High School to the City's Civic Center (at West Main Avenue and Dewitt Avenue) with approximately 60-minute headways in the AM and PM peak hours. Route 87 operates between 6:50 AM and 5:50 PM. The nearest Route 87 stops to the project site are located at the Cochrane Road/DePaul Drive intersection.
- Rapid Bus Route 568 operates on Monterey Road in the vicinity of the project site, running between the Gilroy Transit Center and the San Jose Diridon Transit Center. The route operates between 4:50 AM and 9:20 PM with 30-minute headways on weekdays during the AM and PM commute periods. The nearest Route 568 bus stop to the project site is located near the Monterey Road/Cochrane Road intersection, approximately one mile west of the project site.
- Frequent Bus Route 68 operates on Hale Avenue north of Main Street, running between the Gilroy Transit Center and the San Jose Diridon Transit Center with 15-minute headways on weekdays during the AM and PM commute periods, operating between 4:00 AM and 1:30 AM. The nearest Route 68 bus stops to the project site are located near the Hale Avenue/Llagas Road intersection, approximately 1.5 miles west of the project site.
- Express Route 121 operates along Butterfield Boulevard and Cochrane Road in the project vicinity between the Gilroy/Morgan Hill Transit Center and the Lockheed Martin Transit Center. During the AM commute period, the route operates northbound only with 70- to 120-minute headways, and operates southbound only with 60- to 90-minute headways during the PM commute period. The nearest Route 121 bus stop to the project site is located near the Cochrane Road/Sutter Boulevard intersection, approximately 0.5-mile west of the project site.

Figure 4.4-3
Existing Transit Service and Facilities



Source: Hexagon Transportation Consultants, Inc., April 2026.

*Figure is not OCR compatible.

Caltrain

Caltrain provides a commuter rail service between the cities of San Francisco and Gilroy. The Caltrain Station within the City of Morgan Hill is located along Depot Street approximately 2.5 miles south of the project site, with main access and parking off of Butterfield Boulevard. At the station, Caltrain provides service through four northbound trains during the AM commute period with 20- to 30-minute headways and four southbound trains during the PM commute period with 20- to 30-minute headways. The City's Caltrain station also provides a connection to most transit lines serving throughout the City.

Vehicle Miles Traveled

VMT is a measure of the total amount of vehicle travel occurring on a given roadway system. VMT is a metric that accounts for the number of vehicle trips generated and the length or distance of those trips. For analysis purposes, VMT refers to automobile VMT, specifically passenger vehicles and light trucks; heavy truck traffic is typically excluded. VMT does not directly measure traffic operations; instead, VMT is a measure of transportation network use and efficiency, especially when expressed as a function of population (i.e., VMT per capita). The key VMT metric used for the following analysis is residential VMT per capita, which is defined as all automobile (i.e., passenger cars and light-duty trucks) vehicle-trips that start or end at the home. Non-home-based trips made by residents elsewhere on the network are excluded.

As a result of Senate Bill (SB) 743, passed in 2013, local jurisdictions may not rely on vehicle LOS and similar measures related to delay as the basis for determining the significance of transportation impacts under CEQA. Thus, consistent with the CEQA Guidelines, VMT is the primary metric used to identify transportation impacts to roadway systems within this chapter. On November 6, 2024, the City of Morgan Hill adopted Resolution No. 24-039, approving a citywide VMT policy. According to the Morgan Hill VMT Methodology Memorandum, for residential projects the adopted VMT impact threshold is the City's baseline VMT per capita of 24.64.

The VMT estimates and forecasts contained in the Transportation Analysis were obtained from the VTA VMT Evaluation Tool. Projects located in areas where the existing VMT is above the established City threshold are referred to as being in "high-VMT areas." According to the Transportation Analysis, the existing VMT for residential uses in the project vicinity is 31.24 VMT per capita, which exceeds the citywide VMT impact threshold of 24.64. Therefore, the project area is considered to be a high-VMT area.

4.4.3 REGULATORY CONTEXT

Existing transportation policies, laws, and regulations that would apply to the proposed project are summarized below and provide a context for the impact discussion related to the project's consistency with the applicable regulatory conditions.

Federal plans, policies, regulations, or laws related to transportation are not directly applicable to the proposed project. Rather, the analysis presented herein focuses on State and local regulations, which govern the regulatory environment related to transportation at the project level.

State Regulations

The following are the State environmental laws and policies relevant to transportation.

Assembly Bill 32

Assembly Bill (AB) 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also requires that "(a) the statewide GHG emissions limit shall remain in effect unless otherwise amended or repealed; (b) it is the intent of the Legislature that the statewide GHG emissions limit continues in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020; and (c) the CARB shall make recommendations to the Governor and the Legislature on how to continue reductions of GHG emissions beyond 2020."

While AB 32 does not contain specific expectations related to individual land use projects, it does set statewide expectations for GHG reduction that have influenced VMT reduction expectations from land development projects as part of SB 375 and SB 743.

Assembly Bill 413

AB 413 prohibits the stopping, standing, or parking of a vehicle within 20 feet of the "vehicle approach side" of any unmarked or marked crosswalk, or within 15 feet of any crosswalk where a curb extension is present to ensure that drivers have a clear view of pedestrians preparing to cross. The "vehicle approach side" refers to the side of the crosswalk where vehicles first encounter the crosswalk during roadway travel. By maintaining visibility for both pedestrians and drivers, AB 413 is intended to reduce potential conflicts and improve safety at crossing locations.

Senate Bill 375

SB 375 requires metropolitan planning organizations (MPO) to prepare a sustainable communities strategy (SCS) as part of their regional transportation plans (RTP). The SCS demonstrates how the region could meet its GHG reduction targets through integrated land use, housing, and transportation planning. Specifically, the SCS must identify land use and transportation strategies that combined with the RTP project list will reduce GHG emissions from automobiles and light trucks in accordance with targets set by the California Air Resources Board (CARB).

Senate Bill 743

SB 743 creates or encourages several statewide changes to the evaluation of transportation and traffic impacts under the CEQA. First, SB 743 directs the Governor's Office of Land Use and Climate Innovation (LCI)[4] to amend the CEQA Guidelines to establish new metrics for determining the significance of transportation impacts of projects within transit priority areas (TPA) and allows LCI to extend use of the new metrics beyond TPAs. In the amended CEQA Guidelines, LCI selected automobile VMT as the preferred transportation impact metric and applied their discretion to recommend its use statewide. The California Natural Resources Agency certified and adopted the amended CEQA Guidelines in December 2018. The amended CEQA Guidelines state that "generally, VMT is the most appropriate measure of transportation impacts" and the provisions requiring the use of VMT apply statewide as of July 1, 2020. The amended CEQA Guidelines further state that land use "projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less-than-significant transportation impact."

[4] Formerly known as the Office of Planning and Research (OPR).

SB 743 establishes that aesthetic and parking impacts of residential, mixed-use residential, or employment center projects on an infill site within a TPA are not considered significant impacts on the environment. SB 743 added Section 21099 to the California Public Resources Code (PRC), which states that automobile delay, as described by LOS or similar measures of vehicular capacity or traffic congestion, is not considered a significant impact on the environment upon certification of the CEQA Guidelines by the California Natural Resources Agency. Following certification of the amended CEQA Guidelines in December 2018, LOS or similar measures of vehicular capacity or traffic congestion are not considered a significant impact on the environment.

Finally, SB 743 establishes a CEQA exemption for residential, mixed-use, and employment center projects a) within transit priority areas, b) consistent with a specific plan for which an EIR has been certified, and c) consistent with a SCS. The exemption requires further review if the project or circumstances changes significantly.

Technical Advisory on Evaluating Transportation Impacts in CEQA

In December of 2018, LCI published the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory), which is a guidance document to provide advice and recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The Technical Advisory is intended to be a resource for the public to use at their discretion, and the LCI does not enforce any part of the recommendations contained therein. The Technical Advisory includes recommendations regarding methodology, screening thresholds, and recommended thresholds per land use type. Lead agencies may consider and use these recommendations at their discretion.

The Technical Advisory identifies screening thresholds to quickly identify when a project is expected to cause a less-than-significant impact without conducting a detailed study. The Technical Advisory suggests that projects meeting one or more of the following criteria should be expected to have a less-than-significant impact on VMT:

- Small projects – Projects consistent with an SCS and local general plan that generate or attract fewer than 110 trips per day;
- Projects near major transit stops – Certain projects (residential, retail, office, or a mix of these uses) proposed within 0.5 mile of an existing major transit stop or an existing stop along a high-quality transit corridor;
- Affordable residential development – A project consisting of a high percentage of affordable housing may be a basis to find a less-than-significant impact on VMT;
- Local-serving retail – Local-serving retail development tends to shorten trips and reduce VMT. The Technical Advisory encourages lead agencies to decide when a project will likely be local-serving, but generally acknowledges that retail development including stores larger than 50,000 square feet might be considered regional-serving. The Technical Advisory suggests lead agencies analyze whether regional-serving retail would increase or decrease VMT (i.e., not presume a less-than-significant impact); and
- Projects in low-VMT areas – Residential and office projects that incorporate similar features (i.e., density, mix of uses, transit accessibility) as existing development in areas with low VMT will tend to exhibit similarly low VMT.

The Technical Advisory also identifies recommended numeric VMT thresholds for residential, office, and retail projects, as described below:

- Residential development that would generate vehicle travel exceeding 15 percent below existing residential VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as a regional VMT per capita or as city VMT per capita;
- Office projects that would generate vehicle travel exceeding 15 percent below existing regional VMT per employee may indicate a significant transportation impact; and
- Retail projects that result in a net increase in total VMT may indicate a significant transportation impact.

For mixed-use projects, the Technical Advisory suggests either evaluating each component independently and applying the significance threshold for each project type included (e.g., residential and retail), or evaluating VMT associated only with the project's dominant use.

The Technical Advisory also provides guidance on impacts on transit. Specifically, the Technical Advisory suggests that lead agencies generally should not treat the addition of new transit users as an adverse impact. As an example, the Technical Advisory suggests that "an infill development may add riders to transit systems and the additional boarding and alighting may slow transit vehicles, but it also adds destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto the regional network."

California Department of Transportation

Caltrans is responsible for planning, designing, constructing, operating, and maintaining the State Highway System (SHS). As part of these responsibilities, Caltrans reviews local development projects subject to CEQA to assess potential impacts on the SHS based on the following technical guidance.

Vehicle Miles Traveled-Focused Transportation Impact Study Guide

The VMT Focused Transportation Impact Study Guide (TISG) outlines how Caltrans will review land use projects with a focus on supporting State land use goals, State planning priorities, and GHG emissions reduction goals. The VMT TISG endorses LCI's Technical Advisory as the basis for transportation impact analysis methodology and thresholds, including the use of screening to streamline qualified projects because they help achieve the State's VMT reduction and mode shift goals.

Caltrans Safety Impact Guidance

The Caltrans Safety Impact Guidance provides technical instructions on how to evaluate potential safety impacts on the SHS. The guidance largely focuses on the actions of Caltrans district staff in performing the analysis and providing relevant impact information to lead agencies. The interim guidance recommends that safety analyses include a review of three primary elements related to transportation safety: design standard compliance, collision history, and collision risk (consistent with the Federal Highway Administration's Systemic Approach to Safety). The interim guidance does not establish specific analysis methods or significance thresholds for determining safety impacts under CEQA. Additionally, Caltrans notes that local agencies may use the interim guidance at their own discretion as a guide for review of local facilities.

California Air Pollution Control Officers Association

The California Air Pollution Control Officers Association (CAPCOA) is a non-profit association of the Air Pollution Control Officers from all 35 local air quality agencies throughout California. Given the connection between air pollution emissions and the use of motor vehicles, the CAPCOA has issued recommendations that can be used by development projects to reduce project-wide VMT. One such document, the Handbook for Analyzing GHG Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, provides methods to quantify the efficacy of certain methods in their ability to reduce VMT and, in turn, GHG emissions.

Local Regulations and Policies

The following are applicable local regulations and policies relevant to transportation.

Plan Bay Area 2050

Plan Bay Area 2050 (PBA 50) is a long-range transportation and land use/housing strategy through 2050 for the San Francisco Bay Area, designed to reduce GHG emissions from the mobile sector.[5] PBA 50 was approved by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) on October 21, 2021. PBA 50 also meets all State and federal requirements for an RTP/SCS.

PBA 50 provides an outline for growth in four focus areas: Priority Development Areas; Transit-Rich Areas; Priority Production Areas; and High-Resource Areas. The project site is not located within a Priority Production, High-Resource, or Priority Development Area. While the project site is located within a 0.5-mile of transit stops, the bus stops do not have a peak service frequency of 15 minutes or less. Therefore, the site is not considered within a Transit-Rich Area. According to the PBA 50 Forecasting and Modeling Appendix, by 2050, housing in Santa Clara County is projected to increase by 453,000 households, or a 73 percent increase, and jobs are projected to increase by 511,000, or 46 percent.[6]

Local jurisdictions seeking to implement development projects consistent with PBA 50 are eligible for funding for Priority Development Area planning and transportation projects. In addition, jurisdictions have the option to streamline the development process for projects consistent with PBA 50 and meet the other criteria included in SB 375.

In addition, Plan Bay Area 2050+ (PBA 50+) was adopted by the ABAG and MTC on March 19, 2026, and March 25, 2026, respectively. PBA 50+ is a limited and focused update to PBA 50 and contains 35 strategies related to transportation, housing, and the economy within the Bay Area. PBA 50+ refines select plan strategies from PBA 50 and is intended to enable continued progress implementing the strategies of PBA 50. The PBA 50+ plan cycle also included a parallel planning process, Transit 2050+, which overhauls six transit-related strategies included in PBA 50.

Santa Clara Valley Transportation Authority

The Santa Clara VTA is an independent special district that provides sustainable, accessible, community-focused transportation options for the region. VTA provides bus, light rail, and paratransit services, as well as participates as a funding partner in regional rail service including Caltrain, Capitol Corridor, and the Altamont Corridor Express. As the county's congestion

[5] Association of Bay Area Governments and Metropolitan Transportation Commission. *Plan Bay Area 2050: Final.* October 2021.

[6] Association of Bay Area Governments and Metropolitan Transportation Commission. *Forecasting and Modeling Report, Appendix 1: Growth Pattern*. October 2021.

management agency, VTA is responsible for countywide transportation planning, including congestion management, design and construction of specific highway, pedestrian, and bicycle improvement projects, as well as promotion of transit-oriented development.

Valley Transportation Plan 2040

VTA's Valley Transportation Plan 2040 provides a long-range vision for the transportation system in Santa Clara County for the next twenty years. The plan identifies programs, projects, and policies that VTA intends to pursue over the lifetime of the plan (i.e., through the year 2040). The plan also connects projects and programs with anticipated funds and provides a framework for the development and maintenance of the County's transportation.

Community-Based Transportation Plan

Through funding from the MTC, VTA initiated a Community-Based Transportation Plan (CBTP) in partnership with the City of Morgan Hill. The resulting Morgan Hill CBTP was adopted by the VTA Board in May 2021 and is used by the City to identify future transportation improvements and potential funding sources for the projects. Improvement projects in the final plan can address important issues, including, but are not limited to, bicycle and pedestrian connectivity, public transportation facilities, local roadway improvements, and the integration of developing technology into transportation.

Congestion Management Program

The 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. The VTA has review responsibility for proposed development projects that are expected to affect CMP-designated intersections.

City of Morgan Hill General Plan

The following goals and policies from the City of Morgan Hill General Plan Transportation Element are applicable to the proposed project:

Goal TR-1 A balanced, safe, and efficient circulation system for all segments of the community, meeting local needs and accommodating projected regional and sub-regional traffic while protecting neighborhoods.

Policy TR-1.1 **System Efficiency.** Plan, construct, and maintain a coordinated and efficient system of local streets and highways throughout the community, meeting local needs and accommodating projected regional and sub-regional traffic, while protecting neighborhoods from cut-through traffic.

Goal TR-2 A system designed for a healthy, active community based on complete streets, smart growth, and Sustainable Communities strategies; reflecting a balanced, safe, multimodal transportation system for all users, especially in Downtown where pedestrian, bicycle, and transit facilities will be emphasized along with vehicular facilities.

Policy TR-2.1 **Multi-Modal System for All Users.** A balanced multi-modal system offers viable choices for residents, employees, customers, visitors, and recreational users. Use smart growth and Sustainable Communities principles throughout the city to provide a balanced transportation system which assures access to all, and which integrates all appropriate modes of transportation into an effectively functioning system, including modes such as auto, ride sharing, public rail and bus transit, paratransit, bicycling, and walking.

Goal TR-3 A coordinated, continuous network of streets and roads.

Policy TR-3.3 **Timing of Street Construction from Private Development.** Require developers to provide for the construction of their portions of arterial and collector streets at the time of development.

Policy TR-3.16 **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.

Policy TR-3.20 **Arterial Design and Landscaping.** Require development adjacent to arterial streets to minimize the use of fences and walls wherever possible. Strive to accommodate all modes of travel on arterial streets, and improve the Butterfield Corridor, Monterey Road Corridor, and Hale/Santa Teresa Corridor to the extent feasible as well-landscaped multi-modal boulevards. Continue to implement the program for planting street trees and landscaping arterial streets and major intersections.

Goal TR-6 A safe and efficient transit system that reduces congestion by providing viable non-automotive modes of transportation.

Policy TR-6.12 **Bus Shelters from Private Development.** Require developers to install bus shelters compatible with City architectural standards, where appropriate.

Goal TR-8 A useable and comprehensive bikeway system that safely connects neighborhoods with workplaces and community destinations.

Goal TR-9 Expanded pedestrian opportunities.

Policy TR-9.1 **Private Development Connections.** Ensure adequate pedestrian access in all developments, with special emphasis on pedestrian connections in the downtown area, in shopping areas, and major work centers, including sidewalks in industrial areas in accordance with the Trails and Natural Resources Master Plan.



Policy TR-9.6 **Pedestrian Facility Accessibility.** All trails and pedestrian access shall comply with State and Federal accessibility codes and standards, such as those established by the Americans with Disability Act (ADA) and California Access Code (Title 24, California Code of Regulation).

Policy TR-9.10 **Sidewalk Connectivity.** Improve sidewalk connectivity by installing new sidewalks where they do not exist, consistent with the Trails and Natural Resources Master Plan.

Goal TR-10 A transportation system that incorporates strategies and technologies to manage traffic efficiently and reduce automotive vehicle trips.

Policy TR-10.2 **TDM Monitoring.** For projects that incorporate transportation demand management measures, require monitoring and submittal of annual reports to the Community Development Director and annual referrals to the Planning Commission.

Transportation Master Plan

The City's Transportation Master Plan (TMP) was adopted in December 2024 to help plan for new development and accommodate the associated increase in transportation demands. Specifically, the TMP provides an extensive list of transportation improvements and programs aimed at improving and enhancing travel for all users of the City's transportation network. Improvement projects were prioritized based on their effectiveness in addressing deficiencies and needs, and serve as a guide to achieving the City's transportation goals. As part of TMP development, the City conducted a collision analysis, a sidewalk gaps and crossing opportunities assessment, a bicycle Level of Traffic Stress (LTS) assessment, a citywide engineering & traffic survey, a roadway operations LOS analysis, and a regional cut-through traffic analysis.

The Morgan Hill TMP identifies the following Tier 2 pedestrian safety improvements in the area:

- Cochrane Road between Monterey Road and Mission View Drive – Fill sidewalk gaps and enhance existing crossings at US 101 ramps; and
- Mission View Drive between Half Road and Cochrane Road – Fill sidewalk gaps.

In addition, the Morgan Hill TMP identifies the following Tier 2 bicycle safety improvements:

- Cochrane Road between Monterey Road and Mission View Drive – Install Class II bike lanes (preferred Class IV) and enhance existing crossings at US 101 ramps; and
- Mission View Drive between Half Road and Cochrane Road – Install Class II bike lanes. It should be noted the foregoing improvement has been constructed.

Comprehensive Safety Action Plan

The City's Comprehensive Safety Action Plan (CSAP) builds on the TMP and was adopted by the City of Morgan Hill City Council on February 18, 2026. The CSAP primarily intends to identify roadways with higher injury rates and improve safety, largely centered around the City's schools. The Safe Routes to School element includes comprehensive recommendations and strategies, such as education campaigns, workshops, and school signage changes.

Bikeways, Trails, Parks and Recreation Master Plan

The City's Bikeways, Trails, Parks and Recreation Master Plan was adopted in July 2017 and guides the improvement and future development of the City's bikeways, trail, parks and recreation system. The Master Plan is intended to improve connections between residences and the network of City parks and facilities, as well as enhance safety and navigation to certain recreation destinations and along popular routes.

Resolution No. 24-039 and VMT Memorandums

On November 6, 2024, the City of Morgan Hill adopted Resolution No. 24-039, approving a citywide VMT policy. The VMT policy establishes analysis techniques for transportation studies based on the current state-of-the-practice in transportation planning and engineering. For example, the VMT policy sets forth a number of VMT thresholds for use in analyses within the City, including significance thresholds based on land use type and screening criteria.

In addition, the City's VMT methodology and mitigation measures are summarized in separate technical memorandums prepared by TJKM in May 2023. The methodology memorandum identifies the traffic analysis zones (TAZs) within the City boundaries, as well as City-specific VMT metrics, screening criteria, and thresholds of significance. The mitigation measures memorandum summarizes potential strategies to reduce VMT that are suited to the City and identifies new mitigation program ideas that the City may consider as part of future planning efforts or projects.

4.4.4 IMPACTS AND MITIGATION MEASURES

This section describes the standards of significance and methodology used to analyze and determine the proposed project's potential impacts related to transportation.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines, the proposed project would be considered to result in a significant adverse impact on the environment in relation to transportation if the project would result in any of the following:

- Conflict with a program, plan, ordinance, or policy, addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- Substantially increase hazards to vehicle safety due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

VMT Standards of Significance

As discussed previously, on November 6, 2024, the City of Morgan Hill adopted Resolution No. 24-039 approving a citywide VMT policy, including screening criteria and significance thresholds, consistent with SB 743. Table 4.4-1 summarizes the VMT thresholds of significance for the City.

As shown in Table 4.4-1, residential uses in the City would have a significant impact if a project's estimated VMT per capita exceeds the citywide baseline VMT per capita. Consistent with the VMT Methodology Memorandum, the VTA's VMT Evaluation Tool indicates that the citywide average VMT per capita is currently 24.64. Therefore, the proposed project would result in a significant impact if the project would generate residential VMT per capita exceeding 24.64.

Table 4.4-1
VMT Thresholds of Significance by Land Use for the City of Morgan Hill

Land Use	Threshold of Significance
Residential	VMT per capita does not exceed the City of Morgan Hill's baseline VMT per capita
Office and Industrial	VMT per employee does not exceed the City of Morgan Hill's baseline VMT per employee
All Other Uses (includes commercial/retail uses over 50,000 sf)	No net increase in total VMT within the City of Morgan Hill

Source: City of Morgan Hill, Resolution No. 24-039 [Exhibit "A"], November 6, 2024.

Method of Analysis

The analyses within the Transportation Analysis prepared for the proposed project by Hexagon related to safety and site access and circulation are primarily based on the professional judgment of Hexagon in accordance with the standards and methods typically employed by traffic engineers. With respect to project trip estimates and VMT, the analysis methodology provided in the Transportation Analysis is discussed below.

Project Trip Generation, Distribution, and Assignment

Traffic produced by a new development and the locations where that traffic would appear were estimated using a three-step process: trip generation, trip distribution, and trip assignment. The trip generation and distribution steps are discussed in more detail below. For project trip assignment, the project trips are assigned to specific streets and intersections in the area.

In determining project trip generation, the magnitude of traffic entering and exiting the site was estimated for the AM and PM peak hours. Through empirical research, data have been collected correlating common land uses with traffic production rates. Thus, for the most common land uses, standard trip generation rates can be applied to help predict future traffic increases resulting from new developments. Hexagon prepared trip estimates for the proposed project based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) Trip Generation Manual, 11th Edition, 2021, for Single-Family Detached Housing (Land Use #210). The trip generation estimates for the proposed project are shown Table 4.4-2.

Table 4.4-2
Project Trip Generation Estimates

Land Use	Size	Daily		AM Peak Hour						PM Peak Hour				
					Split		Trips			Split		Trips		
		Rate	Trips	Rate	In	Out	In	Out	Total	In	Out	In	Out	Total
#210 – Single-Family Detached Housing	105 Dwelling Units	9.43	990	0.70	25%	75%	19	55	74	63%	37%	62	37	99

Source: Hexagon Transportation Consultants, Inc., April 2026.

Based on the recommended rates and the size of the proposed project and as shown in Table 4.4-2, the Transportation Analysis estimated that the proposed project would generate 990 daily

trips, with 74 trips (19 inbound and 55 outbound) occurring during the AM peak hour and 99 trips (62 inbound and 37 outbound) occurring during the PM peak hour.

As part of the project trip distribution step, an estimate is made of the directions to and from which the project trips would travel. The trip distribution patterns for project-generated traffic were estimated based on existing travel patterns on the surrounding roadway system and locations of complementary land uses.

The peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution patterns shown in Figure 4.4-4. A tabular summary of project traffic at each study intersection is contained in Appendix C to the Transportation Analysis (included as Appendix E of this EIR).

Vehicle Miles Traveled

The evaluation of the project's effects on VMT was completed using the VTA's VMT Evaluation Tool, which is an interactive web-based tool that estimates VMT for projects within the VTA region. The VMT tool was developed by VTA in coordination with the 15 cities and towns within Santa Clara County and relies on the County-wide Travel Demand Model, which uses regional (Bay Area), County, and City-specific demographics to estimate project-generated VMT, including local-level household and job allocations.

The VMT tool identifies the existing average VMT per capita for the project area based on the assessor's parcel number (APN) of a project. The use of the average VMT per capita metric is consistent with the December 2018 LCI guidance found in the Technical Advisory on Evaluating Transportation Impacts in CEQA. The VTA VMT Evaluation Tool then calculates the project VMT based on the project location, type of development, and project description. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas." Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible.

Project-Specific Impacts and Mitigation Measures

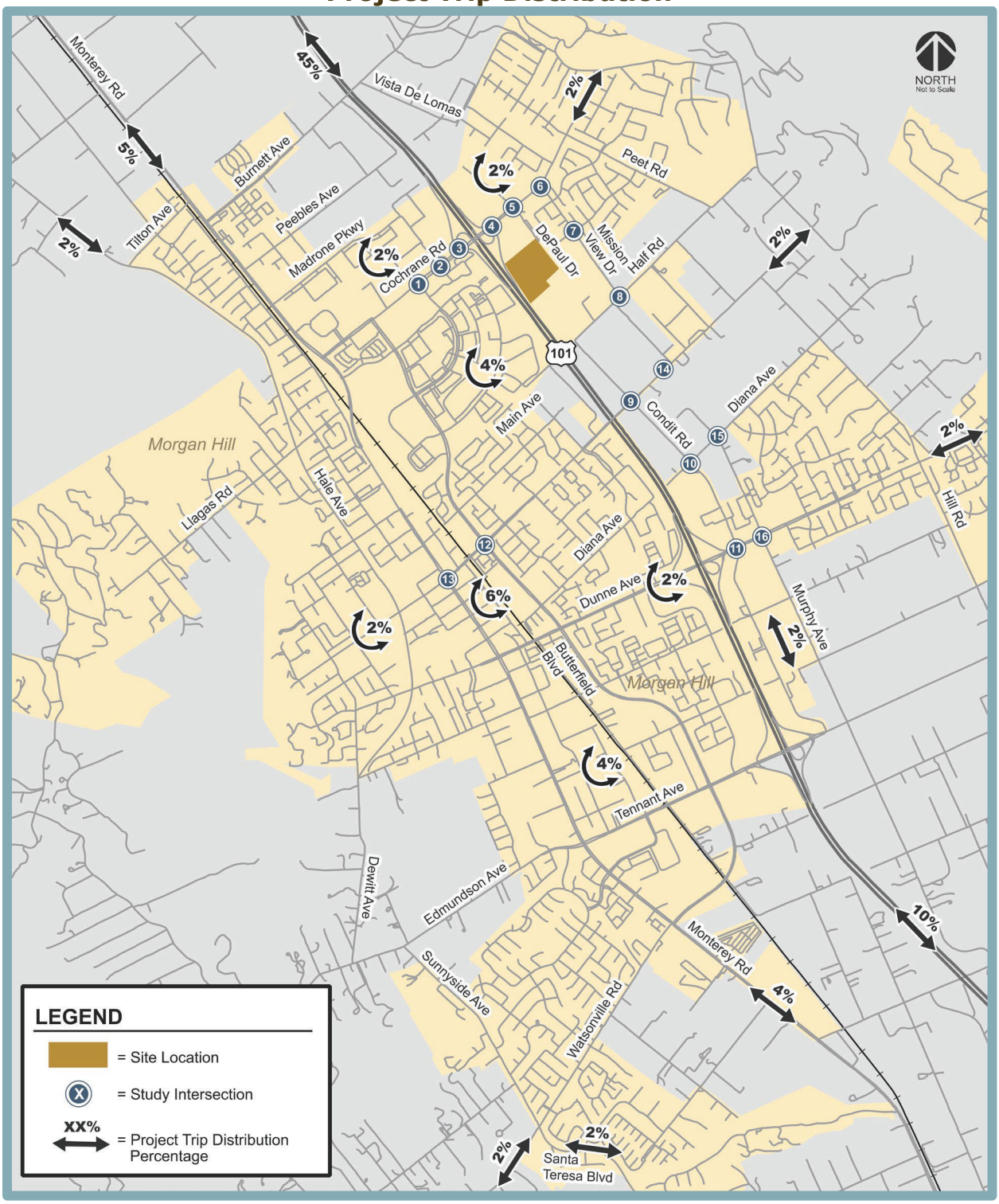
The following discussion of impacts is based on implementation of the proposed project in comparison with the standards of significance identified above.

4.4-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system during construction activities. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.

Construction activities associated with the proposed project would include use of construction equipment, including on-site earth-moving vehicles, bulldozers, and other heavy machinery, as well as building materials delivery, and construction worker commutes. The transport of heavy construction equipment to the site, haul truck trips, and construction worker commutes could affect the local roadway network.

Construction workers typically arrive before the morning peak hour and leave before the evening peak hours of the traditional commute time periods. Deliveries of building material (lumber, concrete, asphalt, etc.) would also normally occur outside of the traditional commute time periods.

Figure 4.4-4
Project Trip Distribution



Source: Hexagon Transportation Consultants, Inc., April 2026.

*Figure is not OCR compatible.

In addition, any truck traffic to the project site would follow designated truck routes, and construction would likely stage any large vehicles (i.e., earth-moving equipment, cranes, etc.) on the site prior to beginning site work and remove such vehicles at project completion.

However, detailed information related to the construction routes and equipment staging, or a construction management plan, is not available. As a result, construction activities could include disruptions to the transportation network near the site.

Based on the above, without proper planning of construction activities, construction traffic and potential street closures could interfere with existing roadway operations, including pedestrian, bicycle, and transit facilities, during the construction phase. Therefore, the proposed project has the potential to conflict with a program, plan, ordinance, or policy addressing the circulation system during construction activities, and a ***significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

4.4-1 *Prior to any construction activities for the project site, the project applicant shall prepare a detailed Construction Traffic Control Plan (CTCP) and submit it for review and approval by the City Development Services Department. The applicant and the City shall consult with Santa Clara County, Caltrans, and local emergency service providers for their input prior to approving the CTCP. The CTCP shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained during construction. A copy of the CTCP shall be submitted to local emergency response agencies and the agencies shall be notified at least 14 days prior to the commencement of construction that would partially or fully obstruct roadways. At a minimum, the CTCP shall include:*

- *The number of truck trips, time, and day of street closures;*
- *Time of day of arrival and departure of trucks;*
- *Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting;*
- *Provision of a truck circulation pattern that minimizes effects on existing vehicle traffic during peak travel periods and maintains safe bicycle circulation;*
- *Resurface and/or repair any damage to roadways that occurs as a result of construction traffic;*
- *Provision of driveway access plans so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pickup and drop-off areas);*
- *Maintain safe and efficient access routes for emergency vehicles;*
- *Manual traffic control when necessary;*
- *Proper advance warning and posted signage concerning street closures;*

- *Provisions for pedestrian safety;*
- *A project staging plan to maximize on-site storage of materials and equipment;*
- *A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak hours; lane closure proceedings; signs, cones and other warning devices for drivers; and designation of construction access routes;*
- *Permitted construction hours, pursuant to City of Morgan Hill standards;*
- *Identification of parking areas for construction employees, site visitors, and inspectors, including on-site locations; and*
- *Provisions for street sweeping to remove construction-related debris on public streets.*

4.4-2 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including pedestrian, bicycle, and transit facilities. Based on the analysis below, the impact is *less than significant*.

As discussed throughout this chapter, LOS is no longer the applicable metric when evaluating CEQA transportation impacts of a project. The evaluation of VMT is discussed in Impact 4.4-3. Therefore, the following discussion focuses on whether the proposed project would result in impacts related to existing or planned pedestrian facilities, bicycle facilities, or transit facilities and services within the project area.

Pedestrian and Bicycle Facilities

The proposed project would not include any modifications to the existing pedestrian and bicycle facilities described in the Existing Setting section of this chapter; thus, the proposed project would not physically disrupt existing pedestrian or bicycle facilities.

According to the Transportation Analysis prepared for the proposed project, the bikeway and trail network map contained in the City of Morgan Hill General Plan shows the following potential Class I bike trails in the project vicinity:

- On the east side of US 101 from Burnett Avenue to Cochrane Road, connecting to the Madrone Channel Trail; and
- Along Mission View Drive from Burnett Avenue to Tennant Avenue.

In addition, the Morgan Hill TMP identifies locations for Tier 2 pedestrian and bicycle safety improvements that consist of the following:

- Cochrane Road between Monterey Road and Mission View Drive: Fill sidewalk gaps, install Class II bike lanes (preferred Class IV), enhance existing crossings at US 101 ramps;
- Mission View Drive between Half Road and Cochrane Road: Install Class II bike lanes and fill sidewalk gaps; and
- Cochrane Road between Monterey Road and Mission View Drive – Install Class II bike lanes (preferred Class IV) and enhance existing crossings at US 101 ramps.

None of the improvements listed above are located within or adjacent to the project site. While the proposed project would not provide new connections to or extensions of existing bicycle facilities, development of the proposed project would not physically disrupt an existing bicycle facility nor interfere with implementation of a planned bicycle facility (including the improvements listed above).

New five-foot wide sidewalks would be provided along all internal streets, which would ultimately provide access throughout the project site and to the existing sidewalks along DePaul Drive and Cochrane Road. In addition, the Madrone Channel Trail runs parallel to the project site's western boundary. As illustrated on Figure 4.4-2, the trail is classified as a Class I bike path.

Overall, the proposed project would provide new pedestrian connections to existing pedestrian facilities and any demand for bicycle facilities generated by the proposed project could be accommodated by the existing bicycle facilities in the vicinity of the project site. In addition, the proposed project would not interfere with any planned future pedestrian or bicycle facilities. Furthermore, the project is not expected to generate a significant amount of pedestrians or bicycle trips, nor result in an increased presence of vehicles beyond the typical presence associated with residential uses in the area. Therefore, conflicts between pedestrians and/or bicyclists and other travel modes would not be likely to increase.

Based on the above, the proposed project would not conflict with adopted policies, plans, or programs regarding pedestrian and bicycle facilities, or otherwise decrease the performance or safety of such facilities.

Transit Facilities

The Route 87 eastbound and westbound bus stops along Cochrane Road are located east and west of DePaul Drive, approximately 800 feet walking distance from the project site. According to the Transportation Analysis, the bus stops are accessible from the project site by way of continuous pedestrian routes (i.e., existing sidewalks and crosswalks). In addition, Express Route 121 also provides service along Cochrane Road west of US 101. The two bus routes provide a connection to the City's Caltrain station. The proposed project would not alter, remove, nor obstruct any transit facilities. Therefore, the proposed project would not conflict with adopted policies, plans, or programs regarding public transit or otherwise decrease the performance or safety of such facilities.

Conclusion

Based on the above, the proposed project could conflict with a program, plan, ordinance, or policy addressing pedestrian, bicycle, or transit facilities and services, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)

None required.

4.4-3 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Based on the analysis below, even with mitigation, the impact is *significant and unavoidable*.

Pursuant to Section 15064.3(b) of the CEQA Guidelines, VMT exceeding an applicable threshold of significance may indicate a significant impact. For the purposes of this analysis, a significant impact would occur if VMT associated with the proposed project would exceed the City's threshold of 24.64 VMT per capita.

As discussed above, the existing VMT for residential uses in the project vicinity is 31.24 VMT per capita, which exceeds the citywide VMT impact threshold of 24.64. Therefore, the project area is considered to be a high-VMT area.

According to the Transportation Analysis, with consideration of the characteristics of the proposed project; the bicycle, pedestrian, and transit facilities that would serve the proposed project; and the amount of parking provided by the proposed project (VTA VMT Evaluation Tool Tier 1 through 3 VMT reduction strategies), the VTA VMT Evaluation Tool estimated that project-generated VMT per capita would be 30.47. Therefore, the VMT per capita associated with the proposed project would still exceed the City of Morgan Hill impact threshold of 24.64 VMT per capita (see Figure 4.4-5).

Based on the above, the proposed project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and a ***significant*** impact would occur.

Mitigation Measure(s)

Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible. In order to generate VMT at a level equal to or below the City's significance threshold, a 19 percent reduction in VMT per capita would need to be achieved. However, pursuant to the Transportation Analysis prepared for the proposed project, the maximum reduction possible is 13.6 percent (to 26.32 VMT per capita). According to the Transportation Analysis, further reductions are not likely feasible due to the limited alternative modes of transportation and supporting employment land uses within the City.

Implementation of Transportation Demand Management (TDM) strategies can result in reductions to a project's vehicle trip generation based on certain types of project site modifications, programming, and operational changes. The CAPCOA Handbook for Assessing GHG Emission Reductions, Climate Vulnerabilities, and Health and Equity (December 2021) identifies numerous TDM strategies and quantifies their potential vehicle trip reduction effects. The City's VMT Mitigation Measures Memorandum incorporates the CAPCOA strategies with information from the VTA VMT Evaluation Tool.[7] The VTA VMT Evaluation Tool can analyze 29 VMT reduction strategies, which are based on additional CAPCOA guidance.[8] As part of the data preparation for the tool, VTA assigned every TAZ or parcel in Santa Clara County with a place type based on the CAPCOA classification scheme.

[7] TJKM. *Morgan Hill VMT Mitigation Measures Memo*. May 12, 2023.
[8] Valley Transportation Authority. *Santa Clara Countywide VMT Evaluation Tool: Frequently Asked Questions (FAQs)*. August 12, 2020.

Figure 4.4-5
Project VMT Results

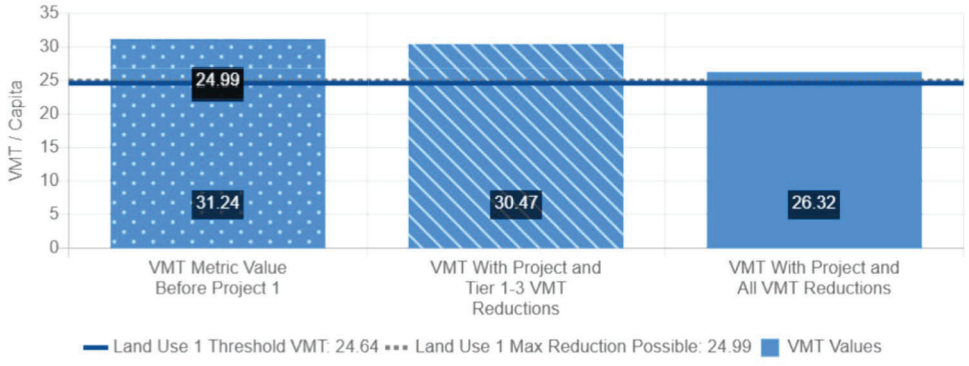
Santa Clara Countywide VMT Evaluation Tool - Version 2.1 - Report

Valley Transportation Authority

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	24.64
VMT Threshold Description 1 / Threshold Value 1:	Citywide Threshold (-0%) / 24.64
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	31.24	30.47	26.32
Low VMT Screening Analysis	No (Fail)	No (Fail)	No (Fail)



Source: Hexagon Transportation Consultants, Inc., April 2026.

*Figure is not OCR compatible.

The Transportation Analysis identifies the following potential Tier 4 TDM strategies from the VTA VMT Evaluation Tool, including the associated VMT reduction potential:

1. **School Pool Program –** The School Pool Program is based off of CAPCOA Handbook Strategy T-41 and requires the organization of a program that matches families in carpools for school pick-up and drop-off. Organizing a School Pool Program helps match parents who transport students to schools without a busing program, including private schools, charter schools, and neighborhood schools where students cannot walk or bike. The school pool program would be open to all families in the development. School pools reduce the total number of vehicle trips traveling to and from schools, thereby reducing VMT. Organizing a School Pool Program would be subject to negotiations with the City and possible negotiations with schools serving the project.

   According to the VMT outputs from the VTA VMT Evaluation Tool used as part of the Transportation Analysis prepared for the proposed project (see Appendix A of the Transportation Analysis), the VMT reduction from implementing this strategy would be 8.3 percent.

2. **Bike Share Program –** As described in the City's VMT Mitigation Measures Memorandum, the Bike Share Program requires that the project developer dedicate space for or provide subsidies to a bike sharing system, including a bike share station, ideally one with high penetration in a larger area, such as Bay Wheels. Bike share substitutes for some driving trips and provides a first/last-mile connection for transit users, reducing auto trips and thereby reducing VMT.

   According to the VMT outputs from the VTA VMT Evaluation Tool used as part of the Transportation Analysis prepared for the proposed project (see Appendix A of the Transportation Analysis), the VMT reduction from implementing this strategy would be 1.7 percent.

3. **Voluntary Travel Behavior Change Program –** As described in the City's VMT Mitigation Measures Memorandum, the proposed project would provide a program that targets individual attitudes towards travel and provides tools for individuals to analyze and alter their travel behavior. Voluntary Travel Behavior Change programs include mass communication campaigns and travel feedback programs, such as travel diaries or feedback on calories burned from activities and travel. This strategy encourages the use of shared ride modes, transit, walking, and biking, thereby reducing VMT.

   According to the VMT outputs from the VTA VMT Evaluation Tool used as part of the Transportation Analysis prepared for the proposed project (see Appendix A of the Transportation Analysis), the VMT reduction from implementing this strategy would be 3.6 percent.

Incorporating one or more of the foregoing TDM strategies, the proposed project shall be subject to the following mitigation:

4.4-3 Prior to occupancy of the first residential unit associated with the proposed project, the project applicant shall implement TDM strategies to reduce the number of vehicle trips that would be generated by the proposed project, subject to review and approval by the City Engineer. The TDM strategies shall include, but are not necessarily be limited to, the following programs:

- ***School Pool Program –*** *The project applicant shall organize a program that matches families in carpools for school pick-up and drop-off. The school pool program would be open to all families in the development. The program shall be subject to negotiations with the City and schools serving the project site.*

- ***Implement Bike Sharing Program –*** *The proposed project shall dedicate space for or provide subsidies to a bike sharing system, including a bike share station, ideally one with high penetration in a larger area (e.g., Bay Wheels).*

- ***Voluntary Travel Behavior Change Program –*** *The proposed project shall provide a program that targets individual attitudes towards travel and would provide tools for individuals to analyze and alter their travel behavior. The program could include, but is not necessarily related to, mass communication campaigns and travel feedback programs such as travel diaries or feedback on calories burned from activities and travel.*

Implementation of Mitigation Measure 4.4-3 would reduce project residential VMT per capita by an estimated 13.6 percent by implementing TDM strategies to reduce external vehicle trips generated by project residents.

However, the efficacy of the TDM strategies cannot be guaranteed. Existing evidence indicates that the efficacy of TDM strategies with regards to vehicle trip reduction can vary based on a variety of factors, including the context of the surrounding built environment (i.e., urban versus suburban versus rural) and the aggregate effect of multiple TDM strategies deployed together. Moreover, many TDM strategies are not just site-specific, but also rely on implementation and/or adoption by private entities (e.g., elective use of school pool program by residents) and other agencies (e.g., schools serving the project site). Finally, even if implemented, TDM strategies would not be able to sufficiently reduce VMT generated by the project to levels below the threshold of significance. For example, residential VMT per capita generated by the proposed project would need to decrease by 19 percent to fall below the VMT per capita average threshold of significance. Available evidence suggests that conventional TDM strategies are not capable of achieving such trip reduction outcomes in suburban settings such as that of the project site. Due to uncertainties regarding the ability for Mitigation Measure 4.4-3 to reduce the VMT impact to a less-than-significant level, the VMT impact of the proposed project would be considered *significant and unavoidable*.

4.4-4 Substantially increase hazards to vehicle safety due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Based on the analysis below, the impact is *less than significant*.

The proposed project would not include the installation of any sharp curves or dangerous intersections. Given the proposed residential development, the use of incompatible equipment would not occur. For example, based on the proposed uses, farming equipment would be unlikely to operate on-site. During construction, equipment would be staged on-site. In addition, as required by Mitigation Measure 4.4-1, a CTCP would be implemented during construction, which would ensure that roadway hazards would not occur.

The Transportation Analysis prepared for the proposed project included a queuing analysis for the intersections and freeway ramps in the project area. According to the Transportation Analysis, all of the studied intersections currently have sufficient vehicle storage capacity to accommodate maximum vehicle queues under existing plus project conditions during the AM and PM peak hours. Similarly, the Transportation Analysis concluded that queue lengths at the metered US 101 on-ramps from westbound Cochrane Road would not be increased because of project-generated traffic and peak hour traffic volumes would continue to be less than the on-ramp service rates. In addition, queue lengths at each of the US 101 off-ramps to Cochrane Road would be accommodated entirely on the ramps and would not extend back and disrupt the freeway mainline. Overall, hazards related to traffic queueing are not anticipated to occur as part of the proposed project.

The Transportation Analysis also included a review of the project site plan to determine if adequate site access and on-site circulation would be provided and to identify any access or circulation issues that should be improved.

As discussed therein, DePaul Drive would provide the primary connection to local and regional roadways. Access to the project site would be provided by way of two full access driveways along DePaul Drive. The 26-foot-wide northerly driveway would be located approximately 860 feet south of Cochrane Road and would create a new westerly leg across from the existing driveway that serves the DePaul Health Center. The 20-foot-wide southerly driveway would be located approximately 680 feet south of the northerly driveway, at the southeast corner of the project site. In addition, an internal private street network would provide access to each of the residential units from the proposed entrances along DePaul Drive. The internal private street network would be 20 to 26 feet wide. According to the Transportation Analysis, the proposed internal roadway widths would be adequate for two-way travel within the project site.

In addition, with regard to the proposed driveway that would create a new westerly leg across from the existing driveway that serves the DePaul Health Center, field observations conducted on August 7 and August 12, 2025, as part of the Transportation Analysis indicated minimal inbound or outbound vehicular activity at the DePaul Health Center driveway during AM and PM peak-hours. Additionally, a maximum of 10 vehicles were parked on-site at the DePaul Health Center during the

AM peak hour and a maximum of 20 vehicles were parked on-site during the PM peak hour. Based on observed vehicular activity at the driveway and on-site parking occupancy at the DePaul Health Center, the Transportation Analysis concluded that the proposed project would have minimal effect on vehicle operations at the DePaul Health Center driveway. Therefore, the proposed uses and the DePaul Health Center are not anticipated to be incompatible.

However, the Transportation Analysis noted that adequate sight distance (sight distance triangles) should be provided at the unsignalized site access points to reduce the likelihood of a collision at a driveway or intersection and provide drivers with the ability to locate sufficient gaps in traffic. Minimum acceptable sight distances are often based off of the American Association of State Highway Transportation Officials (AASHTO) stopping sight distances. The AASHTO stopping distance requirements vary depending on the roadway speeds. DePaul Drive has a posted speed limit of 35 mph; the AASHTO standards for stopping sight distances at facilities with a posted speed limit of 35 mph is 250 feet. Therefore, the Transportation Analysis recommends that the project driveways be free and clear of obstructions, ensuring a minimum clear sight distance of 250 feet along DePaul Drive, and that parking should be prohibited for 20 feet on either side of the project entrances on DePaul Drive in accordance with AB 413. Such recommendations would be required as conditions of approval for the proposed project to help maintain clear sight lines and enhance safety at the project access points. Overall, consistency with City of Morgan Hill standards and requirements, as well as AASHTO stopping distance requirements, would ensure that adequate sight distance would be available at the project access points.

Based on the above, the proposed development project would not substantially increase hazards due to a geometric design feature or incompatible uses and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)

None required.

4.4-5 Result in inadequate emergency access. Based on the analysis below, the impact is *less than significant*.

Several factors determine whether a project has sufficient access for emergency vehicles, including the following:

1. Number of access points (both public and emergency access only);
2. Width of access points; and
3. Width of internal roadways.

Access to the project site would be provided by two full-access driveways connecting to DePaul Drive. The 26-foot-wide northerly driveway would be located approximately 860 feet south of Cochrane Road and would be positioned across DePaul Drive from the existing driveway that serves DePaul Health Center. The proposed 20-foot-wide southerly driveway would be located at the southeast corner of the project site, approximately 680 feet south of the proposed northerly driveway. DePaul Drive would provide the primary connection to local and regional roadways. In addition, an internal

private street network would provide access to each of the residential units from the proposed entrances along DePaul Drive. The internal private street network would be 20 to 26 feet wide.

The proposed project would be designed consistent with City of Morgan Hill design standards and would provide adequate width and turn-radii as part of all drive/parking aisles to allow for two-way circulation and adequate circulation of larger vehicles, such as emergency trucks, throughout the project site. In addition, according to the Transportation Analysis, the proposed internal roadway would provide emergency vehicles sufficient space to access each of the proposed residences. While several dead-end drive aisles would not provide sufficient space for emergency vehicles to turn around, the dead-ends would be located along short segments of roadways. Thus, the Transportation Analysis concluded that emergency vehicles would be able to back out of the roadways. Overall, adherence with the City of Morgan Hill design standards would ensure that the proposed site access points and layout of the surface parking areas would be adequate to accommodate the circulation of both passenger and emergency vehicles.

Based on the above, emergency access to the project site would be adequate and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)

None required.

Cumulative Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in combination with other proposed and pending projects in the region. For further detail related to the cumulative setting of the proposed project, refer to Chapter 5, Statutorily Required Sections, of this EIR.

As defined in Section 15355 of the CEQA Guidelines, “cumulative impacts” refers to two or more individual effects which, when considered together, are considerable, compound, or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

Increased traffic volumes on local roadway facilities under cumulative conditions would not substantially alter performance related to pedestrian facilities, bicycle facilities, transit facilities and services, and emergency vehicle access. Rather, impacts to such facilities under cumulative conditions would be identical to those discussed above under Impacts 4.4-1, 4.4-2, and 4.4-5. In addition, construction activities associated with the project would be complete prior to the cumulative analysis year. Therefore, such topics are not discussed further in the cumulative analysis presented herein.

Similarly, the VMT impact analysis for buildout of the proposed project included under Impact 4.4-3 would also apply to Cumulative Plus Project conditions. The VMT significance threshold compares project-generated VMT per capita to that of existing local and regional development. The VMT comparison is useful because the comparison provides information regarding how a

project aligns with long-term environmental goals related to VMT established based on existing development levels. Use of VMT significance thresholds based on existing development levels is recommended in the LCI Technical Advisory. The Technical Advisory indicates that VMT efficiency metrics, such as VMT per capita, may not be appropriate for CEQA cumulative analysis because they employ a denominator. Instead, the Technical Advisory recommends that an impact finding from an efficiency-based project-specific VMT analysis (i.e., Existing Plus Project conditions) would imply an identical impact finding for a cumulative VMT analysis.[9] An example provided by LCI explains that a project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Therefore, an analysis of VMT is not presented in this section as the conclusion would remain identical to that presented under Impact 4.4-3.

4.4-6 Substantially increase hazards to vehicle safety due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) in combination with future buildout of the City. Based on the analysis below, the impact is *less than significant*.

As discussed under Impact 4.4-4, the proposed project would not include the installation of any sharp curves or dangerous intersections, and the use of incompatible equipment would not occur. The Transportation Analysis prepared for the proposed project included a queuing analysis for the freeway off-ramps in the project area under cumulative conditions. According to the Transportation Analysis and as shown in Table 4.4-3, the freeway off-ramps in the project area would provide sufficient storage for vehicle queuing under both the Year 2050 General Plan No Project Scenario and the Year 2050 General Plan with Project Scenario.

Table 4.4-3
Freeway Off-Ramp Vehicle Queuing Analysis

Scenario	Peak Hour	Total Ramp Queue Lengths (feet)[1]	
		US 101 Southbound Ramps and Cochrane Road	US 101 Northbound Ramps and Cochrane Road
Storage	**--**	**2,700**	**2,700**
Year 2050 General Plan No Project	AM	825	400
	PM	1,275	450
Year 2050 General Plan with Project	AM	850	425
	PM	1,350	450
Maximum	**--**	**1,350**	**450**
Storage – Maximum	**--**	**1,350**	**2,250**

[1] Queue lengths were obtained from Traffix assuming 25 feet per vehicle.

Source: Hexagon Transportation Consultants, Inc., April 2026.

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

Overall, hazards related to traffic queueing under the cumulative scenario are not anticipated to occur as part of the proposed project. Therefore, the proposed development project would not substantially increase hazards due to a geometric design feature or incompatible uses under cumulative conditions, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)

None required.

5. Statutorily Required Sections

5. STATUTORILY REQUIRED SECTIONS

5.1 INTRODUCTION

The Statutorily Required Sections chapter of the Draft EIR includes discussions regarding those topics that are required to be included in an EIR, pursuant to CEQA Guidelines, Section 15126.2. The chapter includes a discussion of the proposed project's potential to result in growth-inducing impacts; the cumulative setting analyzed in this EIR; significant irreversible environmental changes; and significant and unavoidable impacts caused by the proposed project.

5.2 GROWTH-INDUCING IMPACTS

State CEQA Guidelines Section 15126.2(e) requires an EIR to evaluate the potential growth-inducing impacts of a proposed project. Specifically, an EIR must discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth can be induced in a number of ways, including the elimination of obstacles to growth, or by encouraging and/or facilitating other activities that could induce growth. Examples of projects likely to have growth-inducing impacts include extensions or expansions of infrastructure systems beyond what is needed to serve project-specific demand, and development of new residential subdivisions or office complexes in areas that are currently only sparsely developed or are undeveloped.

The CEQA Guidelines are clear that, while an analysis of growth-inducing effects is required, it should not be assumed that induced growth is necessarily significant or adverse. The analysis included in this EIR examines the following potential growth-inducing impacts related to implementation of the proposed project and assesses whether these effects are significant and adverse (see CEQA Guidelines, Section 15126.2[e]):

1. Foster population and economic growth and construction of housing.
2. Eliminate obstacles to population growth.
3. Affect service levels, facility capacity, or infrastructure demand.
4. Encourage or facilitate other activities that could significantly affect the environment.

Foster Population and Economic Growth and Construction of Housing

The proposed project would include subdivision of the project site into 114 lots that would be developed with 105 detached single-family residences. As such, the proposed project would increase the available housing within the City of Morgan Hill, which would be expected to increase population in the area. Using the 3.07 persons/household average household size for the City of Morgan Hill, the proposed 105 residential units would be anticipated to house an estimated 323 residents. The City of Morgan Hill General Plan designates the project site as General Commercial and the site is zoned Planned Unit Development (PUD), Administrative Office (CO), and Highway Commercial (CH). Therefore, although development of the site with urban uses has been anticipated, the proposed residential uses were not included as part of the City's growth projections. However, the proposed project invokes Builder's Remedy, which is based on a provision of California's Housing Accountability Act that prevents jurisdictions without a substantially compliant housing element from denying certain housing projects, even if such

projects do not comply with the jurisdiction's general plan or zoning ordinance. Thus, the population growth associated with the proposed project would be greater than what was anticipated for the site in the General Plan EIR. The City and project applicant entered into a settlement agreement that provides, among other things, that the City will process the project application as a Builder's Remedy project without requiring the applicant to submit for legislative entitlements, including a General Plan Amendment and Rezone. Nonetheless, as discussed in Section XIV, Population and Housing, of the Initial Study prepared for the proposed project, the development of the proposed project would increase the total current population of the City of Morgan Hill from approximately 44,478 to approximately 44,801, or an 0.7 percent increase as compared to what could currently occur under buildout of the site pursuant to the existing land use and zoning designations. Such an increase in the City's population is not considered substantial growth.

Future residents of the proposed project would likely patronize local business and services in the area, fostering economic growth. While construction of the proposed project could result in increased employment opportunities in the construction field, potentially resulting in increases in population and housing demand, the nature of this change in demand would be temporary, lasting only as long as construction of the proposed project. Short-term employment opportunities associated with construction activities would become available, which would likely be filled by the local employee base. The existing land use and zoning designations are employment generating uses, and, therefore, development of the site with residential uses would reduce the amount of potential employment opportunities in the City. Employment opportunities that would be created by the proposed project could include household and landscape maintenance jobs, and jobs associated with operation of the residential community. New jobs generated by the proposed project would not be substantial in number and would also likely be filled by the local employee base. Therefore, the proposed project and any associated population growth, would not result in significant long-term economic growth in the area.

Eliminate Obstacles to Population Growth

The elimination of either physical or regulatory obstacles to growth is considered to be a growth-inducing effect. A physical obstacle to growth typically involves the lack of public service infrastructure. The extension of public service infrastructure, including roadways, water mains, and sewer lines, into areas that are not currently provided with these services, would be expected to support new development. Similarly, the elimination or change to a regulatory obstacle, including existing growth and development policies, could result in new growth.

As discussed in Section XIX, Utilities and Services Systems, of the Initial Study prepared for the proposed project (see Appendix A to this EIR), potable water services would be provided by the City through new connections to the existing water system in the site vicinity. Similarly, sanitary sewer services would be provided by the City through new connections to the existing sewer system in the site vicinity.

The proposed water and wastewater improvements for the project would be sized to serve only the proposed project and would be financed by the project applicant. In addition, the proposed project would not require the construction of any new or expanded infrastructure beyond the improvements necessary to serve the proposed project. Consequently, the construction of utilities infrastructure would not be anticipated to result in elimination of obstacles to population growth in the area. Because implementation of the aforementioned improvements would be developed to

serve only the proposed project, such improvements would not be considered to eliminate obstacles to growth in a manner that would encourage previously unplanned growth.

Affect Service Levels, Facility Capacity, or Infrastructure Demand

Increases in population that would occur as a result of a project may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental impacts. As discussed in Section XIX, Utilities and Services Systems, of the Initial Study prepared for the proposed project, increased demands for public services, such as fire and police protection services, attributable to the proposed project would not necessitate the construction or new or expanded service facilities that could cause significant environmental impacts. In addition, as discussed in Section XIX, Utilities and Services Systems, of the Initial Study, wastewater generated by the proposed project would be accommodated by existing wastewater treatment facilities and infrastructure at the South County Regional Wastewater Authority (SCRWA) Wastewater Treatment Facility (WWTF), and adequate transmission capacity exists for the proposed project's sanitary sewer flows. Furthermore, new connections to existing water supply infrastructure provided by the City would be sufficiently sized to accommodate the increased water demand from the proposed project, and the proposed project would not require the construction of new or expanded water conveyance infrastructure.

The landfill that would serve the proposed project has adequate capacity to manage the solid waste generated as a result of the project, as described in Section XIX, Utilities and Service Services, of the Initial Study. Furthermore, as discussed in Section X, Hydrology and Water Quality, of the Initial Study, the project would not create or contribute runoff water that would exceed the capacity of the City's stormwater drainage systems. Therefore, the proposed project would not increase population such that service levels, facility capacity, or infrastructure demand would require construction of new facilities that could cause significant environmental impacts.

Encourage or Facilitate Other Activities That Could Significantly Affect the Environment

A comprehensive assessment of the potential for environmental impacts associated with implementation of the proposed project is provided in the Initial Study and this EIR. Please refer to Chapters 4.1 through 4.4 of this EIR, which comprehensively address the potential for impacts related to Agricultural Resources; Air Quality and Greenhouse Gas Emissions; Noise; and Transportation associated with development of the proposed project. As discussed above, because the proposed project would not eliminate obstacles to population growth in the area or involve any other modification that would be considered to encourage or facilitate other activities in the vicinity, the proposed project would not result in any growth-inducing impacts related to such that could significantly affect the environment.

5.3 CUMULATIVE IMPACTS

CEQA Guidelines, Section 15130 requires that an EIR discuss the cumulative effects of the proposed project that would adversely affect the environment. "Cumulative impacts" are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines, Section 15355). "[I]ndividual effects may be changes resulting from a single project or a number of separate projects" (CEQA Guidelines, Section 15355, subd. [a]). "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future

projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (CEQA Guidelines, Section 15355, subd. [b]).

The need for cumulative impact assessment reflects the fact that, although a project may cause an "individually limited" or "individually minor" incremental impact that, by itself, is not significant, the increment may be "cumulatively considerable" and, thus, significant, when viewed together with environmental changes anticipated from past, present, and probable future projects (CEQA Guidelines, Section 15064, subd. [h(1)], Section 15065, subd. [c], and Section 15355, subd. [b]). Accordingly, particular impacts may be less than significant on a project-specific basis but significant on a cumulative basis if their small incremental contribution, viewed against the larger backdrop, is cumulatively considerable. However, it should be noted that CEQA Guidelines, Section 15064, subdivision (h)(5) states, "[…] the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable." Therefore, even where cumulative impacts from other projects are significant, any level of incremental contribution is not necessarily deemed cumulatively considerable.

Section 15130(b) of CEQA Guidelines indicates that the level of detail of the cumulative analysis need not be as great as for the project impact analyses, but that analysis should reflect the severity of the impacts and their likelihood of occurrence, and that the analysis should be focused, practical, and reasonable. To be adequate, a discussion of cumulative effects must include the following elements:

> (1) Either (a) a list of past, present and probable future projects, including, if necessary, those outside the agency's control, or (b) a summary of projections contained in an adopted general plan or related planning document, or in a prior certified EIR, which described or evaluated regional or area-wide conditions contributing to the cumulative impact, provide that such documents are reference and made available for public inspection at a specified location;
>
> (2) A summary of the individual projects' environmental effects, with specific reference to additional information and stating where such information is available; and
>
> (3) A reasonable analysis of all of the relevant projects' cumulative impacts, with an examination of reasonable, feasible options for mitigating or avoiding the project's contribution to such effects (Section 15130[b]).

For some projects, the only feasible mitigation measures will involve the adoption of ordinances or regulations, rather than the imposition of conditions on a project-by-project basis (Section 15130[c]). Section 15130(a)(3) states that an EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable, and thus not significant, if a project is required to implement or fund the project's fair share of a mitigation measure or measures designed to alleviate the cumulative impact.

A discussion of cumulative impacts is provided within each of the technical chapters of this EIR.

Cumulative Setting

The lead agency should define the relevant geographic area of inquiry for each impact category (id., Section 15130, subd. [b][3]), and should then identify the universe of "past, present, and probable future projects producing related or cumulative impacts" relevant to the various categories, either through the preparation of a "list" of such projects or through the use of "a

summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact" (id., subd. [b][1]). The "list" approach identifies individual projects known to be occurring or proposed in the surrounding area in order to identify potential cumulative impacts. The "projection" approach uses a summary of projections in adopted General Plans or related planning documents to identify potential cumulative impacts. The majority of the cumulative analysis in this EIR is based upon the buildout projections included in the adopted City of Morgan Hill General Plan.

Limited situations exist where geographic setting differs between project chapter analysis within a particular region. Examples include air quality, for which the cumulative geographic setting is the San Francisco Bay Area Air Basin (SFBAAB). Global climate change is, by nature, a cumulative impact. Greenhouse gas (GHG) emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change (e.g., sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts). A single project could not generate enough GHG emissions to contribute noticeably to a change in the global average temperature. However, the combination of GHG emissions from a project in combination with other past, present, and future projects could contribute substantially to the world-wide phenomenon of global climate change and the associated environmental impacts. Although the geographical context for global climate change is the Earth, for analysis purposes under CEQA, and due to the regulatory context pertaining to GHG emissions and global climate change applicable to the proposed project, the geographical context for global climate change in this EIR is limited to the State of California.

Further details and discussion regarding the cumulative setting of the proposed project can be found in the Cumulative Impacts and Mitigation Measures sections of the technical chapters included in this EIR.

5.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

As established in CEQA Guidelines Section 15126.2(d), this EIR is required to include consideration of significant irreversible environmental changes that would be caused by the proposed project, should the project be implemented. An impact would be determined to be a significant and irreversible change in the environment if:

- Buildout of the project area could involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of development could generally commit future generations to similar uses (e.g., a highway provides access to a previously remote area);
- Development of the proposed project could involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The phasing and eventual development of the project could result in an unjustified consumption of resources (e.g., the wasteful use of energy).

The proposed project would likely result in, or contribute to, the following significant irreversible environmental changes:

- Conversion of predominantly vacant land to a development with residential uses, thus precluding alternative land uses in the future;
- Irreversible consumption of goods and services, such as fire, police, and school services, associated with the future population; and

- Irreversible consumption of energy and natural resources, such as water and electricity, associated with the future residential uses.

5.5 SIGNIFICANT AND UNAVOIDABLE IMPACTS

According to CEQA Guidelines, an EIR must include a description of those impacts identified as significant and unavoidable should the proposed action be implemented (CEQA Guidelines Section 15126.2[c]). Such impacts would be considered unavoidable when the determination is made that either mitigation is not feasible or only partial mitigation is feasible such that the impact is not reduced to a level that is less-than-significant. This section identifies significant impacts that could not be eliminated or reduced to a less-than-significant level by mitigations imposed by the City. The final determination of the significance of impacts and the feasibility of mitigation measures would be made by the City as part of the City's certification action. The analysis regarding each of the significant and unavoidable impacts associated with the proposed project is contained in the respective technical chapters of this EIR. The significant and unavoidable impacts of the proposed project are listed below:

- 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 (Impact 4.1-1);
- Involve changes in the existing environment which, due to their location or nature, could cumulatively result in loss of Farmland to non-agricultural use (Impact 4.1-3);
- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs (Impact 4.2-6); and
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) (Impact 4.4-3).

6. Alternatives Analysis

6. ALTERNATIVES ANALYSIS

6.1 INTRODUCTION

The Alternatives Analysis chapter of the EIR includes consideration and discussion of a range of reasonable alternatives to the proposed project, as required pursuant to CEQA Guidelines Section 15126.6. Generally, the chapter includes discussions of the following: the purpose of an alternatives analysis; alternatives considered but dismissed; a reasonable range of project alternatives and their associated impacts in comparison to the proposed project's impacts; and the environmentally superior alternative.

6.2 PURPOSE OF ALTERNATIVES

The primary intent of the alternatives evaluation in an EIR, as stated in Section 15126.6(a) of the CEQA Guidelines, is to "[…] describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." In the context of CEQA Guidelines Section 21061.1, "feasible" is defined as:

> [...]capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors.

Section 15126.6(f) of CEQA Guidelines states, "The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." Section 15126.6(f) of CEQA Guidelines further states:

> The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determined could feasibly attain most of the basic objectives of the project.

In addition, an EIR is not required to analyze alternatives when the effects of the alternative "cannot be reasonably ascertained and whose implementation is remote and speculative."

The CEQA Guidelines provide the following guidance for discussing alternatives to a proposed project:

- An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives (CEQA Guidelines Section 15126.6[a]).
- Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code [PRC] Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if

these alternatives would impede to some degree the attainment of the project objectives, or would be more costly (CEQA Guidelines Section 15126.6[b]).

- The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination […] Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts (CEQA Guidelines Section 15126.6[c]).
- The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison (CEQA Guidelines Section 15126.6[d]).
- If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed (CEQA Guidelines Section 15126.6[d]).
- The specific alternative of "no project" shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The no project alternative analysis is not the baseline for determining whether the proposed project's environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does establish that baseline (CEQA Guidelines Section 15126.6[e][1]).
- If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6[e][2]).

Project Objectives

Based on the above, reasonable alternatives to the project must be capable of feasibly attaining most of the basic objectives of the project. The proposed project is being pursued with the following objectives:

1. Redevelop an underutilized vacant site at the gateway to the City to improve the vitality of the Cochrane Road corridor.
2. Provide high quality single family residential housing to the City.
3. Dedicate approximately 4.7 acres to the north of the project site to the City of Morgan Hill for the construction of affordable housing units and to further the City's Affirmatively Furthering Fair Housing goals.
4. Construct a project that incorporates modern design while ensuring building design complies with the City's applicable objective development and design standards.
5. Include frontage improvements incorporating new drive entries and landscaping.
6. Include on-site roadway improvements including loop road, on-site access roads, sidewalks, landscaping, neighborhood open space, and lighting to provide neighborhood atmosphere.
7. Meet California Green Building Standards Code (CALGreen) standard optimizing efficient use of energy, water, and building materials.
8. Locate the project near existing transit corridors, bicycle infrastructure, and traffic arterials.

9. Ensure a sustainable construction operation.
10. Establish pedestrian- and bicycle-oriented connections with the area.

Impacts Identified in the EIR

In addition to attaining the majority of project objectives, reasonable alternatives to the proposed project must be capable of reducing the magnitude of, or avoiding, identified significant environmental impacts of the proposed project. The significant but mitigable and significant and unavoidable impacts identified in the EIR are presented in Table 6-1; the significant and unavoidable impacts identified in the EIR are also summarized below.

- ***Agricultural Resources.*** The EIR determined that, even with implementation of mitigation, the proposed project would result in a significant and unavoidable impact related to converting the on-site Unique Farmland, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, to non-agricultural use. The EIR also determined that the proposed project would result in a cumulatively considerable and significant and unavoidable impact related to the cumulative conversion of Farmland to non-agricultural uses.

- ***Air Quality and Greenhouse Gas Emissions.*** The EIR determined that, even with implementation of mitigation, the proposed project would result in a cumulatively considerable and significant and unavoidable impact related to the generation of greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment, or conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Specifically, as discussed under Impact 4.2-6 of this EIR, the proposed project would conflict with Bay Area Air District (BAAD) Transportation criterion c., related to vehicle miles traveled (VMT).

- ***Transportation.*** The EIR determined that, even with implementation of mitigation, the proposed project would result in a significant and unavoidable impact related to conflicting or being inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), which is related to VMT.

6.3 SELECTION OF ALTERNATIVES

The requirement that an EIR evaluate alternatives to the proposed project or alternatives to the location of the proposed project is a broad one; the primary intent of the alternatives analysis is to disclose other ways that the objectives of the project could be attained, while reducing the magnitude of, or avoiding, one or more of the significant environmental impacts of the proposed project. Alternatives that are included and evaluated in the EIR must be feasible alternatives. However, the CEQA Guidelines require the EIR to "set forth only those alternatives necessary to permit a reasoned choice." As stated in Section 15126.6(a), an EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. The CEQA Guidelines provide a definition for "a range of reasonable alternatives" and thus limit the number and type of alternatives that may need to be evaluated in a given EIR. According to the CEQA Guidelines Section 15126.6(f):

> The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only

> the ones that the lead agency determined could feasibly attain most of the basic objectives of the project.

First and foremost, alternatives in an EIR must be feasible. In the context of CEQA Guidelines Section 21061.1, "feasible" is defined as:

> [...] capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors.

Finally, an EIR is not required to analyze alternatives when the effects of the alternative "cannot be reasonably ascertained and whose implementation is remote and speculative."

Alternatives Considered But Dismissed From Further Analysis

Consistent with CEQA, primary consideration was given to alternatives that could reduce significant project impacts, while still meeting most of the basic project objectives.

As stated in Guidelines Section 15126.6(c), among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are:

(i) failure to meet most of the basic project objectives,
(ii) infeasibility, or
(iii) inability to avoid significant environmental impacts.

Regarding item (ii), infeasibility, among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). The aforementioned factors do not establish a fixed limit on the scope of reasonable alternatives.

A Buildout Pursuant to the General Plan Alternative was considered but dismissed from detailed analysis in this EIR. The reasons for dismissal, within the context of the three above-outlined permissible reasons, are provided below.

Buildout Pursuant to the General Plan Alternative

The Buildout Pursuant to the General Plan Alternative would consist of buildout of the site consistent with the General Plan land use designation of General Commercial. In accordance with CEQA Guidelines Section 15126.6(c), the Alternative would not be feasible for the proposed project, as requiring the proposed project to develop commercial uses would result in failure to meet the project objectives related to providing residential housing. For example, Objectives #2 and #3 are related to providing single-family residential housing to the City and furthering the City's affordable housing goals that alternative commercial projects would not include.

In addition, the applicant has submitted a formal Senate Bill (SB) 330 application for the project site and has invoked Builder's Remedy. Based on a provision of California's Housing Accountability Act, Builder's Remedy prevents jurisdictions without a substantially compliant Housing Element from denying or reducing an eligible housing project on the basis that the project does not comply with the jurisdiction's General Plan or zoning ordinance. While the City's 2023-2031 Housing Element was certified by the California Department of Housing and Community

Development (HCD) on November 29, 2023, and the City is no longer subject to Builder's Remedy, the SB 330 application for the proposed project was received by the City prior to certification of the Housing Element.

Based on the above, the Buildout Pursuant to the General Plan Alternative would fail to meet project objectives and is further rendered infeasible by the Builder's Remedy status of the project. Thus, the Alternative is hereby dismissed from additional review.

Alternatives Considered in this EIR

The following alternatives are considered and evaluated in this section:

- No Project (No Build) Alternative;
- Clustered Development/Reduced Farmland Conversion Alternative; and
- Off-Site Alternative.

Each of the project alternatives is described in detail below, with a corresponding analysis of each alternative's impacts in comparison to the proposed project. As discussed above, reasonable alternatives to the project must be capable of avoiding or substantially lessening one or more of the significant effects of the proposed project. Therefore, this chapter focuses on the resource areas and specific impacts listed above and in Table 6-1 that have been identified in this EIR and the Initial Study for the proposed project as requiring mitigation to reduce significant impacts to less than significant, or have been found to remain significant and unavoidable. While an effort has been made to include quantitative data for certain analytical topics, where possible, qualitative comparisons of the various alternatives to the project are primarily provided. Such an approach to the analysis is appropriate as evidenced by CEQA Guidelines Section 15126.6(d), which states that the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.

The analysis evaluates impacts that would occur with the alternatives relative to the significant impacts identified for the proposed project. When comparing the potential impacts resulting from implementation of the foregoing alternatives, the following terminology is used:

- "Fewer" = Less than Proposed Project;
- "Similar" = Similar to Proposed Project;
- "Greater" = Greater than Proposed Project; and
- "None" = No impact.

When the term "fewer" is used, the reader should not necessarily equate this to elimination of significant impacts identified for the proposed project. For example, in many cases, an alternative would reduce the relative intensity of a significant impact identified for the proposed project, but the impact would still be expected to remain significant under the alternative, thereby requiring mitigation. In other cases, the use of the term "fewer" may mean the actual elimination of an impact identified for the proposed project altogether. Similarly, use of the term "greater" does not necessarily imply that an alternative would require additional mitigation beyond what has been required for the proposed project. To the extent possible, this analysis will distinguish between the two implications of the comparative words "fewer" and "greater."

See Table 6-1 at the end of this chapter for a comparison of the environmental impacts resulting from the considered alternatives and the proposed project.



No Project (No Build) Alternative

CEQA requires the evaluation of the comparative impacts of the "No Project" alternative (CEQA Guidelines Section 15126.6[e]). Analysis of the no project alternative shall:

> "[…] discuss […] existing conditions […] as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." (*Id.*, subd. [e][2]) "If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the 'no project' alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in the property's existing state versus environmental effects that would occur if the project were approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this 'no project' consequence should be discussed. In certain instances, the no project alternative means 'no build,' wherein the existing environmental setting is maintained. However, where failure to proceed with the project would not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment." (*Id.*, subd. [e][3][B]).

The Lead Agency has decided to evaluate a No Project (No Build) Alternative, which assumes that the current conditions of the project site would remain, and the site would not be developed. As described in this EIR, the project site consists of an undeveloped vacant field with a driveway off of Cochrane Road and an unpaved private roadway that encircles the eastern portion of the site. An existing five-foot wide planting strip is located along the project frontage of DePaul Drive, which includes existing bioretention planters designed to mitigate runoff from the Cochrane Technology Center development to the south of the project site. An existing stormwater detention pond with a 30-inch outfall to the Madrone Channel, currently serving the Cochrane Technology Center to the south of the project site, is located in the southern portion of the project site. Existing non-native trees are located along Cochrane Road and the Madrone Channel Trail, which is located along the western boundary of the project site. The No Project (No Build) Alternative would not meet any of the project objectives.

Agricultural Resources

The EIR determined that the proposed project would result in a significant and unavoidable impact related to the loss of 10.8 acres of Unique Farmland, as shown on the maps prepared pursuant to the California Important Farmland Finder of the California Department of Conservation, to non-agricultural uses. The EIR also determined that the proposed project would result in a cumulatively considerable and significant and unavoidable impact related to the cumulative conversion of Farmland to non-agricultural uses. Because the No Project (No Build) Alternative would consist of the continuation of the existing conditions of the project site, and would not introduce any new structures or buildings on the site, the Alternative would not convert the on-site Unique Farmland to non-agricultural uses. Thus, impacts related to agricultural resources, including the cumulatively considerable and significant and unavoidable impact, would not occur under the No Project (No Build) Alternative.

Air Quality and Greenhouse Gas Emissions

The EIR determined that the proposed project would result in a significant and unavoidable impact related to the proposed project's contribution to the cumulative generation of GHG emissions and conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs in combination with future development. The No Project (No Build) Alternative

would consist of the continuation of the existing conditions of the project site. Because the No Project (No Build) Alternative would not conflict with BAAD's applicable thresholds of significance for GHG emissions, the Alternative would not result in a significant contribution to the cumulative generation of GHG emissions and Mitigation Measure 4.2-6 would not be required. Thus, impacts related to air quality and GHG emissions, including the significant and unavoidable impact, would not occur under the No Project (No Build) Alternative.

Transportation

The No Project (No Build) Alternative would not generate construction or operational traffic on local roadways and, thus, would not conflict with a program, plan, ordinance, or policy addressing the circulation system during construction activities. As such, Mitigation Measures 4.4-1 would not be required. In addition, because development of the project site would not occur, the significant and unavoidable impact identified for the proposed project related to conflicting with CEQA Guidelines Section 15064.3, subdivision (b) would not occur. As such, Mitigation Measure 4.4-3 would not be required. Overall, impacts related to Transportation would not occur under the No Project (No Build) Alternative.

Other

The potentially significant impacts identified in the Initial Study for the proposed project related to Biological Resources, Geology and Soils, and Hazards and Hazardous Materials, would not occur under the No Project (No Build) Alternative because the project site would remain in its current condition. The Alternative would not include grading or other ground-disturbing activities, nor the construction of new development. Thus, Mitigation Measures IV-1, IV-2, IV-3, IV-4, VII-1, and IX-1 included in the Initial Study for such impact areas would not be required under the No Project (No Build) Alternative and no impacts related to such resource areas would occur.

Clustered Development/Reduced Farmland Conversion Alternative

The Clustered Development/Reduced Farmland Conversion Alternative would consist of buildout of the same land uses included in the proposed project on a reduced development footprint in order to avoid, to the extent feasible, conversion of on-site Farmland with non-agricultural uses, and to reduce residential VMT. The Alternative would include a total of 105 units on an approximately 12-acre development footprint, which represents an approximately 24 percent reduction in development area from the 15.8-acre project site and a residential density of 8.75 dwelling units per acre (du/ac) as compared to the 6.65 du/ac density that would occur under the proposed project (see Figure 6-1).

The Clustered Development/Reduced Farmland Conversion Alternative would fully meet the majority of the project objectives. However, the Alternative would meet Objective #3 to a lesser degree, as the specific acreage devoted to the affordable housing units would likely change.

Agricultural Resources

Buildout of the Clustered Development/Reduced Farmland Conversion Alternative would result in the conversion of approximately 6.8 acres of Unique Farmland, 5.1 acres of Other Land, and 0.3-acre of Farmland of Local Importance (see Figure 6-2).[1] As discussed further in Chapter 4.1, Unique Farmland is the only category of Farmland that constitutes "agricultural land" under CEQA.

[1] California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed March 2026.

Figure 6-1
Clustered Development/Reduced Farmland Conversion Alternative

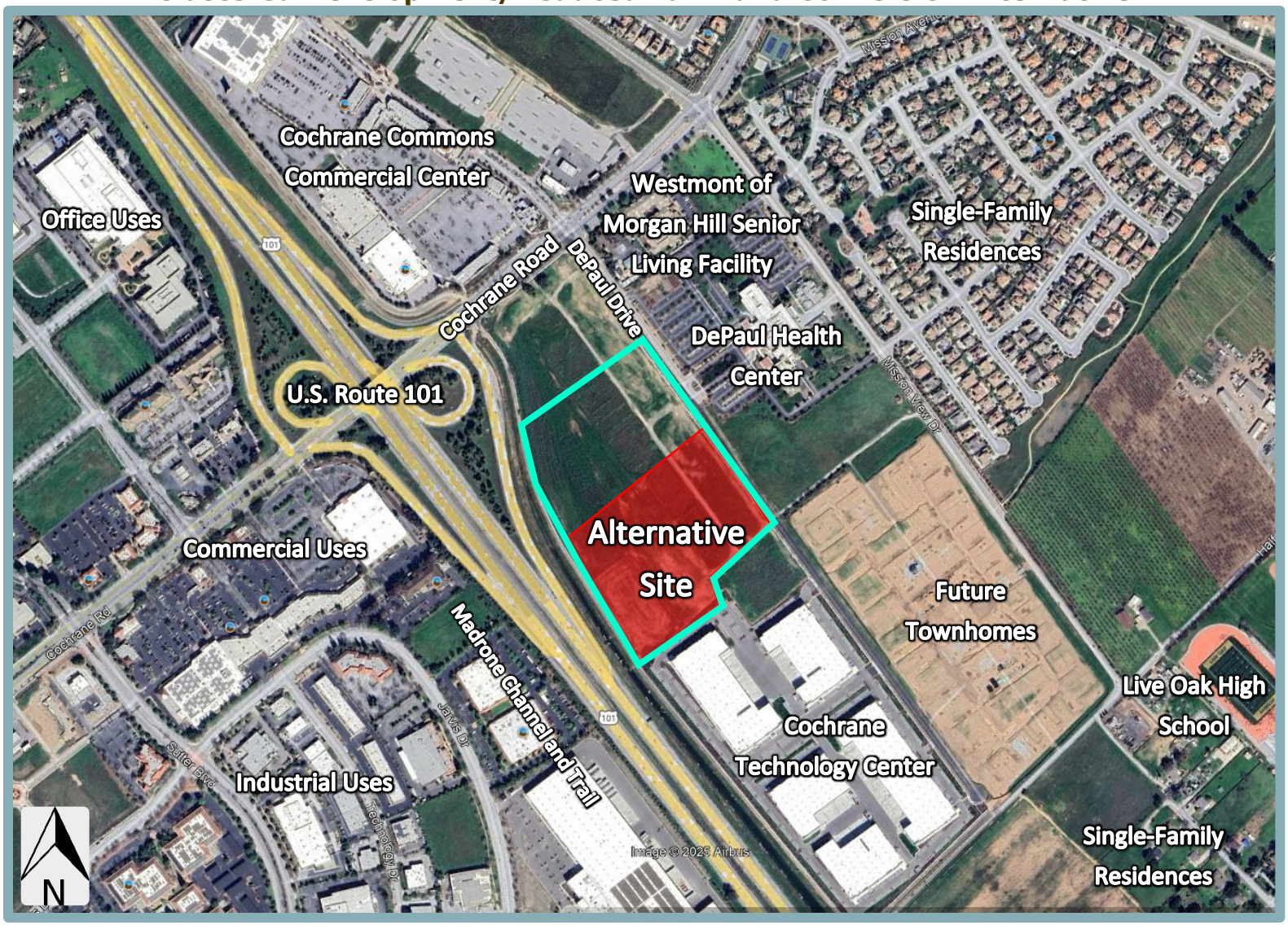
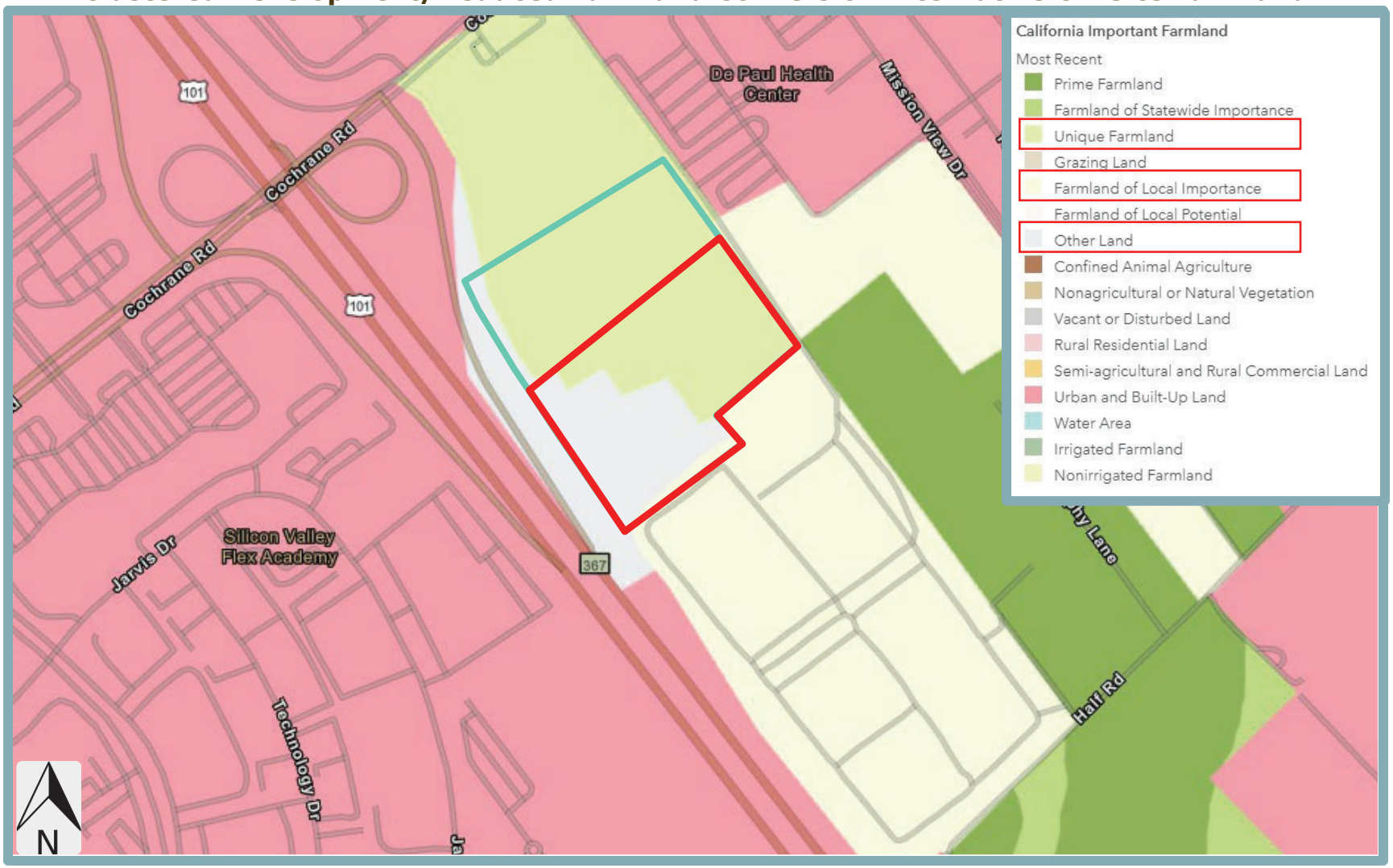


*Figure is not OCR compatible.

Figure 6-2
Clustered Development/Reduced Farmland Conversion Alternative On-Site Farmland



Note: Site boundaries are approximate.
Source: California Department of Conservation, Farmland Mapping and Monitoring Program, 2026.

*Figure is not OCR compatible.

The proposed project would result in the conversion of 10.8 acres of Unique Farmland to non-agricultural use. Therefore, the Clustered Development/Reduced Farmland Conversion Alternative would reduce the conversion of agricultural land to urban uses by four acres. However, because the Alternative would still be surrounded by development, agricultural uses on-site would likely be limited. Because the Clustered Development/Reduced Farmland Conversion Alternative would still result in the conversion of 6.8 acres of Unique Farmland from agricultural to non-agricultural (i.e., residential) uses, the cumulatively considerable and significant and unavoidable impacts would remain under the Alternative. Therefore, Mitigation Measures 4.1-1 and 4.1-3 would still be required. However, because the Alternative would reduce the conversion of agricultural land to urban uses by four acres, the severity of the significant and unavoidable impacts related to agricultural resources would be reduced and the Alternative would result in fewer overall impacts related to such.

Air Quality and Greenhouse Gas Emissions

The Clustered Development/Reduced Farmland Conversion Alternative would include development of similar uses to the proposed project on a smaller development footprint than the proposed project. As discussed in further detail under the Transportation discussion below, the Clustered Development/Reduced Farmland Conversion Alternative would result in a reduction in residential VMT per capita as compared to the proposed project due to the increased residential density. The 6.95 percent reduction in VMT associated with the Alternative would result in a proportional reduction in mobile source emissions. The estimated 6.95 percent reduction in VMT, in combination with the 13.6 percent reduction in VMT associated with Mitigation Measure 4.4-3, would be sufficient to meet the City's residential VMT per capita threshold of significance. Therefore, the Alternative would not conflict with Transportation criterion c. because the VMT impact identified for the proposed project would be reduced to a less-than-significant level with implementation of mitigation. As such, while implementation of Mitigation Measure 4.2-6 would still be required, the impact related to conflicting with the BAAD's applicable thresholds of significance for GHG emissions would also be reduced to a less-than-significant level with implementation of such mitigation, and the significant and unavoidable impact related to GHG emissions identified for the proposed project would not occur under the Clustered Development/Reduced Farmland Conversion Alternative.

Overall, the Clustered Development/Reduced Farmland Conversion Alternative would result in fewer impacts related to air quality and GHG emissions as compared to the proposed project.

Transportation

As previously discussed, the Clustered Development/Reduced Farmland Conversion Alternative would entail development of the project site with similar uses as the proposed project on a smaller development footprint. Therefore, similar to the proposed project, the Clustered Development/ Reduced Farmland Conversion Alternative would generate construction traffic on local roadways and, thus, would have the potential to conflict with a program, plan, ordinance, or policy addressing the circulation system during construction activities, and Mitigation Measure 4.4-1 would still be required.

As discussed in Chapter 4.4, Transportation, of this EIR, a significant VMT impact would occur if the VMT per capita exceeds the City's threshold of 24.64 VMT per capita. The Clustered Development/Reduced Farmland Conversion Alternative would include development of the proposed 105 detached single-family residential units on a reduced development footprint. Higher residential densities are associated with lower vehicle ownership, less driving, and less VMT on

a per capita basis. Based on CAPCOA Strategy T-1, Increase Residential Density, the increase in residential density from 6.65 du/ac to 8.75 du/ac associated with the Alternative would reduce VMT by approximately 6.95 percent. As discussed within Chapter 4.4, Transportation, of this EIR, a 19 percent reduction in project-generated residential VMT per capita would need to be achieved to generate VMT at a level equal to or below the City's significance threshold of 24.64 VMT per capita. Therefore, the approximate 6.95 percent reduction would not reduce VMT per capita to below the City's baseline VMT threshold. However, the maximum reduction possible associated with Mitigation Measure 4.4-3 is 13.6 percent; when added to the estimated 6.95 percent reduction associated with the increased density, the total VMT reduction would be 20.55 percent, which would be sufficient to meet the City's significance threshold. As such, while implementation of Mitigation Measure 4.4-3 would still be required, the impact related to being inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), would be reduced to a less-than-significant level with implementation of such mitigation, and the significant and unavoidable impact related to VMT identified for the proposed project would not occur under the Clustered Development/Reduced Farmland Conversion Alternative.

Overall, potential impacts related to Transportation would be fewer under the Clustered Development/Reduced Farmland Conversion Alternative as compared to the proposed project.

Other

Given that development of the Clustered Development/Reduced Farmland Conversion Alternative would preserve a portion of the agricultural land in the project site, the disturbance footprint would be reduced as compared to the proposed project. The reduction in ground-disturbing activities could reduce potential impacts related to Biological Resources, Geology and Soils, and Hazards and Hazardous Materials. Nonetheless, construction and excavation activities on the reduced site would still occur under the Alternative. As such, Mitigation Measures IV-1, IV-2, IV-3, IV-4, VII-1, and IX-1 in the Initial Study would still be required for the Alternative. Overall, significant impacts related to Biological Resources, Geology and Soils, and Hazards and Hazardous Materials could be fewer as compared to the proposed project.

Off-Site Alternative

The Off-Site Alternative would consist of buildout of the proposed project on an off-site location. In considering sites potentially available for future development of the proposed project, sites of similar size and characteristics (e.g., undeveloped, along DePaul Drive) were considered. The off-site location selected for evaluation is located north of the DePaul Drive/Cochrane Road intersection, approximately 800 feet north of the project site and across DePaul Drive from the Cochrane Commons commercial center (see Figure 6-3). The Off-Site Alternative site is a portion of the approved Cochrane Road Planned Unit Development (PUD) Project site. The project applicant does not own the Off-Site Alternative site. The Off-Site Alternative would fully meet the majority of the project objectives. However, Objective #1 would only be partially met, as the alternative site is located further away from the gateway to the City and Cochrane Road corridor than the project site.

Figure 6-3
Off-Site Alternative



*Figure is not OCR compatible.

Agricultural Resources

The Off-Site Alternative site contains approximately 11.5 acres of Farmland of Local Importance and 4.1 acres of Urban and Built-Up Land,[2] neither of which are considered Farmland under CEQA (see Figure 6-4). The proposed project would result in the conversion of 10.8 acres of Unique Farmland to non-agricultural use. Therefore, the Off-Site Alternative would entirely eliminate the project-specific and cumulative impacts related to the conversion of agricultural land to urban uses. As a result, Mitigation Measures 4.1-1 and 4.1-3 would not be required and the cumulatively considerable and significant and unavoidable impacts related to the conversion of Farmland to non-agricultural uses would not occur under the Off-Site Alternative.

Air Quality and Greenhouse Gas Emissions

As discussed in further detail under the Transportation discussion below, the Off-Site Alternative would result in similar impacts related to residential VMT per capita as compared to the proposed project. Therefore, the Alternative would still conflict with Transportation criterion c. and the significant impact related to conflicting with the BAAD's applicable thresholds of significance for GHG emissions would remain significant and unavoidable and cumulatively considerable, even with implementation of Mitigation Measure 4.2-6.

Overall, the Off-Site Alternative would result in similar impacts related to air quality and GHG emissions as compared to the proposed project.

Transportation

As previously discussed, the Off-Site Alternative would entail development of the project site with the same amount and type of uses as the proposed project. Despite the different location of the Off-Site Project Alternative site, the Alternative would generate construction traffic on local roadways and, thus, would have the potential to conflict with a program, plan, ordinance, or policy addressing the circulation system during construction activities, and Mitigation Measure 4.4-1 would still be required.

With respect to VMT, an evaluation of the Off-Site Alternative's effects on VMT was completed using the VTA's VMT Evaluation Tool, the same interactive web-based tool that was used to estimate the proposed project's VMT per capita. The VMT tool identifies the existing average VMT per capita for the project area based on the assessor's parcel number (APN) of a site. Based on the VTA's VMT Evaluation Tool, the Alternative site is located within a high-VMT area similar to the project site.[3] Specifically, the VMT rate within the Alternative site area is 33.07, which exceeds the City's threshold of 24.64 VMT per capita. Projects located in areas where the existing VMT is above the established threshold (i.e., high-VMT areas) are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible. As such, the Off-Site Alternative would still result in a significant and unavoidable impact related to being inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and Mitigation Measure 4.4-3 would still be required.

Overall, potential impacts related to Transportation would be similar under the Off-Site Alternative as compared to the proposed project.

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[2] California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed March 2026.

[3] Santa Clara Valley Transportation Authority. *Santa Clara Countywide VMT Evaluation Tool.* Available at: https://vmttool.vta.org/. Accessed April 2026.

Figure 6-4
Off-Site Alternative Farmland

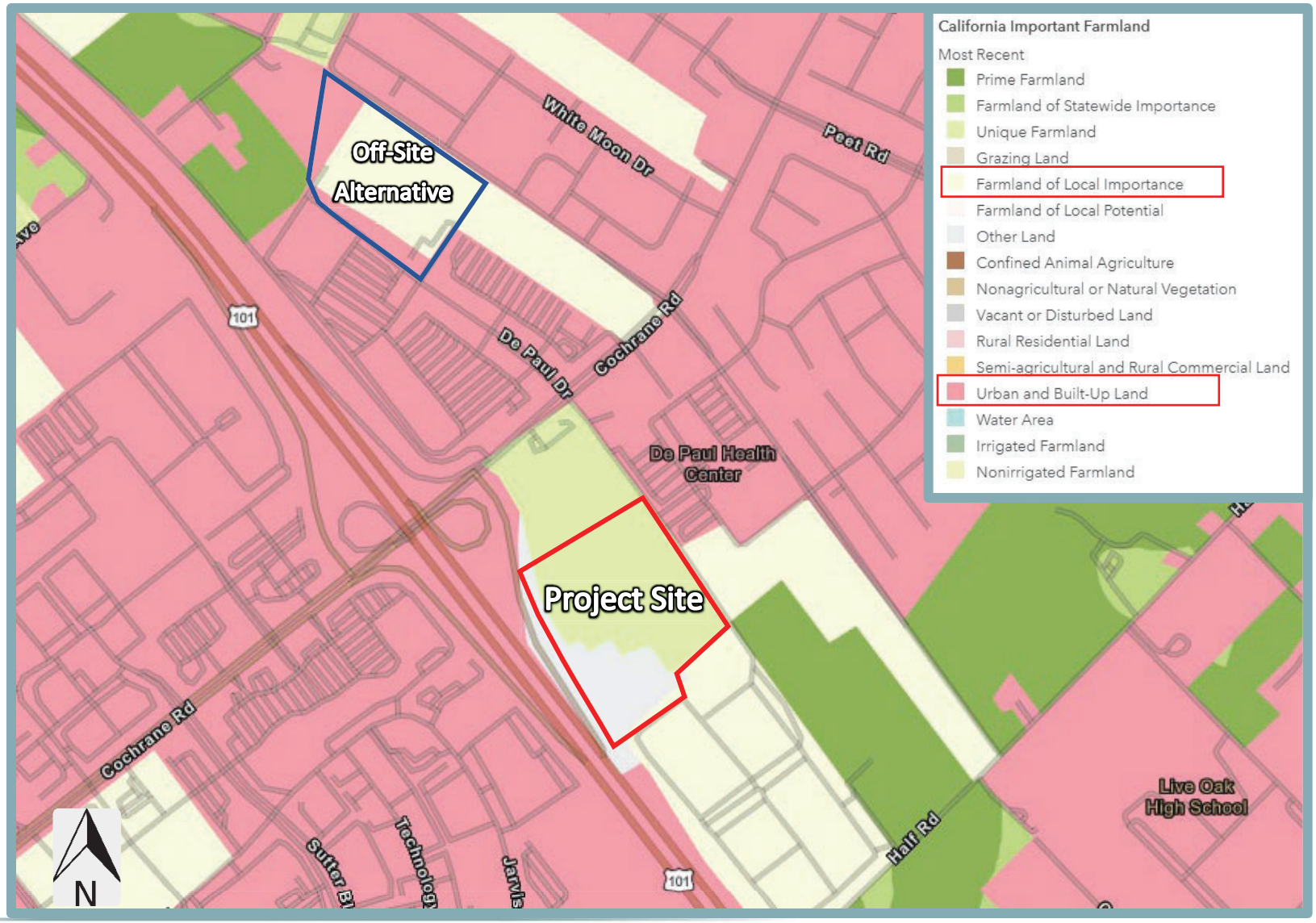


*Figure is not OCR compatible.

Other

The disturbance footprint associated with the Off-Site Alternative would be approximately the same size as the project site and would be in the same vicinity as the project site. Therefore, the alternative site's potential to result in impacts related to Biological Resources would likely be similar to the proposed project. For example, the alternative site is also covered by the Santa Clara Valley Habitat Plan (SCVHP) and would return similar search results from the California Natural Diversity Database (CNDDB) as the CNDDB search conducted for the project site related to Crotch's bumblebee and nesting migratory birds and raptors. Therefore, Mitigation Measures IV-2 through IV-4 would still be required. However, because the alternative site is not within 1,200 feet of the Madrone Channel, which is considered primary habitat for northwestern pond turtle, and because construction activities within the alternative site would not overlap within 100 feet of Madrone Channel, adverse effects to northwestern pond turtle would not be anticipated to occur. Therefore, Mitigation Measure IV-1 would not be required under the Off-Site Alternative and significant impacts related to Biological Resources would be fewer as compared to the proposed project.

In addition, the alternative site was subject to CEQA analysis as part of the Cochrane Road PUD Project. As discussed within the Draft EIR prepared for the Cochrane Road PUD Project, impacts related to geology and soils would be less than significant with implementation of Mitigation Measures 3.6-1 through 3.6-7 included therein. Such measures require compliance with applicable building codes and with the recommendations of a qualified engineer on final development design. Because the requirements would be similar to the requirements included in Mitigation Measure VII-1 of the Initial Study prepared for the proposed project and further impacts associated with the site were not identified, Mitigation Measure VII-1 would still be required for the Alternative. Therefore, significant impacts related to Geology and Soils would be similar as compared to the proposed project.

Furthermore, based on the Phase I ESA prepared for the Cochrane Road PUD Project EIR, the Off-Site Alternative site was previously developed as a horse boarding facility and included both residential structures and outbuildings, as well as an aboveground storage tank (AST) and approximately three pole-mounted transformers. A domestic water well was also identified as being located on the larger Cochrane Road PUD Project site, and a total of four septic tanks were noted as being located within the larger site; however, the locations of the septic tanks were not identified. The Cochrane Road PUD Project EIR included applicable mitigation measures, such as Mitigation Measure 3.7-1, which required an assessment for lead based paint prior to demolition of any on-site structures, Mitigation Measure 3.7-2, which required proper removal of septic systems in accordance with State and Santa Clara County Environmental Health Department regulations, and Mitigation Measure 3.7-3, which required that on-site wells be destroyed prior to commencement of site clearing and general demolition activities in accordance with State, Santa Clara County Environmental Health Department, and Santa Clara Valley Water District requirements. Overall, the Cochrane Road PUD Project Draft EIR concluded that impacts related to hazards and hazardous materials would be less than significant with implementation of the mitigation measures included therein. However, the buildings previously located on the Off-Site Alternative site have since been demolished, and the reasonable assumption can be made that the requirements of Mitigation Measures 3.7-1 through 3.7-3 were previously implemented during such demolition activities. Therefore, Mitigation Measure IX-1 and further mitigation related

to hazards and hazardous materials would not be required for the Off-Site Alternative, and significant impacts related to such would be fewer as compared to the proposed project.

Overall, significant impacts related to Geology and Soils would be similar as compared to the proposed project, and significant impacts related to Biological Resources and Hazards and Hazardous Materials would be fewer as compared to the proposed project.

6.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. The environmentally superior alternative is generally the alternative that would be expected to generate the least number of significant impacts. Identification of the environmentally superior alternative is an informational procedure and the alternative selected may not be the alternative that best meets the goals or needs of the Lead Agencies. Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be designated and states, "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." In this case, the No Project (No Build) Alternative would be considered the environmentally superior alternative, because the project site is assumed to remain in its current condition under the alternative. Consequently, as shown in Table 6-1 below, the No Project (No Build) Alternative would result in no impacts related to the resources areas where potentially significant and/or significant and unavoidable impacts were identified for the proposed project. However, the No Project (No Build) Alternative would not meet the project objectives.

The Off-Site Alternative would meet the majority of project objectives and, as shown in Table 6-1, would result in no impacts related to agricultural resources as compared to the proposed project. Specifically, the significant and unavoidable impacts (project-level and cumulative) related to converting Farmland to non-agricultural uses would not occur under the Off-Site Alternative. However, the Alternative would result in similar impacts as compared to the proposed project related to air quality and GHG emissions, as well as transportation (VMT). In addition, the project applicant does not own the Off-Site Alternative site.

Regarding the Clustered Development/Reduced Farmland Conversion Alternative, the significant impact related to the conversion of Farmland would be reduced by approximately four acres. In addition, VMT per capita and GHG emissions would be expected to be reduced by an additional 6.95 percent, which would be sufficient to reduce the identified potentially significant VMT and GHG emissions impacts to less-than-significant levels with implementation of mitigation. Thus, the significant and unavoidable impacts related to GHG emissions and VMT identified for the proposed project would not occur under the Clustered Development/Reduced Farmland Conversion Alternative. Furthermore, while the project's significant and unavoidable impact related to the conversion of farmland would not be fully avoided by the Clustered Development/Reduced Farmland Conversion Alternative, the alternative is the only evaluated option that would meaningfully reduce impacts to Farmland conversion, GHG emissions, and VMT impacts. Finally, the Clustered Development/Reduced Farmland Conversion Alternative would fully meet the majority of the project objectives. As a result, the Clustered Development/Reduced Farmland Conversion Alternative is considered the environmentally superior alternative.

Table 6-1
Comparison of Significant Environmental Impacts for Project Alternatives

Impact	Proposed Project	No Project (No Build) Alternative	Clustered Development/Reduced Farmland Conversion Alternative	Off-Site Alternative
4.1 Agricultural Resources				
4.1-1 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.	**Significant and Unavoidable**	None	**Fewer***	None
4.1-2 Involve changes in the existing environment which, due to their location or nature, could cumulatively result in loss of Farmland to non-agricultural use.	**Cumulatively Considerable and Significant and Unavoidable**	None	**Fewer***	None
4.2 Air Quality and Greenhouse Gas Emissions				
4.2-6 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	**Cumulatively Considerable and Significant and Unavoidable**	None	Fewer	**Similar***
4.4 Transportation				
4.4-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system during construction activities.	Less-Than-Significant with Mitigation	None	Similar	Similar
4.4-4 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	**Significant and Unavoidable**	None	Fewer	**Similar***
Initial Study				
IV(a) 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 or U.S. Fish and Wildlife Service?	Less-Than-Significant with Mitigation	None	Fewer	Similar
IV(f) 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 with Mitigation	None	Fewer	Similar

(Continued on next page)

Table 6-1
Comparison of Significant Environmental Impacts for Project Alternatives

Impact	Proposed Project	No Project (No Build) Alternative	Clustered Development/Reduced Farmland Conversion Alternative	Off-Site Alternative
VII(aiii,aiv,c,d) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction? Landslides? 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? Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less-Than-Significant with Mitigation	None	Fewer	Similar
IX(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	Less-Than-Significant with Mitigation	None	Fewer	Fewer

Note: No Impact = "None;" Greater than the proposed project = "Greater," Less than proposed project = "Fewer;" and Similar to proposed project = "Similar"
Significant and Unavoidable impacts are presented in **bold** font.

* Significant and Unavoidable impact(s) determined for the proposed project would still be expected to occur under the Alternative.

7. EIR Authors and Persons Consulted

7. EIR Authors and Persons Consulted

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Appendix A

CITY OF MORGAN HILL

NOTICE OF PREPARATION
of a Draft Environmental Impact Report

Date:	February 6, 2026
To:	Agencies and Interested Parties
From:	Joey Dinh, Associate Planner, Morgan Hill Development Services
Subject:	Notice of Preparation of a Draft Environmental Impact Report for the DePaul Residences Project
Review Period:	February 6, 2026, to March 9, 2026

The City of Morgan Hill (City) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the DePaul Residences Project (project or proposed project) in the City of Morgan Hill. This Notice of Preparation (NOP) initiates the environmental scoping process in accordance with the California Environmental Quality Act (14 California Code of Regulations [CCR] Section 15082). The purpose of an NOP is to provide sufficient information about the proposed project and its potential environmental impacts to allow agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the EIR, including mitigation measures and alternatives that should be considered in the EIR (14 CCR Section 15082[b]). The project location and description are described below.

Public Scoping Meeting and Comment Submittal

A scoping meeting, open to agencies, organizations, and individual members of the public, will be held as described below to receive public comments and suggestions on the scope of environmental issues to be studied in the EIR.

A virtual scoping meeting will be held:

Date: Thursday, March 5, 2026
Time: 6:00 PM
Link: https://bit.ly/ScopingMtgDePaulRes

The City is soliciting comments from public agencies, private organizations, and individuals, regarding the scope and content of the EIR. Because of time limits mandated by State law, **comments should be provided no later than 5:00 PM on March 9, 2026.** Please send all comments to:

Joey Dinh, Associate Planner
Morgan Hill Development Services
17575 Peak Avenue
Morgan Hill, CA 95037
Phone: (408) 310-4671
Email: Joey.Dinh@MorganHill.CA.gov

Agencies that will need to use the EIR when considering permits or other approvals for the proposed project should provide the name of a contact person, phone number, and email address in their comment. Comments provided by email should include “DePaul Residences Project NOP Comment” in the subject line, and the name and physical address of the commenter in the body of the email.

Project Location

The project site consists of portions of two parcels (Assessor’s Parcel Numbers [APNs] 728-31-017 and -019) totaling 15.80 acres located south of the intersection of Cochrane Road and DePaul Drive, in the City of Morgan Hill (see Figure 1). The City of Morgan Hill General Plan designates the project site General Commercial, and the site is zoned Planned Unit Development (PUD), Administrative Office (CO), and Highway Commercial (CH).

Site Characteristics

The site currently consists of a vacant field with a driveway off of Cochrane Road and an unpaved private roadway that encircles the eastern portion of the project site. An existing five-foot wide planting strip is located along the project frontage of DePaul Drive, which includes existing bioretention planters designed to mitigate runoff from the Cochrane Technology Center development to the south of the project site. An existing stormwater detention pond, currently serving the Cochrane Technology Center to the south of the project site, with a 30-inch outfall to the Madrone Channel is located in the southern portion of the project site. The Madrone Channel is a groundwater recharge facility, running parallel to the western boundary of the project site, under the jurisdiction of the Santa Clara Valley Water District (Valley Water) that flows into Llagas Creek, which is located south of the City. Existing non-native trees are located along Cochrane Road and the Madrone Channel Trail, which is located along the western boundary of the project site.

Surrounding Land Uses

Surrounding existing land uses include the Cochrane Commons commercial center to the north, across Cochrane Road; the Westmont of Morgan Hill senior living facility and single-family residences to the northeast, across DePaul Drive; townhomes under construction to the southeast across DePaul Drive; Valley Health Center and medical offices to the east, across DePaul Drive; the completed Cochrane Technology Center (Redwood Tech @ 101) project, which includes approximately 500,000 square feet (sf) of commercial/industrial uses, to the south; and the Madrone Channel, U.S. Route 101 (US 101), and commercial and industrial uses to the west, across US 101.

Project Description

The proposed project would include subdivision of the project site into 114 lots that would be developed with 105 detached single-family residences (see Figure 2). The proposed project would also consist of new on-site roadways, associated utility improvements, open space, and landscaping. The proposed project would require discretionary approvals, including a Vesting Tentative Subdivision Map and Design Review.

In addition, the applicant has submitted a formal Senate Bill (SB) 330 application for the proposed project and has invoked Builder’s Remedy. Based on a provision of California’s Housing Accountability Act, Builder’s Remedy prevents jurisdictions without a substantially compliant Housing Element from denying or reducing an eligible housing project on the basis that the project does not comply with the jurisdiction’s general plan or zoning ordinance. While the City’s 2023-2031 Housing Element was certified by the California Department of Housing and Community Development (HCD) on November 29, 2023, and the City is no longer subject to Builder's Remedy, the SB 330 application for the proposed project was received by the City prior to certification of the Housing Element. As such, a General Plan Amendment or Rezone is not required for the proposed project. The project components are discussed further below.

Vesting Subdivision Tentative Map

The proposed Vesting Tentative Subdivision Map would subdivide the project site into 105 market-rate, single-family residential lots, each including one single-family detached residential unit. Lot sizes would range from approximately 0.06-acre to 0.15-acre. Each single-family unit would be two stories with a maximum building height of 29 feet and eight inches.

Additional lots would include new internal roadways, associated utility improvements, open space, and landscaping, which are discussed in further detail below.

Access, Circulation, and Parking

Site access would be provided by two new driveways from DePaul Drive to the east, which would connect to a new internal roadway system. Lots A through E would consist of private streets and courts to provide internal access. The entries would consist of the 62-foot-wide Street A and the 56-foot-wide Street B, which would extend from DePaul Drive to Streets C, D, and E to form a grid pattern throughout the site. Courts A through P would each be 24 feet wide and would provide access to each single-family residential unit.

New five-foot wide sidewalks would be provided along all internal streets. The sidewalks would ultimately provide access to the existing sidewalks along DePaul Drive.

Each residential unit would include a two-car garage, which would include one Level 2 electric vehicle (EV) Ready space and one Level 1 EV Ready space. A total of 158 on-street guest parking spaces would be provided along internal roadways. Overall, a total of 368 parking spaces would be provided.

Utilities

Water and sewer service for the proposed project would be provided by the City of Morgan Hill through connections to existing infrastructure located in the project vicinity. From the existing 12-inch water main in DePaul Drive, new six- and eight-inch water lines would be extended into the site within the internal roadways, to which the proposed residential units would connect by way of new laterals. Fire flow would be provided to all proposed structures through the proposed pipe network. Similarly, from the existing eight-inch sewer line in DePaul Drive, new eight-inch sewer lines would be extended into the site within the internal roadways, to which the proposed residential buildings would connect by way of new four-inch laterals. A sanitary sewer pump station would be located within Street A.

The proposed project would include new stormwater facilities to provide water quality treatment and peak runoff management through two drainage management areas (DMAs). DMA 1 would encompass the single-family residential portion of the site and would drain to the 8,550-sf bioretention basin in Lot I. A 60-inch perforated storm drain would be located in Street E and would connect to the bioretention basin providing supplemental storage and retention. The bioretention basin would discharge to the detention basin within Lot H. DMA 2 would encompass the Lot H stormwater detention basin and would be self-treating. The proposed project would modify the existing detention basin in shape and volume with minor modifications to the existing outlet control structure.

Regarding dry utilities, electricity would be provided to the proposed project by Pacific Gas & Electric Co. (PG&E) by way of existing electrical infrastructure in the project vicinity. A 10-foot public service easement would be located along the project frontage of DePaul Drive.

Paseos, Open Space, and Landscaping

Lot F in the western portion of the project site would include 0.22-acre of common space, which would include a fenced dog park. Lot G in the southern portion of the project site would include 0.27-acre of common open space. The open space area would include a recreation lawn, a picnic area, a play zone for children aged two to 12 years old, and a fitness station.

New landscaping would be provided throughout the project site, adjacent to the proposed structures and along internal drive aisles and site perimeters. The total landscape area would be approximately 147,865 sf. Landscaping would include, but would not be limited to, trees, shrubs, ground cover, and lawn areas.

A two-foot tall, riparian-planting landscaped berm would be located along the western boundary of the project site, adjacent to the existing Madrone Channel Trail, which would help screen the development from US 101.

An existing five-foot wide planting strip is located along the project frontage of DePaul Drive, which includes existing bioretention planters designed to mitigate runoff from the Cochrane Technology Center development located south of the project site. The existing bioretention planters would remain within the planting strips to continue providing stormwater mitigation for the Cochrane Technology Center. The proposed project would be required to install street trees along DePaul Drive in available areas within the existing planting strip. New vegetation would be selected in accordance with Morgan Hill Municipal Code Section 18.64.060, which requires that all plants and trees shall be categorized as low or very low water use. Vegetation planted near the Madrone Channel would be required to comply with the planting guidelines in the City's adopted Santa Clara Valley Water Resource Protection Collaborative (Valley Water) Guidelines and Standards for Land Use Near Streams. In addition, a six- and eight-foot tall concrete masonry unit (CMU) wall would be located along the southern boundary of the project site, and six-foot tall metal view fencing would be located around the stormwater basin within Lot H, around the bioretention basin in Lot I, and along the northern boundary of the project site.

Requested Entitlements

As the lead agency under CEQA, the City of Morgan Hill is responsible for considering and determining the adequacy of the EIR and determining if the proposed project should be approved. The City of Morgan Hill City Council is responsible for certifying the CEQA document and approving the following discretionary actions:

- Vesting Tentative Subdivision Map to subdivide the project site into 105 market-rate single-family residential lots; and
- Design Review pursuant to Section 18.108.040 of the City's Municipal Code.

A Lot Line Adjustment over APNs 728-31-014, -015, and -016 was processed separately and was finalized and recorded on November 21, 2025.

As formally acknowledged within an executed Settlement Agreement with the City, the project is invoking Builder's Remedy, which is based on a provision of California's Housing Accountability Act that prevents jurisdictions without a substantially compliant housing element from denying certain housing projects. Therefore, the City will process the project application without requiring the applicant to submit for legislative entitlements, including a General Plan Amendment and Rezone. The project applicant reserves the right to invoke the statute in response to input from City staff during the entitlement process.

Environmental Effects and Scope of the EIR

An Initial Study was prepared for the proposed project (see Attachment to this NOP), which determined that the content of the EIR shall focus on the following areas of potential significant impacts:

- Agricultural Resources;
- Air Quality and Greenhouse Gas Emissions;
- Noise; and
- Transportation.

Statutorily required sections and discussion of project alternatives will also be included as part of the EIR. Some refinement to the aforementioned issues may be required based on comments received during the NOP scoping process. The following section describes each technical chapter of the EIR in further detail.

Information will be drawn from the City of Morgan Hill General Plan and General Plan EIR, technical studies prepared for the proposed project, and any other information pertinent to the project area. Consistent with CEQA and the requirements of the City of Morgan Hill, each environmental chapter will include an introduction, environmental setting, regulatory context, and impacts and mitigation measures.

Agricultural Resources

The Agricultural Resources chapter of the EIR will provide information regarding the existing setting relative to agricultural resources on the project site based on a review of maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency for Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as well as the types of on-site soils, as determined through a Web Soil Survey, which will be conducted using the USDA Natural Resources Conservation Service website. The chapter will identify thresholds of significance applicable to the proposed project. The impacts will be measured against the thresholds of significance and appropriate mitigation measures and monitoring strategies will be identified which are consistent with the policies of Morgan Hill.

Air Quality and Greenhouse Gas Emissions

The Air Quality and Greenhouse Gas (GHG) Emissions chapter of the EIR will include an analysis of both air quality impacts and greenhouse gas emissions associated with the proposed project.

Air Quality

The Air Quality and GHG Emissions chapter of the EIR will summarize the regional air quality setting, including climate and topography, existing ambient air quality, regulatory setting, and presence of any sensitive receptors near the project site. The air quality impact analysis will include a quantitative assessment of short-term (i.e., construction) and long-term (i.e., operational) increases of criteria air pollutant emissions of primary concern (i.e., ROG, NO_X, $PM_{2.5}$, and PM_{10}) resulting from the proposed project, as well as the proposed project's cumulative contribution to regional air quality. The analysis will additionally address toxic air contaminant (TAC) emissions using the California Air Resources Board (CARB) "Air Quality and Land Use Handbook: A Community Health Perspective." Consistent with California court rulings, the CEQA air quality impact analysis will focus solely on the proposed project's effects to the surrounding environment and will not include an analysis of the surrounding environment's effects, such as emissions from US 101, on future site residents. The significance of air quality impacts will be determined in comparison to the Bay Area Air District's (BAAD) significance thresholds. Mitigation measures will be incorporated to reduce any significant air quality impacts, and anticipated reductions in emissions associated with proposed mitigation measures will be quantified.

Greenhouse Gas Emissions

Pursuant to the latest BAAD thresholds of significance for GHG emissions, new land use development projects need to implement specific design elements related to natural gas, electric vehicle charging, and vehicle miles traveled (VMT) or show consistency with a local GHG reduction strategy in order to do its "fair share" of implementing the goal of carbon neutrality by 2045. If the project can implement the specific design elements, it can reasonably be determined that the proposed project will not make a cumulatively considerable contribution to global climate change. Though not required by CEQA, for information disclosure purposes, the GHG emissions section of the chapter will include a quantitative estimation of the GHG emissions resulting from the proposed project. Mitigation measures would be identified, as appropriate, in coordination with the City and BAAD.

Noise

The Noise chapter of the EIR will be based on a project-specific noise study to be prepared under contract with the City and will include a description of the existing noise environment associated with the project site. As part of the noise study, project-generated noise that could affect existing noise-sensitive receptors will be calculated, as well as traffic noise level increases. Noise generated by project construction, as well as vibration levels expected from construction, will be estimated at nearby uses. Noise and vibration impacts will be assessed pursuant to CEQA guidelines, as well as in comparison to applicable State and local City noise thresholds to identify any potential noise impacts at sensitive receptors in the area resulting from the proposed project. Mitigation measures will be identified to mitigate any new significant noise or vibration impacts.

Transportation

The Transportation chapter of the EIR will be based on a project-specific transportation analysis to be prepared under contract with the City. Since July 1, 2020, the metric of analysis to determine whether a project's transportation impact(s) would be significant under CEQA is vehicle miles traveled (VMT). According to CEQA Guidelines Section 15064.3, VMT is the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. The project-specific transportation analysis will evaluate VMT, the project's effect on transit, bicycle, and pedestrian systems in the area, and will review site circulation and access from a safety perspective to determine the adequacy of the proposed site plan in accordance with the generally accepted traffic engineering standards. Mitigation measures will be identified, if necessary, to address any identified significant impacts.

Statutorily Required Sections

Pursuant to CEQA Guidelines Section 21100(B)(5), the Statutorily Required Sections chapter of the EIR will address the potential for growth-inducing impacts of the proposed project, focusing on whether removal of any impediments to growth would occur with the proposed project. A summary of the significant and unavoidable impacts identified within the EIR will be included in this chapter, if applicable, as well as a discussion of significant irreversible effects. The chapter will generally describe the cumulative setting for the proposed project; however, a detailed description of the subject-specific cumulative setting, as well as analysis of the cumulative impacts, will be included in each technical chapter of the EIR.

Alternatives Analysis

In accordance with Section 15126.6(a) of the CEQA Guidelines, the EIR will include an analysis of a range of alternatives, including a No Project Alternative. Consideration will be given to potential off-site locations consistent with CEQA Guidelines, Section 15126.6(f)(2), and such locations will be determined in consultation with City staff. If it is determined that an off-site alternative is not feasible or is unnecessary, the EIR will include a discussion describing why such a conclusion was reached. The project alternatives will be selected when more information related to project impacts is available in order to be designed to reduce significant project impacts. The chapter will also include a section of alternatives considered but dismissed, if necessary. The Alternatives Analysis chapter will describe the alternatives and identify the environmentally superior alternative. The alternatives will be analyzed at a level of detail less than that of the proposed project; however, the analyses will include sufficient detail to allow a meaningful comparison of the impacts.

Figure 1
Project Site Boundaries



*Figure is not OCR compatible.

Figure 2
Vesting Tentative Subdivision Map

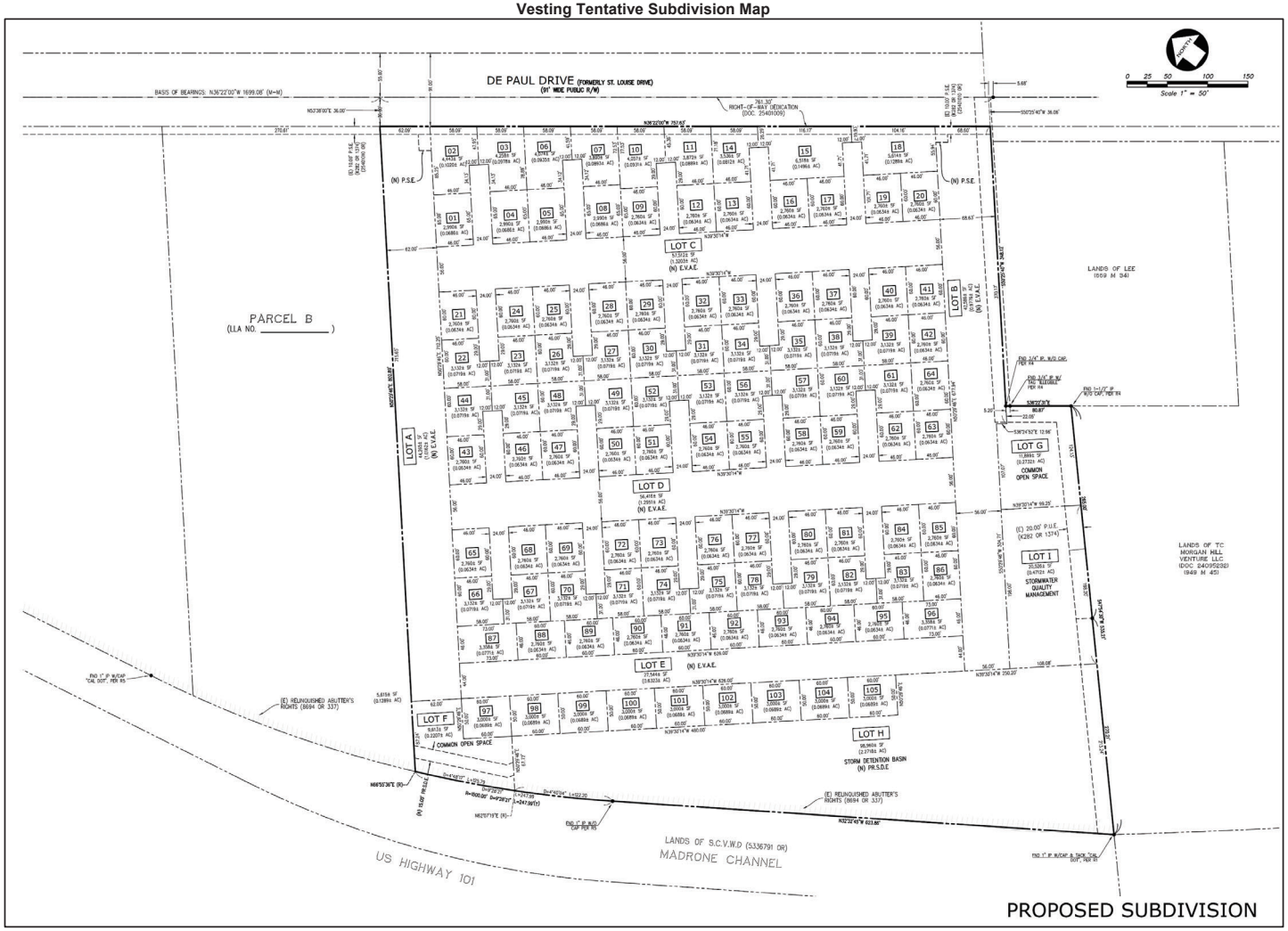


*Figure is not OCR compatible.

Attachment

Initial Study

City of Morgan Hill
Development Services Department

CITY OF MORGAN HILL

DePaul Residences Project

Initial Study

February 2026

Prepared by

RANEY PLANNING & MANAGEMENT, INC.
25 years
1501 Sports Drive, Suite A, Sacramento CA 95834
Office 916.372.6100 Fax 916.419.610

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APPENDICES

Appendix A: Geotechnical Investigation Report
Appendix B: Phase I Environmental Site Assessment
Appendix C: Soil Management Plan
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Appendix E: Sanitary Sewer Demand Analysis Memorandum

INITIAL STUDY
FEBRUARY 2026

A. PROJECT SUMMARY

1. Project Title: DePaul Residences Project

2. Lead Agency Name and Address: City of Morgan Hill
Development Services Department
17575 Peak Avenue
Morgan Hill, CA 95037

3. Contact Person and Phone Number: Joey Dinh
Associate Planner
(408) 310-4671

4. Project Location: South of the intersection of
Cochrane Road and DePaul Drive
Morgan Hill, CA 95037
Assessor's Parcel Numbers (APNs): 728-31-017 and -019

5. Project Sponsor's Name and Address: Brian Pianca
High Street Northern California Development, Inc.
415 Mission Street, 45th Floor
San Francisco, CA 94105
(415) 948-1395

6. Existing General Plan Designation: General Commercial

7. Existing Zoning Designation: Planned Unit Development (PUD)
Administrative Office (CO)
Highway Commercial (CH)

8. Surrounding Land Uses and Setting:

The approximately 15.8-acre project site, identified as portions of APNs 728-31-017 and -019, is located south of the intersection of Cochrane Road and DePaul Drive, in the City of Morgan Hill, California. The site currently consists of a vacant field with a driveway off of Cochrane Road and an unpaved private roadway that encircles the eastern portion of the project site. Surrounding existing land uses include Cochrane Commons commercial center to the north, across Cochrane Road; the Westmont of Morgan Hill senior living facility and single-family residences to the northeast, across DePaul Drive; townhomes under construction to the southeast, across DePaul Drive; Valley Health Center and medical offices to the east, across DePaul Drive; the completed Cochrane Technology Center (Redwood Tech @ 101) project, which includes approximately 500,000 square feet (sf) of commercial/industrial uses, to the south; the Madrone Channel, U.S. Route 101 (US 101), and commercial and industrial uses to the west, across US 101.

The City of Morgan Hill General Plan designates the site as General Commercial and the site is zoned PUD, CO, and CH.

9. Project Description Summary:

The proposed project would include subdivision of the project site into 114 lots that would be developed with 105 detached single-family residences. Each residential unit would include a two-car garage. A total of 158 street parking spaces would be available for guests of the single-family residences. In addition, the proposed project would include a 2.27-acre stormwater detention basin, 0.47-acre stormwater quality management area, and approximately 0.49-acre of common open space. Site access would be provided by two new driveways off of DePaul Drive to the east and a new internal roadway system. The project would require the approval of a Vesting Tentative Map and Design Review.

In addition, the applicant has submitted a formal Senate Bill (SB) 330 application for the project site and has invoked Builder's Remedy. Based on a provision of California's Housing Accountability Act, Builder's Remedy prevents jurisdictions without a substantially compliant Housing Element from denying or reducing an eligible housing project on the basis that the project does not comply with the jurisdiction's general plan or zoning ordinance. While the City's 2023-2031 Housing Element was certified by the California Department of Housing and Community Development (HCD) on November 29, 2023, and the City is no longer subject to Builder's Remedy, the SB 330 application for the proposed project was received by the City prior to certification of the Housing Element. As such, a General Plan Amendment or Rezone is not required for the proposed project.

10. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

In compliance with Assembly Bill (AB) 52 (Public Resources Code [PRC] Section 21080.3.1), project notification letters were distributed to Amah Mutsun Tribal Band, Amah Mutsun Tribal Band of Mission San Juan Bautista, Indian Canyon Mutsum Band of Costanoan, Muwekma Ohlone Indian Tribe of SF Bay Area, North Valley Yokuts Tribe, The Ohlone Indian Tribe, Rumsen Am:a Tur:ataj Ohlone, Tamien Nation, on May 15, 2025. Requests to consult were not received during the 30-day response period.

B. SOURCES

The following documents are referenced information sources used within this analysis:

1. Andi Borowski, Environmental Services Assistant, Morgan Hill Environmental Services Department. Personal communication [email] with Jesse Fahrney, Associate, Raney Planning and Management, Inc. July 26, 2022.
2. ASTM International. *ASTM E1527, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* 2013.
3. California Environmental Protection Agency. *Cortese List Data Resources*. Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed May 2025.
4. California Air Resources Board. *2022 Scoping Plan for Achieving Carbon Neutrality.* November 16, 2022.
5. California Building Standards Commission. *2022 California Green Building Standards Code*. 2023.

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7. California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area.* Available at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html. Accessed April 2025.
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22. Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese).* Available at: https://www.envirostor.dtsc.ca.gov/public/. Accessed May 2025.
23. Dwight Good, Assistant Chief Cooperative Fire Protection, Morgan Hill Fire Department. Personal communication [phone] with Nick Pappani, Vice President, Raney Planning and Management, Inc. June 1, 2021.
24. Eileen Barrow & Associates. *Cultural Resources Study for the DePaul Residences Project Morgan Hill, Santa Clara, California*. May 2, 2025.
25. Federal Emergency Management Agency. *Flood Insurance Rate Maps 06085C0441H.* Available at: https://msc.fema.gov/portal/search. Accessed August 2025.
26. Haley & Aldrich, Inc. *ASTM Phase I Environmental Site Assessment 20-Acre Portion of APNs 728-31-017 and 728-31-019 Morgan Hill, California*. March 2024.
27. Haley & Aldrich, Inc. *Geotechnical Investigation Report, Redwood Tech @ 101, Morgan Hill, California.* June 2022.
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C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Less-Than-Significant with Mitigation Incorporated," or at least one impact determined to be potentially significant, as indicated by the checklist on the following pages.

☐ **Aesthetics**	☒ **Agriculture and Forest Resources**	☒ **Air Quality**
☒ **Biological Resources**	☐ **Cultural Resources**	☐ **Energy**
☒ **Geology and Soils**	☒ **Greenhouse Gas Emissions**	☒ **Hazards and Hazardous Materials**
☐ **Hydrology and Water Quality**	☐ **Land Use and Planning**	☐ **Mineral Resources**
☒ **Noise**	☐ **Population and Housing**	☐ **Public Services**
☐ **Recreation**	☒ **Transportation**	☐ **Tribal Cultural Resources**
☐ **Utilities and Service Systems**	☐ **Wildfire**	☒ **Mandatory Findings of Significance**

D. DETERMINATION

On the basis of this initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Joey Dinh, Associate Planner	City of Morgan Hill
Printed Name	For

E. BACKGROUND AND INTRODUCTION

This Initial Study (IS) identifies and analyzes the potential environmental impacts of the proposed project. The information and analysis presented in this document are organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. Where the analysis provided in this document identifies potentially significant environmental effects of the project that can be mitigated to a less-than-significant level, mitigation measures are prescribed. Where the analysis provided in this document identifies potentially significant environmental effects of the project that require additional analysis, further evaluation of such effects will be provided in the Environmental Impact Report (EIR) to be prepared for the project.

In July 2016, the City of Morgan Hill adopted the 2035 General Plan,[1] as well as an associated EIR for the updated General Plan.[2] The General Plan EIR is a program EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 *et seq*.). The General Plan EIR analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan. Applicable portions of the General Plan and General Plan EIR are incorporated by reference, as necessary, as part of this IS. Project-specific technical reports have been prepared for the proposed project and form the basis of several technical sections of this IS. Various technical reports used in the preparation of this IS are also included as appendices.

F. PROJECT DESCRIPTION

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

Project Location and Setting

The approximately 15.8-acre project site, identified as portions of APNs 728-31-017 and -019, is located south of the intersection of Cochrane Road and DePaul Drive, in the City of Morgan Hill, California (see Figure 1 and Figure 2). US 101 is located along the western boundary of the project site. The City of Morgan Hill General Plan designates the project site as General Commercial and the site is zoned PUD, CO, and CH.

The site currently consists of a vacant field with a driveway off of Cochrane Road and an unpaved private roadway that encircles the eastern portion of the project site. An existing five-foot wide planting strip is located along the project frontage of DePaul Drive, which includes existing bioretention planters designed to mitigate runoff from the Cochrane Technology Center development to the south of the project site. An existing stormwater detention pond with a 30-inch outfall to the Madrone Channel, currently serving the Cochrane Technology Center to the south of the project site, is located in the southern portion of the project site. The Madrone Channel is a groundwater recharge facility, running parallel to the western boundary of the project site, under the jurisdiction of the Santa Clara Valley Water District (Valley Water) that flows into Llagas Creek, which is located south of the City. Existing non-native trees are located along Cochrane Road and the Madrone Channel Trail, which is located along the western boundary of the project site.

[1] City of Morgan Hill. *2035 General Plan, City of Morgan Hill.* Adopted July 2016.
[2] City of Morgan Hill. *Morgan Hill 2035 Final Environmental Impact Report.* Adopted July 2016.

Figure 1
Regional Vicinity Map



*Figure is not OCR compatible.

Figure 2
Project Site Boundaries



*Figure is not OCR compatible.

Surrounding existing land uses include the Cochrane Commons commercial center to the north, across Cochrane Road; the Westmont of Morgan Hill senior living facility and single-family residences to the northeast, across DePaul Drive; townhomes under construction to the southeast across DePaul Drive; Valley Health Center and medical offices to the east, across DePaul Drive; the completed Cochrane Technology Center (Redwood Tech @ 101) project, which includes approximately 500,000 square feet (sf) of commercial/industrial uses, to the south; and the Madrone Channel, US 101, and commercial and industrial uses to the west, across US 101.

Project Components

The proposed project would include subdivision of the project site into 114 lots that would be developed with 105 detached single-family residences. The proposed project would also consist of new on-site roadways, associated utility improvements, open space, and landscaping. The proposed project would require discretionary approvals, including a Vesting Tentative Subdivision Map and Design Review. In addition, a Lot Line Adjustment over APNs 728-31-014, 728-31-015, and 728-31-016 was processed separately and was finalized and recorded on November 21, 2025. The project components are discussed further below.

The applicant has submitted a formal Senate Bill (SB) 330 application for the proposed project and has invoked Builder's Remedy. Based on a provision of California's Housing Accountability Act, Builder's Remedy prevents jurisdictions without a substantially compliant Housing Element from denying or reducing an eligible housing project on the basis that the project does not comply with the jurisdiction's general plan or zoning ordinance. While the City's 2023-2031 Housing Element was certified by the California Department of Housing and Community Development (HCD) on November 29, 0223, and the City is no longer subject to Builder's Remedy, the SB 330 application for the proposed project was received by the City prior to certification of the Housing Element. As such, a General Plan Amendment or Rezone is not required for the proposed project.

Vesting Subdivision Tentative Map

The proposed Vesting Tentative Subdivision Map would subdivide the project site into 105 market-rate, single-family residential lots (see Figure 3). Lots 1 through 105 would each include one single-family detached residential unit, with lot sizes ranging from approximately 0.06-acre to 0.15-acre. Each single-family unit would be two-stories with a maximum building height of 29 feet and eight inches.

In addition, subdivision of the project site would include Lots A through I, which would include new internal roadways, associated utility improvements, open space, and landscaping. The foregoing components of the Tentative Subdivision Map are discussed further below.

Access, Circulation, and Parking

Site access would be provided by two new driveways from DePaul Drive to the east, which would connect to a new internal roadway system. Lots A through E would consist of private streets and courts to provide internal access. The entries would consist of the 62-foot-wide Street A and the 56-foot-wide Street B, which would extend from DePaul Drive to Street C, Street D, and Street E to form a grid pattern throughout the project site (see Figure 4). Courts A through P would each be 24 feet wide and would provide access to each single-family residential unit.

New five-foot wide sidewalks would be provided along all internal streets. The sidewalks would ultimately provide access to the existing sidewalks along DePaul Drive.

Figure 3
Vesting Tentative Subdivision Map

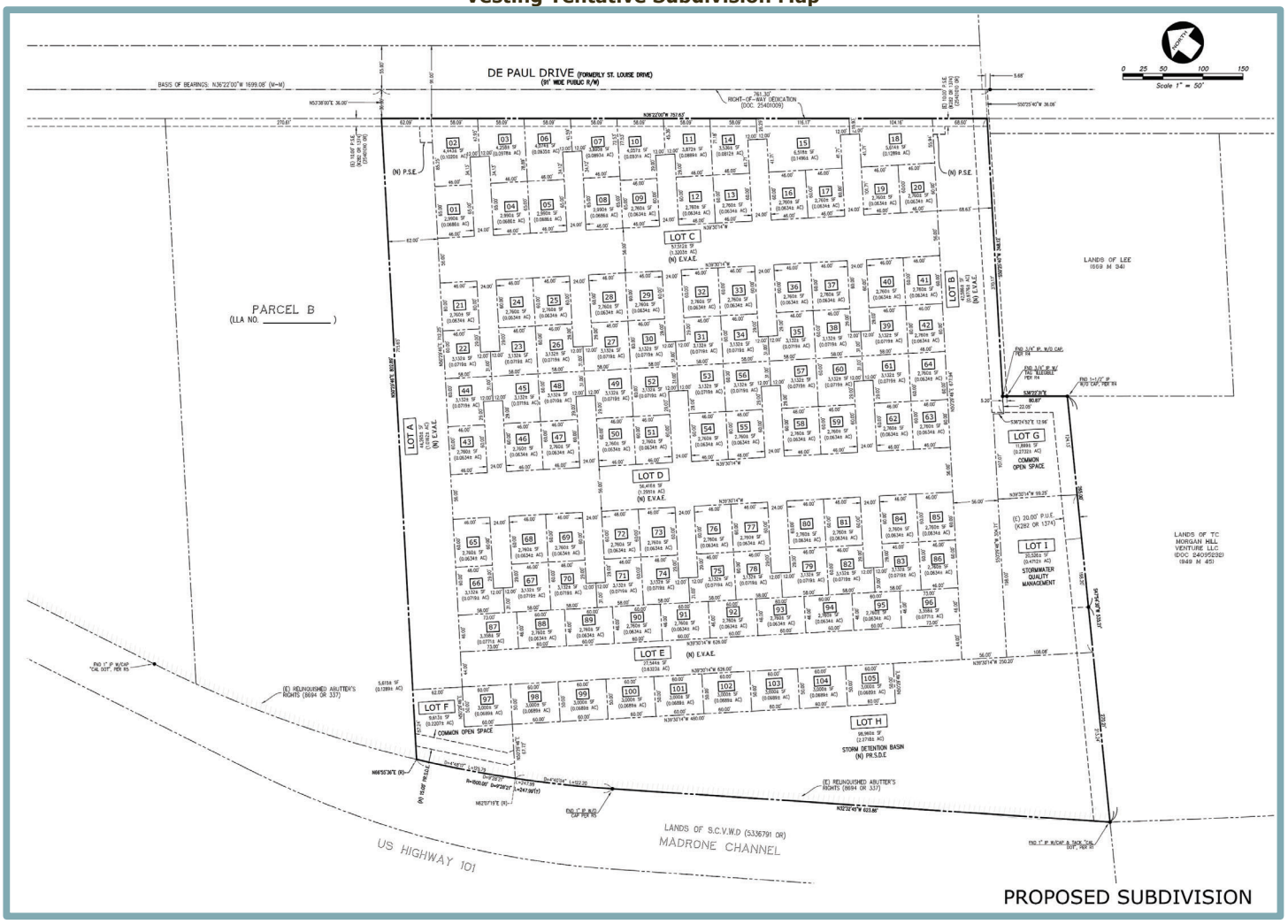


*Figure is not OCR compatible.

Figure 4
Site Plan



*Figure is not OCR compatible.

Each residential unit would include a two-car garage, which would include one Level 2 electric vehicle (EV) Ready space and one Level 1 EV Ready space. A total of 158 on-street guest parking spaces would be provided along internal roadways. Overall, a total of 368 parking spaces would be provided.

Utilities

Water and sewer service for the proposed project would be provided by the City of Morgan Hill through connections to existing infrastructure located in the project vicinity (see Figure 5). From the existing 12-inch water main in DePaul Drive, new six- and eight-inch water lines would be extended into the site within the internal roadways, to which the proposed residential units would connect by way of new laterals. Fire flow would be provided to all proposed structures through the proposed pipe network. Similarly, from the existing eight-inch sewer line in DePaul Drive, new eight-inch sewer lines would be extended into the site within the internal roadways, to which the proposed residential buildings would connect by way of new four-inch laterals. A sanitary sewer pump station would be located within Street A.

The existing site topography drains generally from east to west, with runoff directed southerly to the existing on-site detention basin. The existing detention basin was upgraded by the Cochrane Technology Center project and discharges into the Madrone Channel through the existing control structure and the original 30-inch discharge pipe through the channel bank. The proposed project would include new stormwater facilities to provide water quality treatment and peak runoff management through two drainage management areas (DMAs) (see Figure 6). DMA 1 would encompass the single-family residential portion of the site and would drain to the proposed 8,550-sf bioretention basin in Lot I. A 60-inch perforated storm drain would be located in Street E and would connect to the bioretention basin providing supplemental storage and retention. The bioretention basin would discharge to the existing detention basin within Lot H. DMA 2 would encompass the Lot H stormwater detention basin and would be self-treating. The proposed project would modify the existing detention basin in shape and volume with minor modifications to the existing outlet control structure.

Regarding dry utilities, electricity would be provided to the proposed project by Pacific Gas & Electric Co. (PG&E) by way of existing electrical infrastructure in the project vicinity. A 10-foot public service easement would be located along the project frontage of DePaul Drive. Based on the project plans, the proposed project is assumed not to include natural gas infrastructure.

Paseos, Open Space, and Landscaping

Lot F in the western portion of the project site would include 0.22-acre of common space, which would include a fenced dog park (see Figure 7). Lot G in the southern portion of the project site would include 0.27-acre of common open space. The open space area would include a recreation lawn, a picnic area, a play zone for children aged two to 12 years old, and a fitness station (see Figure 8).

New landscaping would be provided throughout the project site, adjacent to the proposed structures and along internal drive aisles and site perimeters (see Figure 9). The total landscape area would be approximately 147,865 sf. Landscaping would include, but would not be limited to, trees, shrubs, ground cover, and lawn areas. A two-foot tall, riparian-planting landscaped berm would be located along the western boundary of the project site, adjacent to the existing Madrone Channel Trail.

Figure 5
Overall Utility Plan

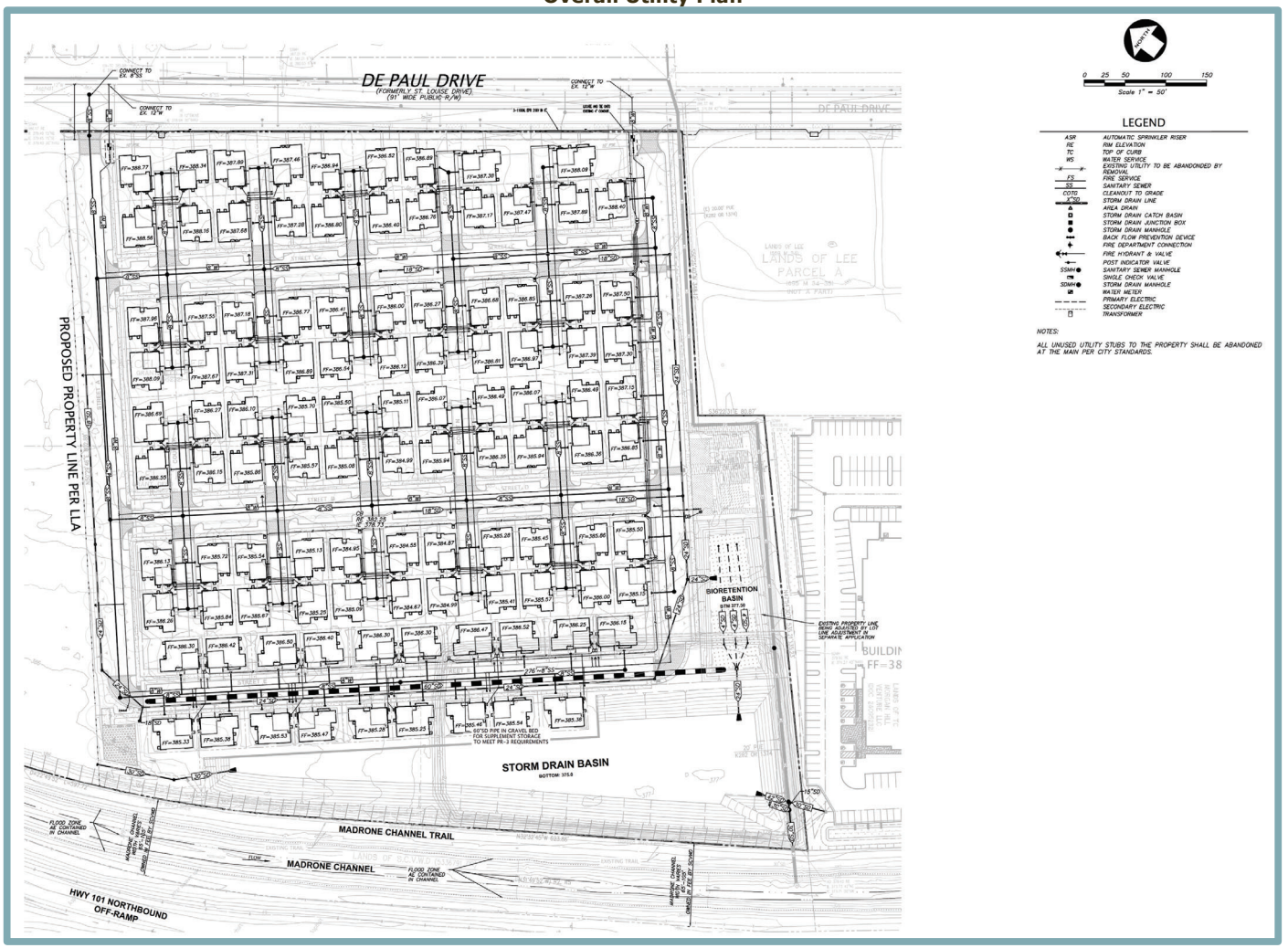
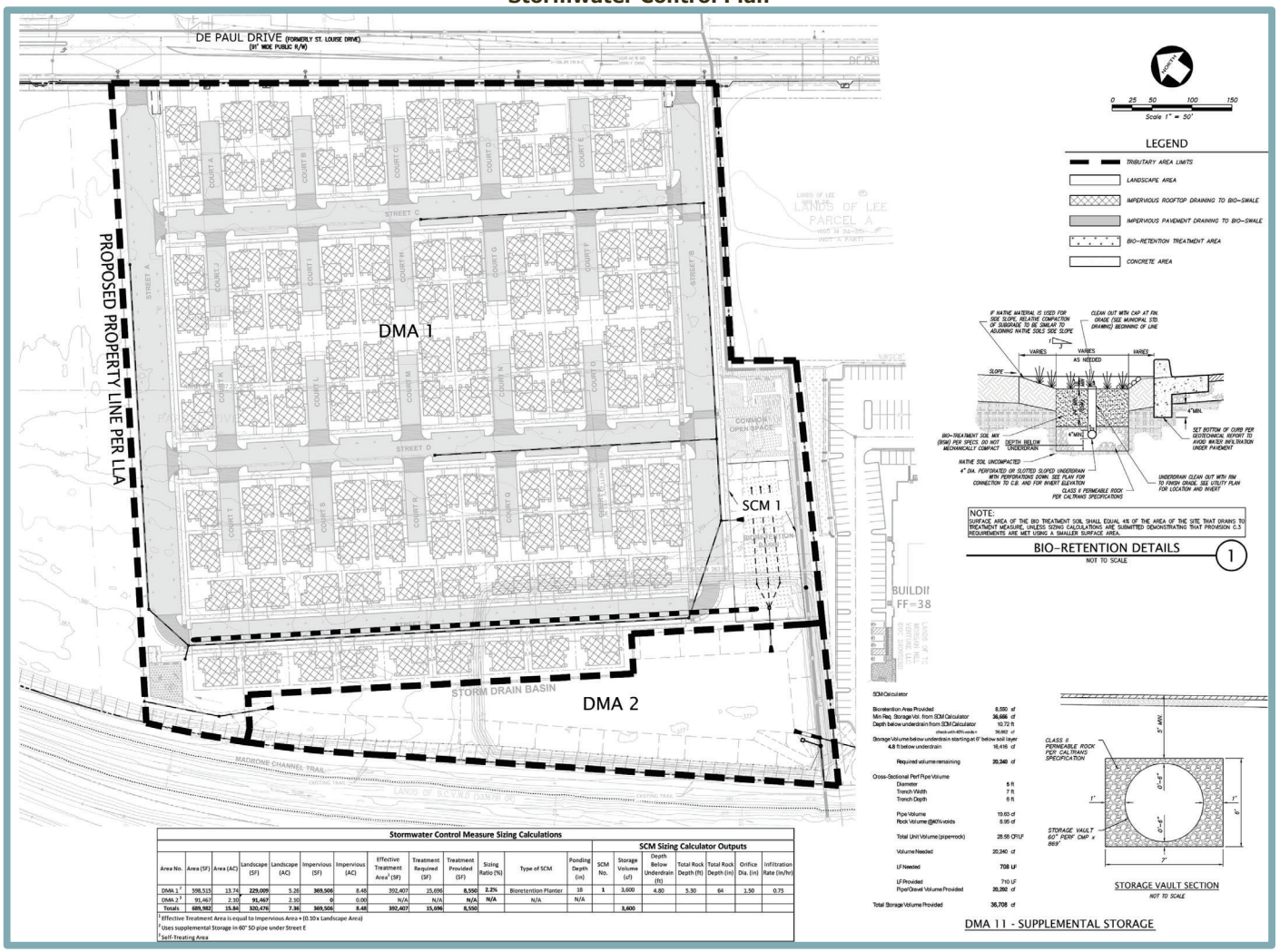


*Figure is not OCR compatible.

Figure 6
Stormwater Control Plan



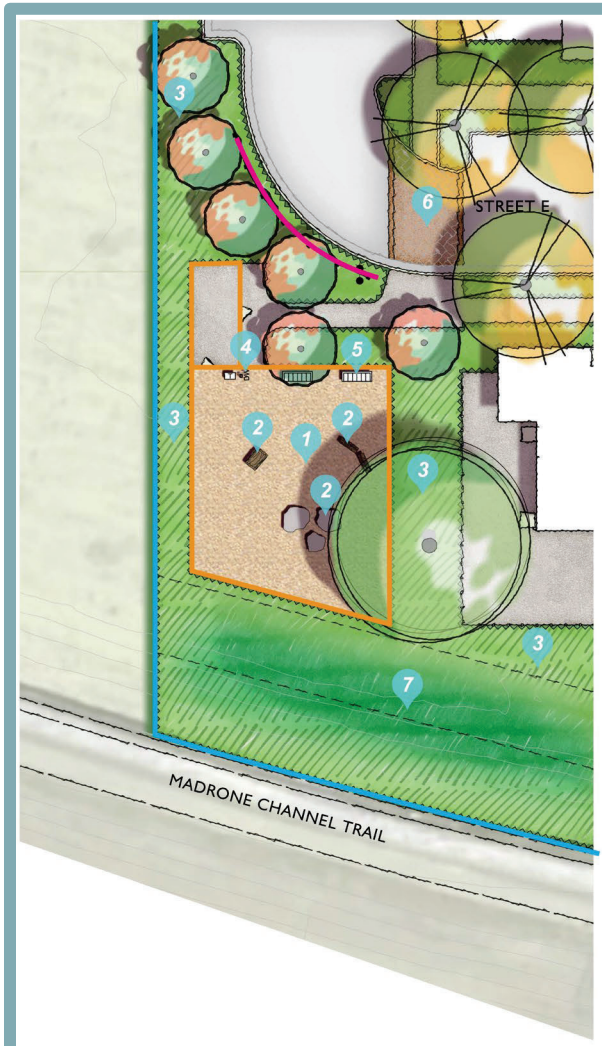
Stormwater Control Measure Sizing Calculations

Area No.	Area (SF)	Area (AC)	Landscape (SF)	Landscape (AC)	Impervious (SF)	Impervious (AC)	Effective Treatment Area[1] (SF)	Treatment Required (SF)	Treatment Provided (SF)	Sizing Ratio (%)	Type of SCM	Ponding Depth (in)	SCM Sizing Calculator Outputs: SCM No.	Storage Volume (cf)	Depth Below Underdrain (ft)	Total Rock Depth (ft)	Total Rock Depth (in)	Orifice Dia. (in)	Infiltration Rate (in/hr)
DMA 1 [2]	598,515	13.74	229,009	5.26	369,506	8.48	392,407	15,696	8,550	2.2%	Bioretention Planter	18	1	3,600	4.80	5.30	64	1.50	0.75
DMA 2 [3]	91,467	2.10	91,467	2.10	0	0.00	N/A	N/A	N/A	N/A	N/A	N/A							
Totals	689,982	15.84	320,476	7.36	369,506	8.48	392,407	15,696	8,550					3,600					

[1] Effective Treatment Area is equal to Impervious Area + (0.10 x Landscape Area)
[2] Uses supplemental Storage in 60" SD pipe under Street E
[3] Self-Treating Area

*Figure is not OCR compatible.

Figure 7
Lot F Common Open Space Amenity Plan



1. Dog Park with Pea Gravel
2. Play Features
3. Buffer Planting
4. Trash and Dog Bag Dispenser
5. Benches
6. Stamped Asphalt
7. 2' Berm Riparian Planting per plant guidance contained in the Central Coast Low Impact Development Initiative (LIDI) website and the Design Guides related to protection of the riparian vegetation in the Santa Clara Valley Water Resources Protection Collaborative's Guidelines and Standards for Land Use Near Streams

42" Dog Park Fence
6' Ornamental Metal Fence
3' Split Rail Fence

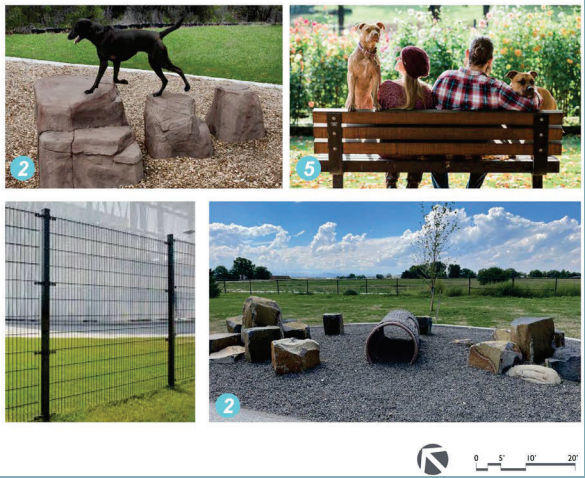


*Figure is not OCR compatible.

Figure 8
Lot G Common Open Space Amenity Plan

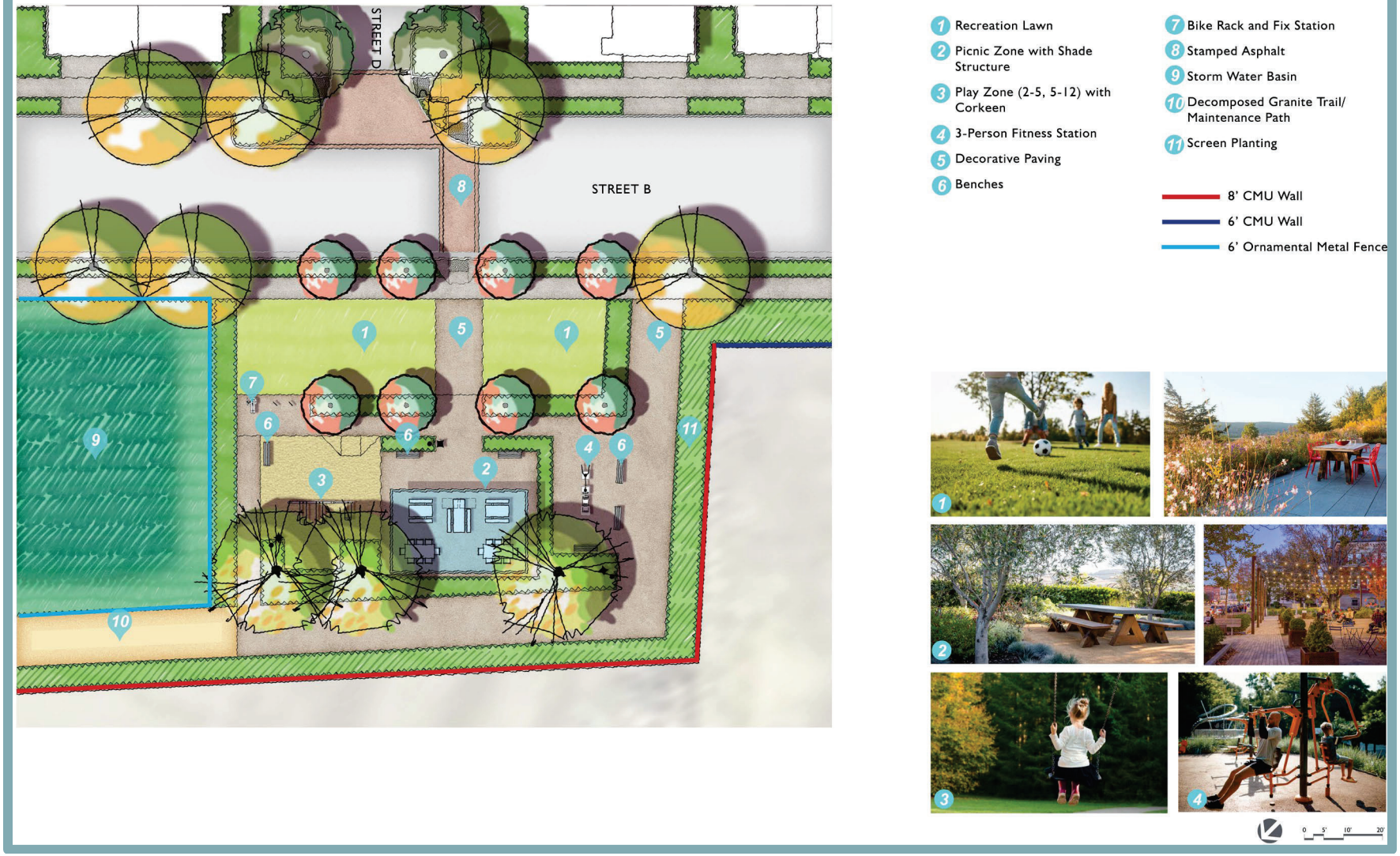


*Figure is not OCR compatible.

Figure 9
Landscape Plan



*Figure is not OCR compatible.

An existing five-foot wide planting strip is located along the project frontage of DePaul Drive, which includes existing bioretention planters designed to mitigate runoff from the Cochrane Technology Center development located south of the project site. The existing bioretention planters would remain within the planting strips to continue providing stormwater mitigation for the Cochrane Technology Center. The proposed project would be required to install street trees along DePaul Drive in available areas within the existing planting strip. New vegetation would be selected in accordance with Morgan Hill Municipal Code Section 18.64.060, which requires that all plants and trees shall be categorized as low or very low water use.

Vegetation planted near the Madrone Channel would be required to comply with the planting guidelines in the City's adopted Santa Clara Valley Water Resource Protection Collaborative (Valley Water) Guidelines and Standards for Land Use Near Streams.[3] In addition, a six- and eight-foot tall concrete masonry unit (CMU) wall would be located along the southern boundary of the project site, and six-foot tall metal view fencing would be located around the stormwater basin within Lot H, around the proposed bioretention basin in Lot I, and along the northern boundary of the project site.

Affordable Housing

The City of Morgan Hill's Inclusionary Housing Ordinance (IHO) requires residential developments to provide affordable housing. The proposed project would meet the IHO with an in-lieu fee in the amount of $23.18 per sf of the livable square footage, in accordance with Chapter 14.08 of the Morgan Hill Municipal Code. The in-lieu fee would help the City advance the City's Housing Element.

The proposed project would also convey 4.719 acres of land to the City. The City shall use the dedicated land to construct affordable housing units in a mixed-use or other kind of housing development to be determined at a later date. The number of units to be constructed would provide the City with the opportunity to exceed the number of units that would otherwise be required under the City's Inclusionary Housing Ordinance (Chapter 14.04). The housing type would be consistent with the City's Affirmatively Furthering Fair Housing goals, as identified in the City's Housing Element, and other State laws.

Design Review

Pursuant to Section 18.108.040 of the City's Municipal Code, the proposed project would be subject to Design Review.

Requested/Required Entitlements

The City of Morgan Hill has discretionary authority and is the lead agency for the project. The project would require City approval of the following entitlements:

- Vesting Tentative Map; and
- Design Review.

In addition, a Lot Line Adjustment over APNs 728-31-014, 728-31-015, and 728-31-016 was finalized and recorded on November 21, 2025.

[3] Santa Clara Valley Water Resources Protection Collaborative. *Guidelines and Standards for Land Use Near Streams: A Manual of Tools, Standards, and Procedures to Protect Streams and Streamside Resources in Santa Clara County*. Revised July 2006.

As discussed above, the proposed project invokes the "Builder's Remedy," which is based on a provision of California's Housing Accountability Act that prevents jurisdictions without a substantially compliant housing element from denying certain housing projects, even if such projects do not comply with the jurisdiction's general plan or zoning ordinance. Pursuant to a Settlement Agreement reached between the City and the developer, the City will process the project application as a Builder's Remedy project without requiring the applicant to submit for legislative entitlements, including a General Plan Amendment and Rezone. The project applicant is not currently seeking a density bonus, incentives, or development standard waivers, but reserves the right to invoke the statute in response to input from City staff during the entitlement process.

G. ENVIRONMENTAL CHECKLIST

The following checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	✖	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	✖
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	✖	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	✖	☐

Discussion

a. The Morgan Hill General Plan does not designate official scenic view corridors or vistas. However, according to the General Plan, the hillsides that surround the City to the east and west are considered scenic. The project site is not located on a hillside and is generally surrounded by existing development. Furthermore, while views of the eastern and western hills are visible by motorists, bicyclists, and pedestrians traveling along US 101, Cochrane Road, and DePaul Drive, in the vicinity of the project site, the roadways are not considered scenic routes. Additionally, any existing views of the distant hills are partially obscured by existing vegetation and development along the roadways. Thus, while the proposed two-story, single-family residential units would further block views of the distant hills, any new obstructions to existing views would be minor.

Based on the above, the proposed project would not have a substantial adverse effect on a scenic vista, and a ***less-than-significant*** impact would occur.

b. According to the California Department of Transportation (Caltrans) map of Santa Clara County prepared for the Scenic Highway Mapping System, the nearest officially designated State Scenic Highway to the project site is a segment of State Route (SR) 9, approximately 20 miles to the northwest of the project site.[4] Therefore, officially designated State scenic highways do not occur in the project vicinity. Because the project site is not located in the vicinity of any State scenic highway, the proposed project would not damage any scenic resources within a State Scenic Highway. Therefore, ***no impact*** related to damaging scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway would occur.

c. The project site is located within an urbanized area of the City. In accordance with CEQA checklist question I-c., the relevant threshold is whether the project would conflict with applicable zoning and other regulations governing scenic quality.

[4] California Department of Transportation (Caltrans). *California State Scenic Highway System Map.* Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed April 2025.

The City's General Plan designates the site as General Commercial and the site is zoned PUD, CO, and CH. However, because the proposed project is being processed pursuant to the Builder's Remedy under a settlement agreement between the City and the project applicant, the project is not required as part of project approval to demonstrate consistency with standards established by the General Commercial land use designation and PUD, CO, and CH zoning districts. Nonetheless, because the maximum building height of the proposed residential units would be 29 feet and eight inches, the proposed project would comply with the height requirements of the existing CO and CH zoning, which allow for a maximum height of 30 and 55 feet, respectively. The proposed project also would not exceed the maximum allowable height of 30 feet for the Residential Detached Low and Medium Density zoning districts.

In addition, the proposed project would still be required to comply with the City's objective design standards and the City of Morgan Hill Residential Development Design and Development Standards.[5] As required therein, the intent of the Residential Development Design and Development Standards shall be met unless it can be demonstrated to the satisfaction of the decision-making body for the development project that meeting the intent of the Residential Development Design and Development Standards is physically infeasible or detrimental to the environmental quality of the project or surrounding area.

The proposed project would include landscaping elements that would partially screen public views of the site and would be visually compatible with the surrounding development. Furthermore, the proposed project is subject to a Design Permit in accordance with Morgan Hill Municipal Code Section 18.108.040, which requires that the proposed project be consistent with the City's Architectural Review Handbook findings. All new buildings, exterior renovations, and site alterations are subject to the standards and guidelines of the Architectural Review Handbook, which are applied by the City through the Design Permit process. The Design Review process would ensure that all project elements are consistent with the City's Architectural Review Handbook.

Based on the above, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality, and a ***less-than-significant*** impact would occur.

d. The project site is currently vacant and undeveloped. Therefore, development of the project site with 105 residential units would add new sources of light and glare to the site, where sources do not currently exist. The proposed project is anticipated to include streetlights along internal roadways and the project frontage, as well as interior lights, which could spill from the windows of the proposed residences. In addition, the proposed project would generate vehicle trips which, in turn, would create sources of light from vehicle headlights. Light and glare associated with the proposed project would be expected to be similar to that of the surrounding area.

New sources of lighting would be required to comply with the standards set forth in the City's Architectural Review Handbook for single-family residences, as well as Sections 18.76.060 and 15.40.420 of the Morgan Hill Municipal Code. For example, all lighting, including security lighting, shall be shielded to minimize glare upon neighboring property and public rights-of-way (ROWs). Compliance with such would help to ensure that the light and glare created by the proposed project would be consistent with the levels of light and

[5] City of Morgan Hill. *Residential Design and Development Standards*. Updated October 2022.

glare currently emitted in the surrounding developed environment. As part of demonstrating compliance with applicable lighting standards, a Photometric Study was prepared for the proposed project, which shows that the estimated light intensity at the boundaries of the project site would be negligible, and the outdoor lighting output would comply with applicable standards (see Figure 10 and Figure 11). As shown in the Photometric Study, the horizontal foot-candle lighting intensity at the areas immediately outside the boundaries of the project site would reach zero. Receptors that would be sensitive to lighting associated with the proposed project do not exist in close enough proximity to the project site to be affected by the proposed lighting.

Based on the above, the proposed project would not introduce new sources of substantial light or glare to the site which would adversely affect daytime or nighttime views in the area, and a ***less-than-significant*** impact would occur.

Figure 10
Photometric Study (1 of 2)

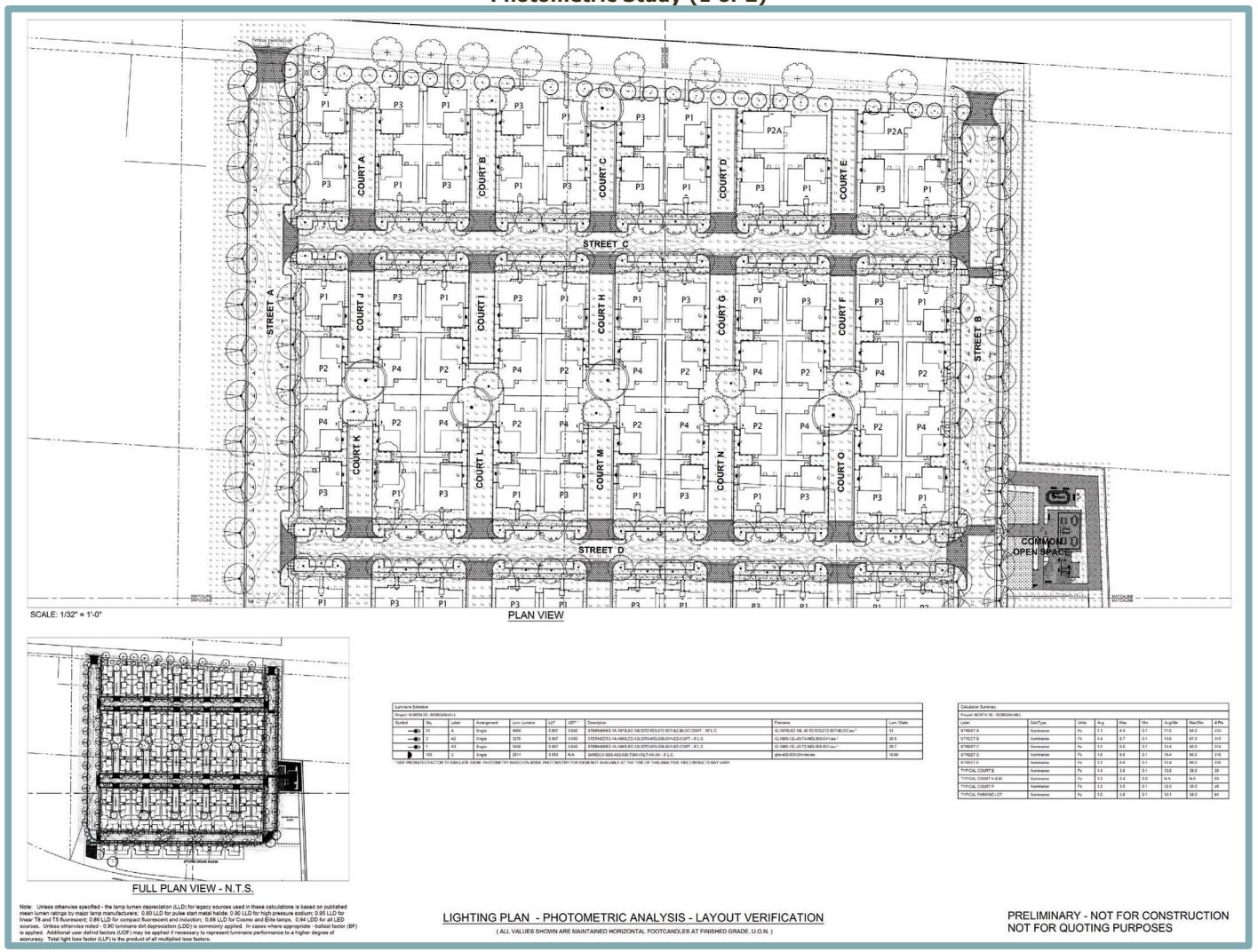


*Figure is not OCR compatible.

Figure 11
Photometric Study (2 of 2)

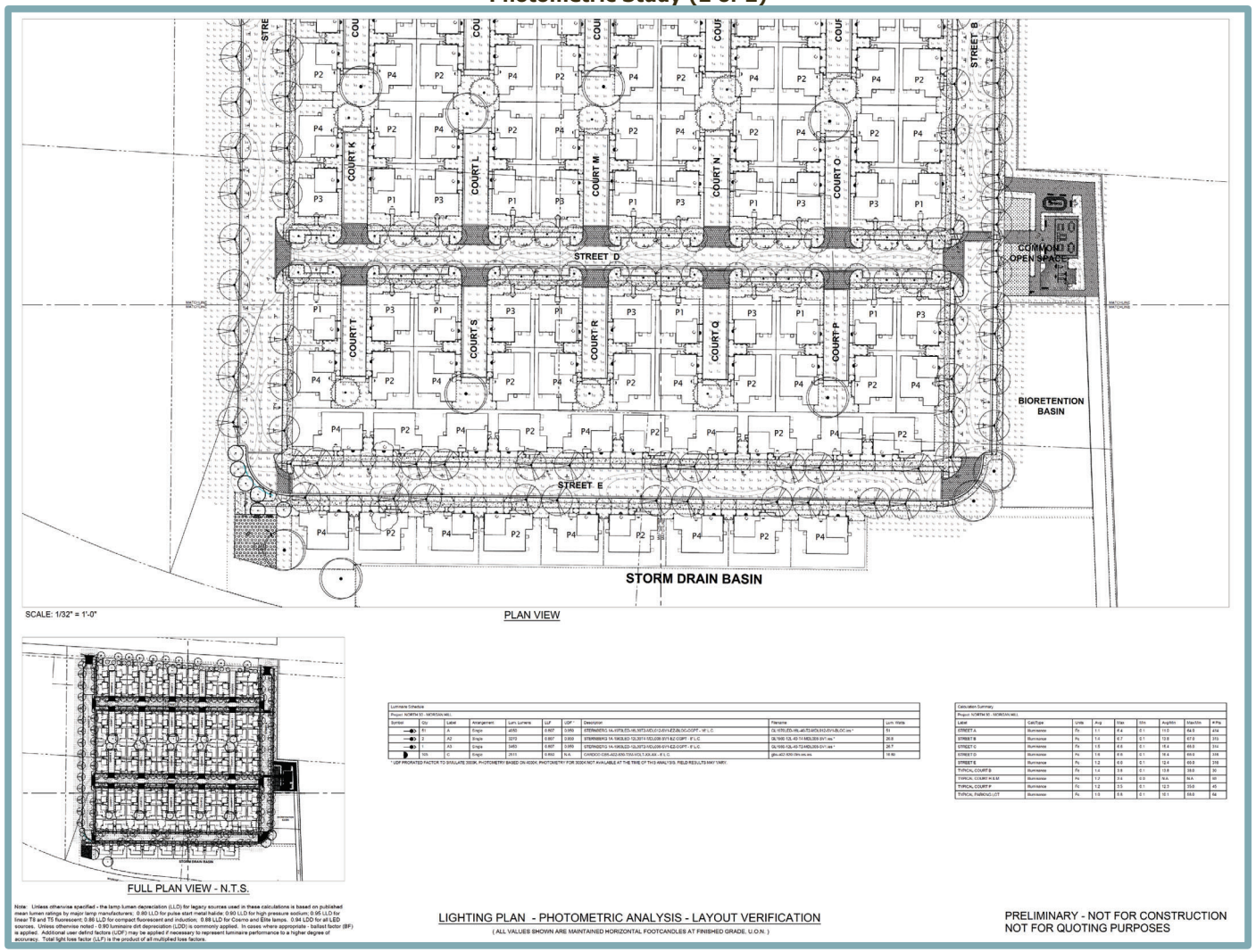


*Figure is not OCR compatible.

II. AGRICULTURE AND FOREST RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. 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?	✖	☐	☐	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	✖
c. 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))?	☐	☐	☐	✖
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	✖
e. 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?	✖	☐	☐	☐

Discussion

a,e. According to the California Department of Conservation Farmland Mapping and Monitoring Program, the project site is designated as "Unique Farmland" and "Other Land."[6] As such, development of the proposed project could convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use or involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. Therefore, a ***potentially significant*** impact could result.

Further analysis of the above potential impact will be included in the Agricultural Resources chapter of the DePaul Residences Project EIR.

b. The project site is currently zoned PUD, CO, and CH; thus, the site is not zoned for agricultural use. Additionally, the project site is not under a Williamson Act contract.[7] Therefore, buildout of the proposed project would not conflict with zoning for an agricultural use or a Williamson Act contract, and ***no impact*** would occur.

c,d. The project site is not considered forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), and is not zoned Timberland Production (as defined by Government Code Section 51104[g]). Therefore, the proposed project would have ***no impact*** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

[6] California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed April 2025.

[7] City of Morgan Hill. *Morgan Hill 2035 Draft Environmental Impact Report* [pg. 4.2-4, Figure 4.2-2]. January 2016.

III. AIR QUALITY. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	✖	☐	☐	☐
b. 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?	✖	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	✖	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	✖	☐	☐	☐

Discussion

a-d. The City of Morgan Hill is located in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air District (BAAD).The proposed project would include the development of a 114-lot residential subdivision with 105 detached single-family residences, as well as associated improvements within the project site, including stormwater detention and treatment areas, utility connections, and construction of an internal roadway network. Development of the proposed project could result in emissions such that the project would have the potential to conflict with or obstruct implementation of the applicable air quality plan, result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under applicable federal and/or State ambient air quality standards, expose existing sensitive receptors to substantial pollutant concentrations, and/or result in emissions of concern (such as those leading to odors, emission of dust, or emissions considered to constitute air pollutants) adversely affecting a substantial number of people. Therefore, a ***potentially significant*** impact related to air quality could result.

Further analysis of the above potential impact will be included in the Air Quality and Greenhouse Gas Emissions chapter of the DePaul Residences Project EIR.

IV. BIOLOGICAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. 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 or U.S. Fish and Wildlife Service?	☐	✖	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	✖	☐
c. 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?	☐	☐	✖	☐
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	✖	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	✖	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	✖	☐	☐

Discussion

a. Several species of plants and animals within the State of California have low populations, limited distributions, or both. Such species may be considered “rare” and are vulnerable to extirpation as the State’s human population grows and the habitats the species occupy are converted to agricultural and urban uses. State and federal laws have provided the California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting the diversity of plant and animal species native to the State. A sizable number of native plants and animals have been formally designated as threatened or endangered under State and federal endangered species legislation. Others have been designated as “candidates” for such listing. Still others have been designated as “fully protected” or “species of special concern” by CDFW. The California Native Plant Society (CNPS) has developed its own set of lists of native plants considered rare, threatened, or endangered. Collectively, these plants and animals are referred to as “special-status species.” Although CDFW Species of Special Concern generally do not have special legal status, they are given special consideration under CEQA. Special-status species include the following:

- Plant and wildlife species that have been formally listed as threatened or endangered, or are candidates for such listing by the U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS);
- Plant and wildlife species that have been listed as threatened or endangered or are candidates for such listing by the CDFW;

- CDFW Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue;
- CDFW Fully Protected Species; and
- Species on CNPS Lists 1 and 2, which are considered to be rare, threatened, or endangered in California by the CNPS and CDFW.

In addition to regulations for special-status species, most birds in the U.S., including non-status species, are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal.

The project site is located within the boundaries of the Santa Clara Valley Habitat Plan (SCVHP), which provides take authorization for 18 listed and non-listed species (i.e., covered species). In addition, the SCVHP includes conservation measures to protect the species covered by the SCVHP, as well as a conservation strategy designed to mitigate impacts on covered species and contribute to the recovery of the species in the study area. Pursuant to the Santa Clara Valley Habitat Agency (SCVHA) Geobrowser, the project site is designated by the SCVHP as Grain, Row-crop, Hay and Pasture, Disked/Short-term Fallowed land cover.[8] The existing on-site conditions are consistent with such land cover types, which is described in the SCVHP as including ruderal areas that had been left fallow for several growing seasons. Compliance with the SCVHP is discussed in further detail under question 'f' below.

A search of published records was conducted for special-status plant and wildlife species within the Morgan Hill United States Geological Survey (USGS) 7.5" quadrangle, in which the project site is located, and for the eight surrounding quadrangles, using the California Natural Diversity Data Base (CNDDB) Rarefind 5 application. The intent of the database review was to identify documented occurrences of special-status species in the vicinity of the project area, to determine their locations relative to the project site, and to identify habitats suitable for special-status species within the site.

The project site generally consists of vacant grassland with a driveway from Cochrane Road providing access to a private roadway encircling the eastern portion of the project site. An existing stormwater detention pond with an outfall to the Madrone Channel is located in the southern portion of the project site. Existing non-native trees are located along Cochrane Road and the Madrone Channel Trail. The project site is located within an urban area and is surrounded by existing development. Based on the results of the CNDDB review, the potential for special-status plant and wildlife species to occur on-site is discussed in further detail below.

Special-Status Plants

Based on the results of the CNDDB search, a total of 39 special-status plant species have been recorded within the project region. Based on historic aerial imagery, the project site was formerly used as a tree farm until 2020, and has been subject to ongoing disturbance since at least 2023. The project site lacks suitable aquatic habitats (such as marshes or vernal pools) or suitable substrates (such as alkaline soils) to accommodate the majority of the special-status plant species identified by the CNDDB.

[8] Santa Clara Valley Habitat Agency. *Geobrowser v2.0.* Available at: https://scvha.maps.arcgis.com/apps/webappviewer/index.html?id=f2268679c2fa49489e3f7d6e8377837e. Accessed January 2026.

As previously noted, the project site is located within the boundaries of the SCVHP. According to the SCVHA Geobrowser, the project site is not located within a designated Plant Survey Area.[9] Therefore, special-status plants are not anticipated to occur on-site, and the proposed project would have a less-than-significant impact on special-status plants.

Special-Status Wildlife Species

Based on the results of the CNDDB search, a total of 33 special-status wildlife species have been recorded within the project region. The majority of the 33 special-status species identified by the CNDDB are not expected to occur on the project site for one or more of the following reasons: 1) the site lacks suitable habitat (i.e., woodland, forests, wetlands, chaparral, meadows, coastal dunes, aquatic features, etc.); 2) the site is outside the known range of the species; and/or 3) the site is isolated from the nearest known extant populations by existing development or otherwise unsuitable habitat. For example, the federally endangered Bay checkerspot butterfly (*Euphydryas editha bayensis*) is known to occur on serpentine habitats where its primary larval host plant (*Plantago erecta*) is present. The project site does not support any of the host plants required by the species.

As previously noted, the project site is located within the boundaries of the SCVHP, which provides take authorization for 18 wildlife species (i.e., covered species). According to the SCVHA Geobrowser, the project site is not located within a designated Wildlife Survey Area. The SCVHA Geobrowser further indicates that the project site is located outside of the SCVHP Burrowing Owl Fee Area and is not identified in the SCVHP as Occupied Nesting Burrowing Owl Habitat, Potential Burrowing Owl Nesting/ Overwintering Habitat Depending on Site Conditions, or Overwintering Only Habitat.

Based on the existing on-site habitat, two special-status wildlife species have the potential to occur in or near the project site: northwestern pond turtle (*Actinemys marmorata*) and Crotch's bumblebee (*Bombus crotchii*). Of the special-status wildlife species, only the northwestern pond turtle is a covered species under the SCVHP.

The proposed project's potential to result in adverse effects to the three special-status wildlife species identified above, as well as any additional nesting raptors and migratory birds protected by the MBTA, is discussed in further detail below.

Northwestern Pond Turtle

The northwestern pond turtle is a CDFW Species of Special Concern and is a candidate for listing under FESA. The species favors habitats including streams, large rivers, and canals with slow-moving water, aquatic vegetation, and open basking sites. Although the turtles must live near water, the species can tolerate drought by burrowing into the muddy beds of dried drainages or forest duff. The species feeds mainly on invertebrates, such as insects and worms, but also consumes small fish, frogs, mammals and some plants. Predators include raccoons, coyotes, raptors, weasels, large fish, and bullfrogs. The species breeds from mid- to late spring in adjacent open grasslands or sandy banks.

According to Figure 2, Western Pond Turtle Modeled Habitat Distribution, in Appendix D of the SCVHP, the project site is considered secondary habitat for northwestern pond

[9] Santa Clara Valley Habitat Agency. *Geobrowser v2.0.* Available at: https://scvha.maps.arcgis.com/apps/webappviewer/index.html?id=f2268679c2fa49489e3f7d6e8377837e. Accessed January 2026.

turtle. Secondary habitat is defined as movement habitat within 1,200 feet of primary habitat, with the exception of areas within the 1,200-foot buffer that consist of rock outcrops, vineyards, orchards, or urban areas. Although aquatic habitat suitable for northwestern pond turtle does not occur on-site, the Madrone Channel is located along the western boundary of the project site. Turtles are unlikely to reside and nest on the project site due to the lack of high-quality basking sites; however, turtles may occasionally disperse through the project site. Therefore, the potential exists for the northwestern pond turtle to nest in upland areas on the project site.

The northwestern pond turtle is covered by the SCVHP and, thus, the species would benefit from the SCVHP conservation program. As part of compliance with the SCVHP, the project applicant would be required to pay applicable fees and comply with the SCVHP conditions. Payment of SCVHP fees and compliance with SCHVP conditions would ensure that potential impacts to northwestern pond turtles would be less than significant because the SCVHP is expected to have a net benefit on the conservation of the species. If northwestern pond turtles are present on or near the project site, development of the proposed project could result in an adverse impact to the species.

Crotch's Bumblebee

Crotch's bumblebee may occur regionally and is a candidate for listing under the California Endangered Species Act due to concerns about potential population declines and range contractions. Habitat for the Crotch's bumblebee includes open grassland and scrub habitats with abundant flowers providing nectar and pollen and with subterranean nest sites (such as animal burrows). Occurrences of Crotch's bumblebee have been documented by CNDDB throughout Santa Clara County. Crotch's bumblebee is unlikely to occur or nest at the project site due to the lack of high-quality floral resources on the project site. Nevertheless, Crotch's bumblebee has the potential to occasionally occur and nest on the site.

Development of the proposed project could result in the loss of potential nesting and foraging habitat for Crotch's bumblebees. Therefore, if Crotch's bumblebees are present on the project site, development of the proposed project could result in an adverse impact to the species.

Nesting Migratory Birds and Raptors

Although not included within the CNDDB search, various other nesting and migratory birds protected by the MBTA have been documented within the region. The project site contains grasslands, and existing non-native trees are located to the north of the project site, which could provide the nesting and foraging habitat necessary to support various special-status raptors and migratory birds protected by the MBTA. Therefore, vegetation removal and site disturbance during project construction activities could adversely affect the nesting success of raptors and migratory birds (i.e., lead to the abandonment of active nests) or result in mortality of individual birds, which would constitute a violation of State and federal laws. If such species are located on the project site during the breeding season, project construction activities could result in a substantial adverse effect to species protected under the MBTA and a potentially significant impact could occur.

Conclusion

Based on the above, the project site provides potential habitat for northwestern pond turtle, Crotch's bumblebee, western bumblebee, and nesting migratory birds and raptors

protected by the MBTA. If such species occur on the project site during construction activities associated with the proposed project, the project could have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special status-species in local or regional plans, policies, or regulations, or by the CDFW or USFWS, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

Northwestern Pond Turtle

IV-1. A northwestern pond turtle survey shall be conducted by a qualified biologist no more than 48 hours prior to construction in the portion of the project site where construction activities overlap within 100 feet of Madrone Channel. The results of the survey shall be submitted to the City of Morgan Hill Development Services Department.

If northwestern pond turtles or nests are not found, further mitigation is not necessary. If a northwestern pond turtle is observed within the proposed impact area, a qualified biologist shall relocate the individual to habitat of equivalent or greater value (e.g., riparian wetlands or riparian woodlands adjacent to a perennial creek or intermittent drainage) outside of the proposed impact area prior to construction. If a northwestern pond turtle nest is observed within the proposed impact area, the nest shall be fenced off and avoided until the eggs hatch. The exclusion fencing shall be placed no less than 25 feet from the nest. A qualified biologist shall monitor the nest daily during construction to ensure that hatchlings do not disperse into the construction area. Relocation of hatchlings shall occur as stipulated above, if necessary.

Crotch's Bumblebee

IV-2. Prior to commencement of construction activities, a habitat assessment shall be conducted by a qualified entomologist knowledgeable with the life history and ecological requirements of Crotch's bumble bee and submitted to the City of Morgan Hill Development Services Department for review. The habitat assessment shall include all suitable nesting, overwintering, and foraging habitats within the project area and surrounding areas. Potential nest habitat (i.e. February through October) could include that of other Bombus species such as bare ground, thatched grasses, abandoned rodent burrows or bird nests, brush piles, rock piles, and fallen logs. Overwintering habitat (i.e. November through January) could include that of other Bombus species such as soft and disturbed soil or under leaf litter or other debris. The habitat assessment shall be conducted during peak bloom period for floral resources on which Crotch's bumble bees feed. Further guidance on habitat surveys can be found within Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species (https://wildlife.ca.gov/Conservation/CESA).

If Crotch's bumble bee habitat is present within the project area, a pre-construction survey shall be conducted by a qualified entomologist familiar with the behavior and life history of Crotch's bumble bees and submitted to the City

of Morgan Hill Development Services Department. If CESA candidate bumble bees will be captured or handled, surveyors should obtain a 2081(a) Memorandum of Understanding from CDFW.

Surveys shall be conducted during the colony active period (i.e., April through August) and when floral resources are in peak bloom. Bumble bees move nest sites each year, therefore, surveys shall be conducted each year that project work activities will occur. Further guidance on presence surveys can be found within the Survey Considerations for CESA Candidate Bumble Bee Species, referenced above.

If Crotch's bumble bees are detected during pre-construction surveys, a Crotch's bumble bee avoidance plan shall be developed and provided to City of Morgan Hill Development Services Department and CDFW for review prior to work activities involving ground disturbance or vegetation removal.

Nesting Migratory Birds and Raptors

IV-3. Construction activities shall be scheduled to avoid the nesting season for most birds in Santa Clara County (i.e February 1 through August 31). If construction activities are scheduled to take place outside the nesting season, all impacts to nesting birds protected under the MBTA and California Fish and Game Code would be avoided.

If construction activities are proposed during the nesting season (i.e. February 1 to August 31), a preconstruction survey for nesting birds and other protected migratory birds shall be conducted by a qualified ornithologist, consistent with conditions set forth by the SCVHP, to ensure that nests are not disturbed during project implementation. The survey shall be submitted to the City of Morgan Hill Development Services Department for review no more than seven days prior to the start of construction.

During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, ruderal grasslands, buildings) in and immediately adjacent to the impact areas for nests. If an active nest is observed during the survey, the ornithologist shall determine the extent of a construction-free buffer zone to be established around the nest (typically 300 feet for raptors and 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code shall be disturbed during project implementation. Construction activities may only resume within the non-disturbance buffer after a follow-up survey by the ornithologist has been conducted and a report has been prepared indicating that the nest(s) are no longer active, and that new nests have not been identified.

b,c. Riparian habitats are lands that occur along watercourses and water bodies, with typical examples including streambanks and floodplains. Riparian habitats are distinctly different from surrounding lands, due to a riparian habitat's unique soil and vegetation characteristics, which are strongly influenced by the presence of water. With respect to State or federally protected wetlands, wetlands are generally considered to be areas that are periodically or permanently inundated by surface or groundwater, and support vegetation adapted to life in saturated soil. Wetlands are recognized as important features on a regional and national level due to their high inherent value to fish and wildlife, use as

storage areas for storm and flood waters, and water recharge, filtration, and purification functions.

The project site consists of vacant land, and is surrounded by existing development. Aquatic features are not located on-site. While the Madrone Channel is located parallel to the western boundary of the project site, the proposed project would fully avoid the channel and would not result in any modifications to the channel. Based on the U.S. Fish and Wildlife Services (USFWS) National Wetland Inventory (NWI), the project site does not contain any existing wetlands or other waters of the U.S. or State, or any riparian habitat or sensitive natural communities.[10] Therefore, impacts related to having a substantial adverse effect on a riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations; or by the CDFW or USFWS would be less than significant. In addition, the proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Based on the above, implementation of the proposed project would have a ***less-than-significant*** impact on any riparian habitat, State or federally protected wetlands, or other sensitive natural community identified by local or regional plans, polices, or regulations.

d. According to the General Plan EIR, the primary migratory corridors within the City are located within Llagas Creek and Coyote Creek, in areas outside the City limits and within the City's Sphere of Influence (SOI). The project site consists of ruderal grassland and is surrounded by existing development and roadways. In addition, Llagas Creek and Coyote Creek are not located within the project vicinity. Due to the developed nature of the project vicinity, as well as physical barriers to wildlife movement along the project boundaries, the project site does not support any major wildlife movement corridors. As discussed above, while the Madrone Channel is located parallel to the western boundary of the project site, the proposed project would fully avoid the channel and would not result in any modifications to the channel. An existing fence separates the channel from the project site. Therefore, development of the proposed project would not interfere with species using the Madrone Channel corridor for movement. As such, the project would not interfere substantially with the movement of any resident or migratory fish or wildlife species, or with established resident or migratory wildlife corridors, nor impede the use of wildlife nursery sites. Thus, a ***less-than-significant*** impact would occur.

e. Section 12.32.030 (Permit-Required) of the City of Morgan Hill's Municipal Code requires the approval of a tree removal permit prior to the removal of any protected tree, significant tree, street tree, public tree, or a community of trees. The proposed project would not include the removal of any existing trees, and a Tree Removal Permit in accordance with Morgan Hill Municipal Code Section 12.32.030 would not be required.

Based on the above, development of the proposed project would not conflict with a local policy or ordinance protecting biological resources, such as a tree preservation policy or ordinance, and a ***less-than-significant*** impact would occur.

[10] U.S. Fish & Wildlife Service. *National Wetlands Inventory*. Available at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed April 2025.

f. As noted above, the project site is located within the boundaries of the SCVHP permit area. The SCVHP was developed through a partnership between Santa Clara County, the cities of San José, Morgan Hill, and Gilroy, as well as with input from Valley Water, the Santa Clara Valley Transportation Authority (VTA), USFWS, and CDFW. The SCVHP is intended to promote the recovery of endangered species and enhance ecological diversity and function, while accommodating planned growth in approximately 500,000 acres of southern Santa Clara County. The SCVHP provides take authorization for 18 covered species and includes conservation measures to protect the species covered by the SCVHP, as well as a conservation strategy designed to mitigate impacts on covered species and contribute to the recovery of the species in the study area.

As stated above, the project site is designated by the SCVHP as "Grain, Row-crop, Hay and Pasture, Disked/Short-term Fallowed" land cover type.[11] The project site is not located within a designated Plant Survey Area or Wildlife Survey Area. The SCVHA Geobrowser further indicates that the project site is located outside of the SCVHP Burrowing Owl Fee Area and is not identified as Occupied Nesting Burrowing Owl Habitat, Potential Burrowing Owl Nesting/Overwintering Habitat Depending on Site Conditions, or Overwintering Only Habitat.

Compliance with the SCVHP requires payment of fees according to the Fee Zone designation of the property, payment of nitrogen deposition fees related to the number of anticipated car trips resulting from the development, and any surcharge fees that are required based on site-specific impacts to sensitive habitats or sensitive species. The project site is within Fee Zone B (Agricultural and Valley Floor Lands). As such, the proposed project would be subject to Zone B fees, with the most recent July 2024 to June 2025 rate of $18,598 per acre.[12] Nitrogen deposition fees, as of May 2025, are $6.69 for each new vehicle trip and $63.26 for each new single-family residence. For any temporary impacts associated with construction activities, all the same fees are applied, but at a fraction of the total cost, depending on how long the project expects the temporary impact to last. Temporary impacts are direct impacts that alter land cover for less than one year and that allow the disturbed area to recover to pre-project or ecologically improved conditions within one year (e.g., construction staging areas) of completing construction.

In addition to fees, the proposed project would be required to comply with applicable conditions included in Chapter 6, Conditions on Covered Activities and Application Process, of the SCVHP related to covered species and sensitive land cover types. However, should the proposed project not fulfill payment of necessary fees, the project could conflict with the SCVHP. Thus, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

IV-4. Prior to issuance of a grading permit for the proposed project, the owner or designee shall pay the Santa Clara Valley Habitat Plan per-acre fee in effect for

[11] Santa Clara Valley Habitat Agency. *Geobrowser v2.0.* Available at: https://scvha.maps.arcgis.com/apps/webappviewer/index.html?id=f2268679c2fa49489e3f7d6e8377837e. Accessed January 2026.

[12] Santa Clara Valley Habitat Agency. *Habitat Agency Fee Schedule: July 1, 2024 through June 30, 2025.* Available at: https://www.scv-habitatagency.org/206/Habitat-Agency-Fee-Schedule. Accessed April 2025.

the appropriate fee zone of the project site, nitrogen deposition fees, and any temporary impact fees, as determined by the Santa Clara Valley Habitat Agency, in compliance with Section 18.132.050 of the Morgan Hill Municipal Code and Chapter 9 of the Santa Clara Valley Habitat Plan.

V. CULTURAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	✖	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	☐	✖	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	☐	☐	✖	☐

Discussion

The following discussion is primarily based on a Cultural Resources Study prepared for the proposed project by Eileen Barrow & Associates.[13]

a. The Cultural Resources Study prepared for the proposed project included a literature review to identify any previously recorded cultural resources and a field survey, conducted on April 21, 2025, of the entire project site. According to a records search of the California Historical Resources Information System (CHRIS) completed by the Northwest Information Center (NWIC) on April 16, 2025, the project site has not been subject to any previous cultural studies; however, a total of 16 studies have been conducted within 0.25-mile of the site. Based on the previous studies conducted for the project area, resources have not been documented within 0.25-mile of the project site. As part of the Cultural Resources Study, the project site was surveyed in transects measuring 15 meters apart. The field survey confirmed that buildings do not exist within the project site. A detention pond was identified in the southern portion of the project site, but the detention pond is modern and does not meet the age threshold for consideration as a historic resource by the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR).

   Based on the above, development of the site would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5, and a ***less-than-significant*** impact would occur.

b,c. As noted above, a record search of the CHRIS was conducted as part of the Cultural Resources Study. Based on the previous studies conducted for the project area, cultural resources have not been documented within the project site or within 0.25-mile of the project site. In addition, the field survey did not indicate the presence of any archaeological resources. On April 15, 2025, the Native American Heritage Commission (NAHC) conducted a records search of the Sacred Lands File (SLF), which indicated that archaeological and other cultural resources are not known to be present in the project vicinity. Therefore, the proposed project would not impact any known precontact archaeological resources. According to the Cultural Resources Study, a very low potential for buried archaeological site indicators exists within the project site due to the project site's distance from a natural source of fresh water. However, unknown archaeological resources, including human remains, have the potential to be uncovered during future ground-disturbing construction and excavation activities at the subject property.

[13] Eileen Barrow & Associates. *Cultural Resources Study for the DePaul Residences Project Morgan Hill, Santa Clara, California*. May 2, 2025.

If such resources are unearthed during ground disturbing activities (i.e., any activity that exposes, works or redistributes soil, including but not limited to excavating, filling, stockpiling, grading, grubbing, or clearing), the following City standard conditions of approval related to the protection of archaeological resources would be implemented, consistent with Section 18.60.090 of the City's Municipal Code:

A. 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 (includes demolition and moving of heavy equipment on site) on the "first day of construction," the archaeologist and Tamien Nation Tribal Monitor shall hold a preconstruction meeting for the purposes of "cultural sensitivity training" with the general contractor and subcontractors.
2. An archaeologist and 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.

Compliance with the above standard conditions of approval would ensure that construction of the proposed project would result in a ***less-than-significant*** impact related to unique archeological resources, as well as the disturbance of human remains.

VI. ENERGY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	✖	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	✖	☐

Discussion

a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2022 California Green Building Standards Code (CALGreen Code) and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the proposed project's potential effects related to energy demand during construction and operations are provided below.

California Green Building Standards Code

The 2022 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), is a portion of the California Building Standards Code (CBSC), which became effective with the rest of the CBSC on January 1, 2023.[14] The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of electric vehicle (EV) charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' MWELO, or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills;
- Incentives for installation of electric heat pumps, which use less energy than traditional heating, ventilation, and air conditioning (HVAC) systems and water heaters;
- Required solar PV system and battery storage standards for certain buildings; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

Building Energy Efficiency Standards

The 2022 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy-efficiency measures from the 2019 Building Energy Efficiency Standards. The proposed project would be subject to all relevant provisions of the most recent update

[14] California Building Standards Commission. *2022 California Green Building Standards Code*. 2023.

of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently.

Construction Energy Use

Construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid. Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site and off-site improvement areas would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. Project construction would not involve the use of natural gas appliances or equipment.

All construction equipment and operation thereof would be regulated by the CARB's In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. In addition, as a means of reducing emissions, construction vehicles are required to become cleaner through the use of renewable energy resources. The In-Use Off-Road Diesel Vehicle Regulation would therefore help to improve fuel efficiency for equipment used in construction of the proposed project. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to further reduce demand on oil and limit emissions associated with construction.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, construction activities would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Operational Energy Use

Following implementation of the proposed project, Pacific Gas & Electric Company (PG&E) would provide electricity to the project site. Based on the project plans, the proposed project is assumed not to include natural gas infrastructure. Energy use associated with operation of the proposed project would be typical of residential uses, requiring electricity for interior and exterior building lighting, HVAC, electronic equipment, machinery, refrigeration, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by the proposed residential development.

The proposed residential project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and the Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project site by PG&E would comply with the State's Renewable Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Thus, a portion of the energy consumed during operation of the proposed project would originate from renewable sources.

The CARB prepared the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan),[15] which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix D of the 2022 Scoping Plan provides suggestions for prioritizing various types of mitigation, such as on-site GHG-reducing design features and mitigation measures. Appendix D includes the methods to reduce vehicle miles traveled (VMT), support building decarbonization, and provide access to shared mobility services or transit, as well as EV charging. Appendix D provides further suggestions for prioritizing other mitigation types, including non-local off-site mitigation, and voluntary offsets issued by a recognized and reputable voluntary carbon registry. The CBSC regulations described above, with which the proposed project must comply, would be consistent with the intention of the 2022 Scoping Plan and the recommended actions included in Appendix D of the 2022 Scoping Plan. With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. Each residential unit would include a two-car garage, which would include one Level 2 EV Ready space and one Level 1 EV Ready space.

Conclusion

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, a ***less-than-significant*** impact would occur.

[15] California Air Resources Board. *2022 Scoping Plan for Achieving Carbon Neutrality.* November 16, 2022.

VII. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. 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 based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	✖	☐
ii. Strong seismic ground shaking?	☐	☐	✖	☐
iii. Seismic-related ground failure, including liquefaction?	☐	✖	☐	☐
iv. Landslides?	☐	✖	☐	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	✖	☐
c. 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?	☐	✖	☐	☐
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	✖	☐	☐
e. 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?	☐	☐	☐	✖
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	✖	☐

Discussion

The following discussion is based primarily on a Geotechnical Investigation Report prepared in June 2022 by Haley & Aldrich, Inc. for a separate project located on the project site.[16] Haley & Aldrich, Inc. provided an addendum to the June 2022 report on July 1, 2025,[17] confirming that the recommendations therein remained feasible for the proposed project, as well as updating the references within the report to the most current California Building Code (CBC). Both the addendum and the Geotechnical Investigation Report are included as Appendix A to this IS.

ai-ii. According to the Geotechnical Investigation Report, the closest major fault to the project site is the Calaveras Fault, located approximately 5.2 kilometers (3.2 miles) east of the site. Other major faults in the project area include the San Andreas Fault (located approximately 18 kilometers [11.18 miles] southwest of the site), the Monte Vista – Shannon Fault (located approximately 18 kilometers [11.18 miles] west of the site), and the Zayante-Vergeles Faults (located approximately 24 kilometers [14.91] miles southwest of the site). According to Section 5.1.4 of the Geotechnical Investigation Report, active or potentially active faults do not exist within the project site and Alquist-Priolo Earthquake Fault Zones are not delineated within the site. Therefore, fault rupture hazard is not a significant geologic hazard at the site.

[16] Haley & Aldrich, Inc. *Geotechnical Investigation Report, Redwood Tech @ 101, Morgan Hill, California.* June 2022.
[17] Haley & Aldrich, Inc. *Geotechnical Report Addendum, APNs 728-31-017 and 728-31-019, Morgan Hill, California.* July 2025.

Due to the proximity of the site to nearby active faults, strong ground shaking could occur at the site as a result of an earthquake on any one of the faults. However, the proposed project would be subject to all applicable regulations within the CBSC, which includes the CBC, and Chapter 15.08 (Building Code) of the City's Municipal Code, which provide standards to protect property and public safety by regulating the design and construction of foundations, building frames, and other building elements. Therefore, compliance with such would ensure a ***less-than-significant*** impact would occur related to exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault or strong seismic ground shaking.

aiii,aiv, c,d. The proposed project's potential effects related to liquefaction, landslides, lateral spreading, and subsidence/settlement are discussed in detail below.

Liquefaction

Liquefaction is the temporary transformation of loose, saturated granular sediments from a solid state to a liquefied state as a result of seismic ground shaking. In the process, the soil undergoes transient loss of strength, which commonly causes ground displacement or ground failure to occur. Because saturated soils are a necessary condition for liquefaction, soil layers in areas where the groundwater table is near the surface have higher liquefaction potential than those in which the water table is located at greater depths. Additionally, loose unsaturated sandy soils have the potential to settle during strong seismic shaking. Liquefaction can often result in subsidence, which refers to the gradual settling or sudden sinking of land surface, or settlement, which refers to the vertical movement of soil when a load is applied to the surface.

According to the Geotechnical Investigation Report, the project site is not located within a potential liquefaction hazard zone as defined by the California Geological Survey (CGS) Seismic Hazard Zones Map for the Morgan Hill 7.5-minute quadrangle. Depth to groundwater in the quadrangle zone is expected to be less than approximately 40 to 50 feet below ground surface (bgs), which is the historical high groundwater level. Groundwater was not encountered in the exploratory borings performed to a maximum depth of 43 feet as part of the Geotechnical Investigation Report. Overall, the Geotechnical Investigation Report concluded that the potential for liquefaction within the project site is low.

In addition, the Safety, Services, and Infrastructure Element of the General Plan acknowledges the potential for hazards associated with seismically induced liquefaction in the planning area and includes multiple policies (e.g., SSI-1.1, 1.2, 2.1, and 2.3) that are relevant to such hazards. The CBSC and Chapter 15.08 (Building Code) of the City's Municipal Code also provide standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, and other building elements, which would further reduce the potential for seismic-related ground failure, including liquefaction. The proposed project would be required to comply with the aforementioned regulations.

Based on the findings of the Geotechnical Investigation Report and compliance with the City's adopted standards, liquefaction is not anticipated to adversely affect the proposed project, and the impacts associated with such would be less than significant.

Subsidence/Settlement

As part of the Geotechnical Investigation Report, seven subsurface borings were drilled within the project site to maximum depths of 43 feet bgs for foundation and slab design purposes, and one boring for percolation testing was conducted to approximately five feet bgs. Based on the results of the on-site borings, the project site is blanketed by a four- to six-foot-thick layer of silt, sandy silt, silty sand, and well-graded fine sand with silt, some gravel and occasional cobbles. Below the near-surface silty and sandy soil layers, on-site soils are comprised of medium dense to very dense layers of silty and clayey sand and gravel, as well as well-graded sand and gravel with varying amounts of silt, clay, and occasional cobbles. If new buildings were supported on shallow spread type footings on the existing near-surface silts and sands without further compaction, the proposed structures could experience erratic settlement and associated building damage. In addition, according to the Geotechnical Investigation Report, strong seismic shaking at the site could induce settlement up to 0.25-inch.

Based on the above, subsidence or settlement could occur on the project site and, thus, without the implementation of mitigation, a significant impact could occur.

Landslides

Seismically induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. The topography of the project site is relatively flat with an elevation of approximately 385 feet above mean sea level.[18] Thus, the proposed project would not be subject to substantial landslide risks.

Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. As stated above, the project site is generally flat and liquefiable soils were not found on the site. Therefore, the potential for lateral spreading at the site is considered to be low, according to the Geotechnical Investigation Report.

Expansive Soils

Expansive soils can undergo significant volume changes with changes in moisture content. Specifically, such soils shrink and harden when dried, and expand and soften when wetted. If structures are underlain by expansive soils, foundation systems must be capable of withstanding the potential damaging movements of the soil. The Geotechnical Investigation Report includes recommendations that the soils underlying proposed footings should be over-excavated to a depth of at least 12 inches below the footing bottoms, or to a depth sufficient to expose the non-expansive sand and gravel layers underlying the site at an average depth of 5 feet bgs, whichever is deeper. In addition, the proposed project would be required to comply with the CBSC and all applicable construction standards provided in the City's Municipal Code to ensure the structural integrity of the proposed structures. Nonetheless, expansive soils could occur on the project site and, thus, without the implementation of mitigation, a significant impact could occur.

[18] Haley & Aldrich, Inc. *ASTM Phase I Environmental Site Assessment, 20-Acre Portion Of APNs 728-31-017 and 728-31-019, Morgan Hill, California* [pg. 4]. March 2024.

Conclusion

Based on the above, the proposed project would not be subject to substantial risks related to liquefaction, landslides, lateral spreading, or expansive soils. However, the potential exists for subsidence/settlement to occur at the project site. Without implementation of mitigation, the proposed project could cause substantial adverse effects related to such. Thus, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

VII-1. Prior to approval of any grading permits, the project Civil Engineer shall show on the project plans that the project design adheres to all engineering recommendations provided in the Geotechnical Investigation Report prepared for the project site by Halley & Aldrich, Inc. Proof of compliance with all recommendations specified in the Geotechnical Investigation Report shall be subject to review and approval by the City Engineer.

The project plans shall include, but not be limited to, engineering recommendations included in the Geotechnical Investigation Report related to seismic design parameters, site preparation and grading, utility trench excavation, serpentine fill, foundations, slab-on-grade floors, drainage and landscaping, stormwater infiltration and percolation, pavement design, exterior concrete slabs and walkways, corrosivity, retaining walls, and project review and construction monitoring. The final project plans and specifications shall be reviewed by Haley & Aldrich, Inc. prior to construction to check that the plans are in general conformance with the intent of the recommendations. During construction, Haley & Aldrich, Inc. shall observe and document the installation of foundations, observe the condition, and test the compaction of any fill placed at the site to ensure that the contractor's work conforms to the geotechnical aspects of the plans and specifications, and that the foundation system and paved areas are constructed in accordance with the design recommendations.

b. Development of the proposed project site would cause ground disturbance of mostly topsoil related to construction activity. The ground disturbance would be limited to the areas proposed for grading and excavation, including building pads; curb, gutter, and sidewalk improvement areas; and drainage, sewer, and water infrastructure alignments. After grading and excavation and prior to overlaying the disturbed ground surfaces with impervious surfaces and structures, the potential exists for wind and water erosion to occur, which could adversely affect downstream storm drainage facilities.

As noted in Section X, Hydrology and Water Quality, of this IS, stormwater runoff associated with the site would be required to comply with the City's Stormwater Management Program (SWMP) standards. Compliance with such would ensure the project would not increase stormwater flows into the existing system from existing levels. The final drainage system design for the project will 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 the project is consistent with the City's 2018 Storm Drainage System Master Plan, and standard stormwater-related conditions of approval. Therefore, the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion.

Furthermore, new development within the City that disturbs one or more acres of land is required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit and prepare a Storm Water Pollution Prevention Plan (SWPPP) incorporating Best Management Practices (BMPs) to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. The proposed project would disturb approximately 15.8 acres and, thus, would be subject to such requirements. In addition, pursuant to Morgan Hill Municipal Code Chapter 13.30 (Urban Storm Water Quality Management and Discharge Control), the project applicant would be required to submit a sediment and erosion control plan to the City of Morgan Hill, Land Development Engineering Division, prior to the approval of improvement plans and issuance of building permits. The plan(s) must be acceptable and conform to City standards to prevent significant sediment and soil erosion during construction and include the standards and guidelines found in the California Stormwater Quality Association, Stormwater Best Management Practice Handbook. Additionally, pursuant to Morgan Hill Municipal Code Section 13.30.270, erosion control plans must provide details for BMPs, such as preservation of existing vegetation, hydraulic mulch, hydroseeding, soil binders, and straw mulch. Incorporation of such BMPs would further ensure substantial adverse effects to downstream storm drainage facilities do not occur as a result of substantial soil erosion or the loss of topsoil.

Based on the above, the proposed project would not result in substantial soil erosion or the loss of topsoil, and a ***less-than-significant*** impact would occur.

e. The proposed development would connect to existing City-maintained sewer infrastructure and would not include the use of septic tanks. Accordingly, ***no impact*** would occur related to soils incapable of adequately supporting the use of septic tanks.

f. Paleontological resources or fossils are the remains of prehistoric plant and animal life. As noted in the City's General Plan EIR, based on a review of the University of California's Museum of Paleontology's fossil locality database conducted for all of Santa Clara County, paleontological resources have not been identified within the City of Morgan Hill.[19] Thus, paleontological resources are not expected to occur on the site. In addition, occurrences of fossil resources are closely tied to the geologic units. The soil types at the project site are not considered unique geologic features and are common within the geographic area of the City. As such, development of the proposed project would not destroy a unique geologic feature.

Based on the above, the proposed project would not result in the direct or indirect destruction of a unique paleontological resource or unique geological feature, and a ***less-than-significant*** impact would occur.

[19] City of Morgan Hill. *Morgan Hill 2035 Draft Environmental Impact Report* [pg. 4.5-17]. January 2016.

VIII. GREENHOUSE GAS EMISSIONS. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✖	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	✖	☐	☐	☐

Discussion

a,b. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to the proposed development would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. Construction and operation of the proposed project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, impacts related to GHG emissions and global climate change could be cumulatively considerable and ***potentially significant***.

Further analysis of the above potential impact will be included in the Air Quality and Greenhouse Gas Emissions chapter of the DePaul Residences Project EIR.

IX. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	✖	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	✖	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	✖
d. 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?	☐	☐	✖	☐
e. 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	✖
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	☐	☐	✖	☐

Discussion

a. A significant hazard to the public or the environment could result from the routine transport, use, or disposal of hazardous materials. Future operations of the proposed residences on the project site could involve the use of common household cleaning products, fertilizers, and herbicides on-site, any of which could contain potentially hazardous chemicals; however, such products would be expected to be used in accordance with label instructions. Due to the regulations governing use of such products and the amount that could reasonably be used on the site, routine use of such products would not represent a substantial risk to public health or the environment. Therefore, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and a ***less-than-significant*** impact would occur.

b. A development project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment should a site contain potential Recognized Environmental Conditions (RECs) that are not properly addressed prior to project implementation. A REC indicates the presence or likely presence of any hazardous substances in, on, or at, a property due to any release into the environment, under conditions indicative of a release to the environment, or under conditions that pose a material threat of a future release to the environment.[20] A Historical REC (HREC) is defined as a past release of any hazardous substances or petroleum products that has

[20] ASTM International. *ASTM E1527, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* 2013.

occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

The following discussion provides an analysis of potential hazards related to the proposed construction activities and the project's potential to exacerbate any existing on-site hazardous conditions.

Construction Activities

Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and the use of other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and local City ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Thus, construction of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

Existing On-Site Hazardous Conditions

A discussion of potential on-site hazardous conditions related to on-site RECs and other environmental findings is included below. The analysis of existing on-site hazardous conditions is based on a Phase I Environmental Site Assessment (ESA) (see Appendix B) conducted by Haley & Aldrich, Inc.[21] The Phase I ESA included historical land use research, a review of regulatory records pertaining to the project site and properties in the vicinity of the site, site reconnaissance, and interviews with persons knowledgeable about the project site. In addition, the Phase I ESA included an evaluation of the soil samples previously conducted for the project site in 2018 as part of prior Phase II ESAs. The results of the previous soil samples were compared to the current environmental screening levels (ESLs) established by the Regional Water Quality Control Board (RWQCB), dated July 2019. The RWQCB has developed ESLs to help expedite the identification and evaluation of potential environmental concerns at contaminated sites. ESLs have been developed for more than 100 commonly detected constituents and address a full range of concerns encountered at contamination sites and are protective of human health, water quality, and the environment. The findings and conclusions of the Phase I ESA are discussed in further detail below.

Contaminated Soils

The project site has been historically used for agricultural activities, primarily as an orchard, since at least 1939. Due to the site's historic agricultural use, on-site soils have the potential for soil contamination from arsenic and organochlorine pesticides (OCPs). Soil samples were collected from the site at depths up to 2.5 feet bgs and submitted for laboratory analysis.

According to the Phase I ESA, 4,4-Dichlorodiphenyltrichloroethane (DDT), a chlorinated hydrocarbon insecticide, was detected in soil samples collected at 0.5- and one-foot bgs

[21] Haley & Aldrich, Inc. *ASTM Phase I Environmental Site Assessment 20-Acre Portion of APNs 728-31-017 and 728-31-019 Morgan Hill, California*. March 2024.

at concentrations exceeding the environmental screening level for terrestrial habitat concerns. However, none of the detected concentrations exceeded the residential and construction worker health screening levels, and the collected soil samples from 2.5 feet bgs did not detect concentrations greater than the laboratory reporting limit. Therefore, the Phase I ESA concluded that the detected 4,4-DDT concentrations are limited and would not represent a potential risk. As such, potential impacts to human health and/or the environment associated with such would be less than significant.

Naturally Occurring Asbestos

The Phase I ESA also identified an environmental issue of concern, which are issues that do not qualify as RECs but do warrant further discussion.

The on-site soils contain serpentine pebbles with naturally occurring asbestos (NOA) at concentrations greater than one percent. Asbestos is the name for a group of naturally occurring silicate minerals that are considered to be "fibrous" and, through processing, can be separated into smaller and smaller fibers. The fibers are strong, durable, chemical resistant, and resistant to heat and fire. They are also long, thin, and flexible, such that they can be woven into cloth. Because of the above qualities, asbestos was considered an ideal product and has been used in thousands of consumer, industrial, maritime, automotive, scientific, and building products. However, later discoveries found that, when inhaled, the material caused serious illness.

The Phase I ESA concluded that, based on the size of the project site and the presence of the NOA-containing serpentine pebbles, a site-specific Asbestos Dust Mitigation Plan (ADMP) should be prepared and approved by BAAD prior to performing any soil-disturbing activities. A Soil Management Plan was also separately prepared for the project site by Haley & Aldrich, Inc. (see Appendix C).[22] The Soil Management Plan provides additional direction for the management and handling of the on-site soil during the grading and excavation activities performed during construction, as well as guidance for addressing previously unknown subsurface features or environmental conditions that may potentially be encountered. The Soil Management Plan requires the preparation and BAAD approval of an ADMP prior to the start of any construction activities that involve handling on-site soil.

Pursuant to the Soil Management Plan, development of the project site would include excavating and grading the NOA-containing soil, and the excavation of native soil with NOA-containing serpentine pebbles shall be performed by appropriately trained personnel and adhere to the procedures described in the ADMP. The site-specific ADMP would satisfy the requirements of the Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying and Surface Mining Operations (CCR, Title 17, Section 93105). Following any necessary removal of on-site soils with concentrations of asbestos greater than one percent, the site would be stabilized with clean soil cover, hardscape, or a vegetative cover (i.e., hydroseeding). In addition, Section 4.3.2.2, NOA-Containing Soil, of the Soil Management Plan requires that, if asbestos is detected in soil samples at concentrations greater than one percent, the soil shall be disposed of as asbestos-containing waste, consistent with Section 11-2-303 of the BAAD Regulation 11, Rule 2 related to hazardous pollutants. Compliance with the Soil Management Plan would be required to ensure that development of the proposed project would not result in a potentially hazardous condition related to existing NOA-containing serpentine pebbles within the project site.

[22] Haley & Aldrich, Inc. *Soil Management Plan, Cochrane Village, Morgan Hill, California*. March 2024.

Conclusion

Based on the above, without development of an ADMP or compliance with the site-specific Soil Management Plan, development of the proposed project could create a significant hazard to the public or the environment, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

IX-1. Prior to approval of any grading or building permits, a site-specific Asbestos Dust Mitigation Plan (ADMP) shall be prepared and approved by the Bay Area Air District (BAAD) to satisfy the requirements of the Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying and Surface Mining Operations. In addition, the project Civil Engineer shall show on the grading, excavation, and project plans that the project design adheres to all engineering recommendations provided in the site-specific Soil Management Plan prepared for the proposed project by Haley & Aldrich, Inc. Proof of compliance with all recommendations specified in the Soil Management Plan shall be subject to review and approval by the City Engineer to ensure that all recommendations specified in the Soil Management Plan are properly incorporated into the project design. All grading and excavation plans shall be submitted to the City of Morgan Hill Development Services Department for review and approval.

In accordance with the Soil Management Plan and ADMP, the project plans shall include through notation, but not be limited to, engineering recommendations related to excavating, grading and disposing of the naturally occurring asbestos (NOA)-containing soil. In addition the project applicant shall prepare Health and Safety Plans, and implement the recommendations related to imported fill, noise control, dust control, soil loading, hauling, and transportation standards during both excavation and further construction activities.

c. The nearest school relative to the project site is Live Oak High, which is located approximately 0.4-mile southeast of the site. In addition, residential developments do not typically include the use of or emission of hazardous materials. Therefore, the proposed 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, and ***no impact*** would occur.

d. The California Environmental Protection Agency (Cal EPA) has compiled a list of data resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements, pursuant to Government Code 65962.5. The components of the Cortese List include the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site List,[23] the list of leaking underground storage tank (LUST) sites from the State Water Resources Control Board (SWRCB's) GeoTracker database,[24]

[23] Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese).* Available at: https://www.envirostor.dtsc.ca.gov/public/. Accessed May 2025.

[24] State Water Resources Control Board. *GeoTracker.* Available at: https://geotracker.waterboards.ca.gov/map/. Accessed May 2025.

the list of solid waste disposal sites identified by the SWRCB, and the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB.[25]

The Phase I ESA included searching applicable online databases for records related to significant hazards within the project site and adjacent properties. Relevant material related to obtained documents is included in Appendix D to the Phase I ESA (see Appendix B of this IS). According to the Phase I ESA, the project site is listed in a number of regulatory databases, but does not have records. For example, the GeoTracker database identifies the subject property as the George Chiala Farms, Inc. – Tuscany site in the Irrigated Lands Regulatory Program, with the program status reported as "Terminated," but records for the subject property do not exist on EnviroStor.

According to the Phase I ESA, the only permit on file with the City of Morgan Hill is at 1040 Cochrane Road, which is within the project site. The permit (BLD2007-00995) is dated October 5, 2007, and is for a "Grading and Stockpile Permit (Fill 66,000 cubic yards)." The permit is likely for a former fill area with NOA-containing serpentine rock that has since been removed from the site. Therefore, the former fill area on record would not create a significant hazard to the public or the environment. Nonetheless, as discussed above, the proposed project would be required to prepare and implement an ADMP and comply with the recommendations of the Soil Management Plan related to NOA-containing soils.

In addition, several sites were listed within the surrounding area by the searched databases. Such listings include adjoining properties to the north, northeast, northwest, and southeast. However, due to a lack of reported violations, releases, and/or previously conducted remedial action, the Phase I ESA concluded that the adjacent listings would not represent a potential hazard to the project site.

Based on the above, the proposed project would not create a significant hazard to the public or the environment related to being located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5, and a ***less-than-significant*** impact would occur.

e. The nearest airport to the project site is the San Martin Airport, which is located approximately 5.2 miles south of the project site at 13030 Murphy Avenue. The project site is located outside of the Airport Influence Area (AIA) identified in the San Martin Airport Comprehensive Land Use Plan.[26] In addition, the project site is not located within the vicinity of a private airstrip. Therefore, the project site is not located within two miles of any public airports and does not fall within an airport land use plan area. Accordingly, ***no impact*** would occur related to a safety hazard or excessive noise for people residing or working in the project area.

f. Implementation of the proposed project would not result in any modifications to the City's existing roadway system. Site access would be provided by two new driveways from DePaul Drive to the east. Pursuant to the requirements of the Soil Management Plan, heavy equipment would be staged on-site within fenced work areas during construction. Therefore, the local roadways would not be blocked by construction equipment, and implementation of the proposed project would not interfere with potential evacuation or

[25] California Environmental Protection Agency. *Cortese List Data Resources*. Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed May 2025.

[26] Santa Clara County. *Comprehensive Land Use Plan, Santa Clara County, San Martin Airport.* Amended November 18, 2020.

response routes used by emergency response teams. Furthermore, the project would not conflict with the City's Emergency Operations Plan because the project would not affect the local roadway network.[27] Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and a ***less-than-significant*** impact would occur.

g. The City's Wildland Urban Interface map indicates that the project site is not located in a High or Very High Fire Hazard Severity Zone (FHSZ).[28] In addition, buildout of the site has been previously considered by the City, and the project site is located within a developed area near existing roads, water lines, and other utilities, which would reduce risks related to wildfire. Thus, the potential for wildland fires to reach the project site would be limited. In addition, proposed project would also be required to comply with all applicable requirements of the California Fire Code (CFC), as adopted by Chapter 15.44 of the City's Municipal Code, including installation of fire sprinkler systems, fire hydrants, and other applicable requirements. The CBSC also includes requirements related to fire hazards for new buildings. Therefore, based on the site location and through compliance with the CFC and CBSC, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, and a ***less-than-significant*** impact would occur.

[27] City of Morgan Hill Office of Emergency Services. *Emergency Operations Plan*. March 20, 2025.
[28] City of Morgan Hill. *City of Morgan Hill Wildland Urban Interface Map.* March 2009.

X. HYDROLOGY AND WATER QUALITY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	✖	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	✖	☐
c. 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:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	✖	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	✖	☐
iii. 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	☐	☐	✖	☐
iv. Impede or redirect flood flows?	☐	☐	✖	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	✖	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	✖	☐

Discussion

a. The following discussion provides a summary of the proposed project's potential to violate water quality standards or waste discharge requirements, or otherwise degrade water quality during construction and operation.

Construction

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

Water quality degradation is regulated by the federal NPDES Program, established by the Clean Water Act, which controls and reduces pollutants to water bodies from point and non-point discharges. In California, the NPDES permitting program is administered by the

SWRCB through nine RWQCBs. As discussed in Section VII, Geology and Soils, of this IS, new development within the City that disturbs one or more acres of land is required to comply with the NPDES Construction General Permit and prepare a SWPPP incorporating BMPs to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. The proposed project would disturb more than one acre and, thus, would be subject to the State NPDES General Construction Permit. In addition, pursuant to Morgan Hill Municipal Code Chapter 13.30 (Urban Storm Water Quality Management and Discharge Control), the project applicant would be required to submit a sediment and erosion control plan to the City of Morgan Hill, Land Development Engineering Division, prior to the approval of improvement plans and issuance of building permits. The plan(s) must be acceptable and conform to City standards to prevent significant sediment and soil erosion during construction, and include the standards and guidelines found in the California Stormwater Quality Association (CASQA) Stormwater Best Management Practice Handbook. Additionally, pursuant to Morgan Hill Municipal Code Section 13.30.270, erosion control plans must provide details for BMPs, such as preservation of existing vegetation, hydraulic mulch, hydroseeding, soil binders, and straw mulch. Incorporation of such BMPs would further ensure substantial adverse effects to surface or ground water quality do not occur as a result of soil disturbance and exposure.

The proposed project would also be subject to all regional and local water quality regulations. In order to meet water quality objectives for the region, the City of Morgan Hill, City of Gilroy, and County of Santa Clara have prepared and are implementing a Revised Regional SWMP.[29] The SWMP incorporates the efforts of the City of Morgan Hill, the City of Gilroy, and the unincorporated portion of Santa Clara County, within the watershed of the Pajaro River and Monterey Bay, to meet the Phase II Storm Water Permit requirements for small municipal separate storm sewer systems (MS4s). The City of Morgan Hill implements the SWMP through an extensive program that entails: 1) the establishment of SWMP goals for the City; 2) public education and outreach; 3) public involvement and participation; 4) illicit discharge control; 5) construction site stormwater runoff control; 6) post-construction stormwater management in development; and 7) pollution prevention. For construction activities, the SWMP presents BMPs that are required for the control of stormwater runoff quality during construction. Compliance with the regional SWMP, as well as the NPDES General Construction Permit, would ensure that adverse impacts to water quality would not occur during construction.

Operation

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

The proposed project would be managed in accordance with Resolution R3-2013-0032 issued by the Central Coast RWQCB, which formally adopts post-construction stormwater

[29] City of Morgan Hill. *Revised Regional Storm Water Management Plan*. February 22, 2010.

management requirements for development projects in the Central Coast Region.[30] The requirements identify 10 Watershed Management Zones (WMZs) in the covered area, and specify stormwater management requirements for each zone, depending on the size of the development project. Because the proposed project site is located in an area classified as WMZ-1, stormwater management at the project site must include site design and runoff features to limit the amount of runoff from the project site as well as on-site water quality treatment to reduce pollutant loads in the stormwater runoff using a Low Impact Development (LID) treatment system such as biofiltration. In WMZ-1, the treatment system must retain 95 percent of the runoff from the project site and also maintain peak runoff flows such that they do not exceed pre-project flows.

A Stormwater and Hydrology Report (see Appendix D)[31] was prepared by Kier + Wright to assess the proposed project's compliance with the City of Morgan Hill Stormwater Post Construction Stormwater Requirements. Development of the proposed project would include approximately 369,506 sf of new impervious surfaces, which would alter the existing drainage pattern of the site. However, as shown above in Figure 6, in order to manage and treat stormwater, the project site would be divided into two DMAs. DMA 1 would encompass the single-family residential portion of the site and would drain to the 8,550-sf bioretention basin in Lot I. A 60-inch perforated storm drain would be located in Street E and would connect to the bioretention basin providing supplemental storage and retention. The bioretention basin would discharge to the 2.1-acre detention basin within Lot H. DMA 2 would encompass the Lot H stormwater detention basin and would be self-treating. The proposed project would modify the existing detention basin in shape and volume from 252,300 cubic feet of storage to 456,084 cubic feet of storage, with minor modifications to the existing outlet control structure to satisfy applicable storage requirements. In order to accommodate landscape/surface-based stormwater treatment systems, the proposed project would provide for overland flow to bioretention planters located within landscaped areas.

Following treatment, stormwater would be released at less than or equal to pre-development levels in compliance with hydro-modification requirements for all storms up to the 100-year event. It should be noted that the existing 30-inch outfall pipe into the Madrone channel limits the amount of discharge from the detention basin. Therefore, the previous peak flow cannot be increased as part of the proposed project, but the pond volume would be enlarged to accommodate the additional runoff. According to the Stormwater and Hydrology Report prepared for the proposed project, an increase in discharge to the Madrone Channel would not occur.

In addition, pursuant to Chapter 18.140 (Post Construction Stormwater Pollution Prevention) of the City's Municipal Code, the proposed project would be subject to permanent storm water pollution prevention measures. As such, the proposed project would be required to comply with the design standards set forth in Section 18.140.040 (Design standards and selection of best management practices), and select and implement BMPs to the satisfaction of the City in accordance with the requirements contained in the most recent versions of the following documents:

1. City of Morgan Hill Stormwater Post Construction Best Management Practices Development Standards for new development and redevelopment;

[30] California Regional Water Quality Control Board Central Coast Region. *Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region*. July 12, 2013.
[31] Kier + Wright. *Stormwater and Hydrology Report for DePaul Residential.* November 2025.

2. California Storm Water Quality Association Best Management Practice Handbooks; and
3. City of Gilroy, City of Morgan Hill and County of Santa Clara Regional SWMP, as approved by the Central Coast Regional Water Quality Control Board.

The final design of the proposed drainage system would be reviewed and approved by the City of Morgan Hill Land Development Engineering Division, which would ensure that the proposed stormwater controls and drainage system complies with Chapter 18.140 of the City's Municipal Code with respect to incorporating sufficient permanent stormwater control BMPs. Therefore, water quality standards or waste discharge requirements would not be violated, and water quality would not be degraded as a result of the proposed project operations.

Conclusion

Based on the above, impacts related to water quality would not occur during project construction or operations. Thus, the proposed project would not violate water quality standards or waste discharge requirements, or otherwise degrade water quality during construction and operation, and a ***less-than-significant*** impact would occur.

b,e. The City's water supplies currently consist entirely of groundwater. Approximately 25 percent of the City's supply is extracted from the Coyote Valley subarea of the Santa Clara Subbasin, and approximately 75 percent is extracted from the Llagas Subbasin. The project site is located within the Santa Clara Subbasin. Neither of the subbasins are in a condition of overdraft, and groundwater levels are not expected to drop.[32] Water supply is further discussed in Section XIX, Utilities and Service Systems, of this IS.

Groundwater within the Santa Clara Subbasin is managed by Valley Water. The 2021 Groundwater Management Plan (GWMP), prepared pursuant to the Sustainable Groundwater Management Act of 2014, describes Valley Water's comprehensive groundwater management framework, including existing and potential actions to achieve basin sustainability goals and ensure continued sustainable groundwater management. The GWMP covers the Santa Clara and Llagas subbasins, located entirely in Santa Clara County and identified by the Department of Water Resources (DWR) as Basins 2-9.02 and 3-3.01, respectively. DWR identified the Santa Clara and Llagas subbasins as high-priority based on criteria that include overlying population, projected growth, number of wells, irrigation acreage, groundwater reliance, and groundwater impacts. However, neither subbasin has been identified as being critically overdrafted.[33] Major recharge facilities within the Llagas Subbasin include the Uvas and Chesbro Reservoirs, in-stream recharge in Llagas and Uvas Creeks, the Madrone Channel, the San Pedro and Main Avenue groundwater recharge ponds, and the Uvas-Llagas pipeline, which is capable of diverting water from Uvas Reservoir to Llagas Creek. While the project site is located adjacent to the Madrone Channel, the proposed project would fully avoid the channel and would not interfere with in-stream recharge. Because runoff associated with the proposed project would ultimately discharge to the Madrone Channel, the proposed project would still allow for in-stream recharge within the channel. The proposed project would also provide landscaped areas with groundcover capable of absorbing stormwater and providing limited groundwater recharge opportunities throughout the project site, adjacent to the proposed structures and along internal drive aisles and site perimeters. Therefore,

[32] City of Morgan Hill. *Morgan Hill 2035 Final Environmental Impact Report* [pg. 4.9-18]. Adopted July 2016.
[33] Santa Clara Valley Water District. *2021 Groundwater Management Plan, Santa Clara and Llagas Subbasins* [pg. ES-1]. November 2021.

the project site's recharge capability would not change substantially relative to existing conditions.

While the proposed project would include development of new impervious surfaces on the project site, as discussed under question 'a' above, on-site stormwater runoff from impervious surfaces would be collected within the on-site bioretention areas, which would treat stormwater prior to discharge.

Given that groundwater levels within the subbasin underlying the project site are currently stable, and that the proposed project would provide for opportunities for on-site recharge, 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 Santa Clara Subbasin. In addition, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Thus, a ***less-than-significant*** impact would occur.

ci-iii. The project site is currently undeveloped. Development of the proposed project would include approximately 369,506 sf of new impervious surfaces, which would alter the existing drainage pattern of the site. However, as discussed above, on-site stormwater runoff from impervious surfaces would be collected within the on-site bioretention basin. In order to accommodate landscape/surface-based stormwater treatment systems, the proposed project would provide for overland flow to bioretention planters located within landscaped areas. Following water quality treatment, stormwater would be released at less than or equal to pre-development levels in compliance with hydro-modification requirements for all storms up to the 100-year event pursuant to the City of Morgan Hill Drainage Ordinance and the stormwater management requirements adopted by RWQCB Resolution R3-2013-0032. As discussed above, the proposed project would modify the existing detention basin in shape and volume from 252,300 cubic feet of storage to 456,084 cubic feet of storage, with minor modifications to the existing outlet control structure to satisfy applicable storage requirements.

The final drainage system design for the project would be subject to review and approval by the City of Morgan Hill Land Development Engineering Division, who would confirm that the proposed stormwater controls and drainage system for the project is consistent with the City's Storm Drainage System Master Plan and standard stormwater-related conditions of approval. Therefore, the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion, siltation, or 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. Thus, a ***less-than-significant*** impact would occur.

civ. According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06085C0441H, the project site is located within Zone X, which is defined as an area with 0.2 percent Annual Chance Flood Hazard and one percent annual chance flood with average depth less than one foot or with drainage areas of less than one square mile (see Figure 12).[34] Zone X is not considered a Special Flood Hazard Area (SFHA).

[34] Federal Emergency Management Agency. *Flood Insurance Rate Maps 06085C0441H.* Available at: https://msc.fema.gov/portal/search. Accessed August 2025.

Figure 12
FEMA FIRM 06085C0441H

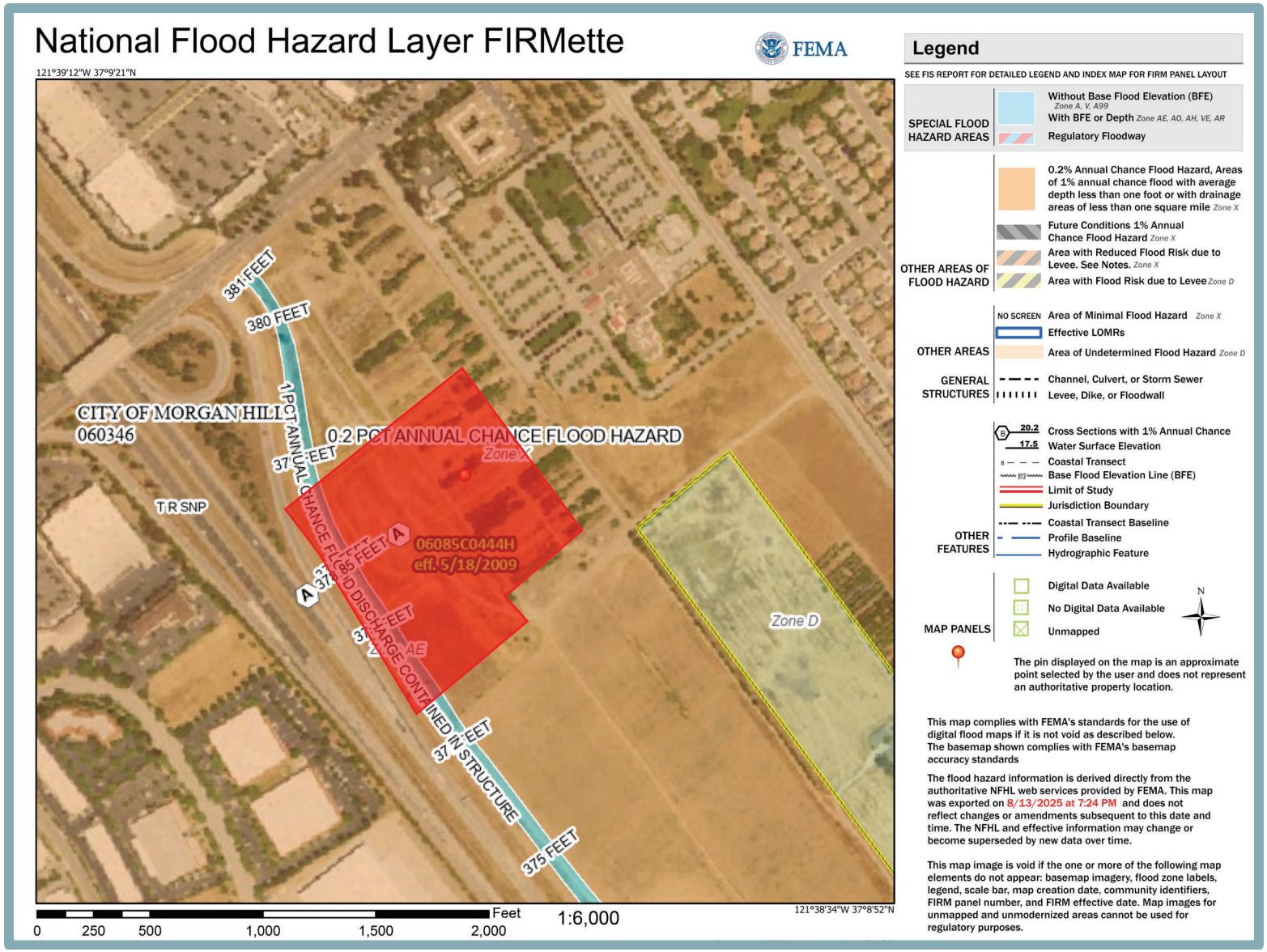


*Figure is not OCR compatible.

The Madrone Channel, located to the west of the project site, is mapped as Zone AE, which is defined as an area with one percent annual chance of flooding and is also referred to as the base flood or 100-year floodplain. However, FEMA FIRM 06085C0441H notes that Madrone Channel is sufficient to contain all discharge from the one percent annual chance flood. In addition, the channel is located outside of the project site boundaries and the proposed project would not include modifications to the channel.

Based on the above, development of the project is not anticipated to alter the existing drainage pattern of the site or area in a manner which would impede or redirect flood flows, and a ***less-than-significant*** impact would occur.

d. A discussion of flood hazards can be found above, under question 'civ.' A seiche is defined as a wave generated by rapid displacement of water within a reservoir or lake, due to an earthquake that triggers land movement within the water body or land sliding into or beneath the water body. The project site is not located near a water body that is susceptible to seiche hazard. In addition, the distance to the nearest coastline does not subject the site to tsunami hazards.

The project site is, however, located within the dam failure inundation hazard zone for the Leroy Anderson Dam, as indicated within the California Department of Water Resources Dam Breach Inundation Map.[35] The dams in Santa Clara County are managed by Valley Water, are inspected twice each year, and are continuously monitored for seepage and settling and inspected immediately following significant earthquakes.

A seismic stability evaluation completed in 2011 by Valley Water for the Leroy Anderson Dam indicated that the downstream and upstream embankments could become unstable during a very large magnitude earthquake, and that the rupture of faults underlying the dam could have an adverse impact on the outlet pipe and intake structure.[36]

As a result of the 2011 finding, Valley Water initiated the Anderson Dam Seismic Retrofit Project (ADSRP) in 2012. Additional studies conducted in 2016 revealed previously unidentified fault lines, extending the length of time anticipated to complete the ADSRP. In February 2020, the Federal Energy Regulatory Commission (FERC) directed Valley Water to immediately reduce water levels in Anderson Reservoir to speed up work retrofitting the dam. On February 25, 2025, the Valley Water Board of Directors approved resolutions to certify the ADSRP Final EIR, approve the engineer's report for the ADSRP, and approve the environmentally superior alternative described in the Draft EIR.[37] Anderson Reservoir is currently limited to three percent capacity. In addition, a storage restriction of approximately 55 feet below the dam crest was implemented, reducing the allowed storage capacity to 52,553 acre-feet. According to Valley Water, the California Division of Safety of Dams, and FERC, the restriction will prevent the uncontrolled release of water if the dam is structurally damaged after a major earthquake.[38]

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35 California Department of Water Resources. *Dam Inundation Map Viewer.* Available at: https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2. Accessed August 2025.

36 Valley Water. *Anderson Dam and Reservoir.* Available at: https://www.valleywater.org/accordion/anderson-dam-and-reservoir. Accessed August 2025.

37 Valley Water. *C1: Anderson Dam Seismic Retrofit, News & Updates.* Available at: https://www.valleywater.org/project-updates/c1-anderson-dam-seismic-retrofit. Accessed August 2025.

38 Valley Water. *Anderson Dam and Reservoir.* Available at: https://www.valleywater.org/accordion/anderson-dam-and-reservoir. Accessed August 2025.

Based on the above, the proposed project would not be exposed to substantial risks related to flooding as a result of the failure of a dam, tsunamis, or seiches. In addition, as discussed under question 'civ' above, the proposed project would not result in any flood hazards or the release of pollutants due to project inundation flooding, tsunami, or seiche, and a ***less-than-significant*** impact would occur.

XI. LAND USE AND PLANNING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	✖	☐
b. 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?	☐	☐	✖	☐

Discussion

a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community or isolate an existing land use. The project site generally consists of vacant grassland. Surrounding existing land uses include Cochrane Commons commercial center to the north, across Cochrane Road; the Westmont of Morgan Hill senior living facility and single-family residences to the northeast, across DePaul Drive; townhomes under construction to the southeast, across DePaul Drive; Valley Health Center and medical offices to the east, across DePaul Drive; the completed Cochrane Technology Center (Redwood Tech @ 101) project, which includes approximately 500,000 sf of commercial/industrial uses, to the south; the Madrone Channel, Madrone Channel Trail, and US 101 to the west; and commercial and industrial uses to the west, across US 101.

The proposed residential development would be compatible with the existing residential development located to the northeast and southeast, as well as the other urban development in the project vicinity. The proposed sidewalk improvements along all internal streets within the project site, which would ultimately provide access to the existing sidewalks along DePaul Drive, would also increase pedestrian connectivity in the project area. Therefore, the proposed project would be a continuation of the surrounding development and would not isolate an existing land use. Furthermore, the City of Morgan Hill General Plan designates the project site as General Commercial and the site is zoned PUD, CO, and CH. Thus, development of the project site has already been anticipated by the City. As such, the proposed project would not physically divide an established community and a ***less-than-significant*** impact would occur.

b. The City of Morgan Hill General Plan designates the project site as General Commercial and the site is zoned PUD, CO, and CH. Therefore, development of the site has been anticipated. However, the proposed project invokes Builder's Remedy, which is based on a provision of California's Housing Accountability Act that prevents jurisdictions without a substantially compliant housing element from denying certain housing projects, even if such projects do not comply with the jurisdiction's general plan or zoning ordinance. The City and project applicant entered into a settlement agreement that provides, among other things, that the City will process the project application as a Builder's Remedy project without requiring the applicant to submit for legislative entitlements, including a General Plan Amendment and Rezone.

As demonstrated throughout this IS, the proposed project would not conflict with City policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect. For example, implementation of Mitigation Measures IV-1 through IV-3 would require preconstruction surveys for northwestern pond turtle, Crotch's bumblebee, and nesting/migratory birds, as well as avoidance measures if such species are detected, in accordance with the requirements of the SCVHP, MBTA, CDFW, as well

as applicable General Plan policies related to the protection of native plants, animals, and sensitive habitats (e.g., Policy NRE-6.1). Mitigation Measure IV-4, which requires payment of the applicable SCVHP fees, would further ensure that the proposed project would not conflict with the SCVHP. With implementation of such mitigation measures, the project would not conflict with any applicable policies, regulations, or ordinances related to the protection of biological resources.

Additionally, as discussed in Section V, Cultural Resources, of this IS, the proposed project would comply with Section 18.60.090 of the City's Municipal Code regarding the protection of historical and archaeological resources. As discussed in Section VII, Geology and Soils, and Section X, Hydrology and Water Quality, the proposed project would comply with Section 13.30.270 of the City's Municipal Code regarding erosion control plans. The project would not conflict with any applicable policies, regulations, or ordinances related to the prevention of adverse effects to surface or ground water quality and downstream stormwater drainage. Impacts related to noise and compliance with the requirements of the City's Municipal Code will be included in the Noise chapter of the DePaul Residences Project EIR. However, the proposed project would be required to comply with Section 8.28.040.D of the City's Municipal Code, which limits the hours construction activities may occur.

Based on the above, the proposed 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, and thus, a ***less-than-significant*** impact would occur.

XII. MINERAL RESOURCES. *Would the project:*		Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	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?	☐	☐	☐	✖
b.	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?	☐	☐	☐	✖

Discussion

a,b. The City's General Plan does not identify any regionally or locally important mineral resources within the City of Morgan Hill. 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.[39] The Santa Clara County General Plan does identify mineral resources of importance; however, the project site is not in proximity to the quarries currently in operation. Furthermore, mining is not allowed by the project site's land use and zoning designations, and mining would be incompatible with the surrounding uses. Consequently, the proposed project would not result in the loss of a known mineral resource that would be of value to the region nor would the project result in the loss of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, ***no impact*** to mineral resources would occur as a result of the proposed project.

[39] United States Geological Survey. *Mineral Resource Online Spatial Data*. Available at: https://mrdata.usgs.gov/. Accessed January 2026.

XIII. NOISE. *Would the project result in:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. 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?	✖	☐	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	✖	☐	☐	☐
c. 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?	☐	☐	☐	✖

Discussion

a,b. The proposed project would include the development of a 114-lot residential subdivision with 105 detached single-family residences, as well as associated improvements within the project site, including stormwater detention and treatment areas, utility connections, and construction of an internal roadway network. As such, development of the proposed project could cause impacts related to noise such that the project could result in the 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; and/or the generation of excessive groundborne vibration or groundborne noise levels. Therefore, a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be included in the Noise chapter of the DePaul Residences Project EIR.

c. The nearest airport to the project site is the San Martin Airport, which is located approximately 5.2 miles to the south of the project site. The project site is located well outside of the AIA, as identified in the San Martin Airport Comprehensive Land Use Plan.[40] In addition, the project site is not located within the vicinity of a private airstrip. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with air traffic, and ***no impact*** would occur.

[40] Santa Clara County. *Comprehensive Land Use Plan, Santa Clara County, San Martin Airport.* Amended November 18, 2020.

XIV. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	✖	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	✖	☐

Discussion

a. The proposed project would include the development of 105 single-family residential units. According to the U.S. Census Bureau, the average number of persons per dwelling unit in the City is 3.07.[41] Using the 3.07 persons/household average household size for the City, the proposed 105 residential units would house an estimated 323 residents (105 x 3.07 = 323). The 2023 U.S. Census data estimated the population of Morgan Hill to be approximately 44,478.[42] Assuming all future residents would be new to the City, an increase in population of 323 residents would constitute an approximately 0.7 percent increase in the City's population, which is not considered substantial growth.

Population growth itself does not constitute an environmental impact; rather, increased demands on the physical environment resulting from increases in population are considered environmental impacts. For example, increased demands on City services could require system upgrades, the construction of which could have environmental impacts. Physical environmental effects associated with development of the proposed project are evaluated throughout this IS. Furthermore, as discussed in Section XV, Public Services, of this IS, the project site is located in an urban area and is surrounded by existing development. Therefore, construction of new or expanded public service facilities would not be necessary to adequately serve the proposed project. As discussed in Section XIX, Utilities and Service Systems, of this IS, adequate utility infrastructure exists to support the proposed project and the proposed project would not include construction of new off-site utility infrastructure or expansion of existing utilities. Furthermore, sufficient water supplies, wastewater treatment capacity, and landfill capacity would be available to serve the proposed project.

While the proposed project would result in population growth, such growth could be accommodated by existing public services and infrastructure and would not result in significant adverse environmental effects. Thus, a ***less-than-significant*** impact would occur related to inducing substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure).

b. The proposed project would not require the demolition of any existing residences or any other structures within the project site. Furthermore, the proposed project would develop 105 new single-family residences, adding to the housing stock and available housing options within the City of Morgan Hill. In addition, the project applicant has dedicated land

[41] U.S. Census Bureau. *QuickFacts Morgan Hill city, California*. Available at: https://www.census.gov/quickfacts/fact/table/morganhillcitycalifornia/POP010210. Accessed April 2025.
[42] *Ibid.*

to the north of the project site for the City to construct affordable housing units in a mixed-use or other project. The number of units to be constructed would provide the City with the opportunity to exceed the number of units that would otherwise be required under the City's IHO (Chapter 14.04). As such, the proposed project would not displace a substantial number of existing housing or people and would not necessitate the construction of replacement housing elsewhere. Therefore, a ***less-than-significant*** impact would occur.

XV. PUBLIC SERVICES. *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:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	☐	☐	✖	☐
b. Police protection?	☐	☐	✖	☐
c. Schools?	☐	☐	✖	☐
d. Parks?	☐	☐	✖	☐
e. Other Public Facilities?	☐	☐	✖	☐

Discussion

a-c,e. The City of Morgan Hill contracts with the California Department of Forestry and Fire Protection (CAL FIRE) for fire protection services. The nearest fire station to the project is Station #4, which is located at 18300 Old Monterey Road and is approximately 1.9 miles southeast of the project site. Although the City has not adopted response time standards or goals related to fire suppression, CAL FIRE is held to a seven minute, 59 second response time standard based on the 911 Emergency Medical Services Provider Agreement between the City of Morgan Hill and the County of Santa Clara Emergency Medical Services Agency.[43] The incremental increase in demand for fire protection associated with the proposed project would not necessitate new or physically altered fire protection facilities and would not be substantial enough such that the current response times could not be maintained.

The project site is located within the Morgan Hill Police Department's normal patrol routes, and, thus, police response times would be comparable to nearby existing developments. The project would introduce approximately 323 additional residents (105 x 3.07 = 323) in the City of Morgan Hill. Assuming all future residents of the proposed project would be new to the City, an increase in population of 323 residents would constitute an approximately 0.7 percent increase in the City's population, which is not considered substantial growth. As such, the incremental increase in demand for police and fire protection associated with the proposed project would not necessitate new or physically altered protection facilities and would not be substantial enough such that the current response times could not be maintained. In addition, pursuant to Morgan Hill Municipal Code Section 3.56.030, the project applicant would be subject to development impact fees, which would finance the cost of public facilities and improvements, including public safety facilities, required by new development.

The Morgan Hill Unified School District (MHUSD) operates public education facilities that serve the project site and surrounding area. The City of Morgan Hill is served by six elementary schools, two middle schools, two high schools, one continuation school, two K-8 programs, and one community adult school. Using the MHUSD student yield rate of 0.465 students per household, the total anticipated development potential for the project site (105 residential units) could add approximately 49 new students to MHUSD schools.

[43] Dwight Good, Assistant Chief Cooperative Fire Protection, Morgan Hill Fire Department. Personal communication [phone] with Nick Pappani, Vice President, Raney Planning and Management, Inc. June 1, 2021.

The City collects development impact fees to help pay for public services including public schools. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "legislative or adjudicative act involving the planning, use, or development of real property" (Government Code 65996(b)). Satisfaction of the Proposition 1A/SB 50 statutory requirements by a developer is deemed to be "full and complete mitigation." Therefore, according to SB 50, the payment of the necessary school impact fees for the project would be full and satisfactory CEQA mitigation.

With regard to other public facilities, such as libraries, given the relatively small number of units included in the proposed project, the project would not be anticipated to result in a substantial increase in demand for library services, or other public facilities, such that expanded facilities would be required. Future residents of the proposed project would have access to the Morgan Hill Library, which is operated by the Santa Clara County Library District, and is located approximately three miles southwest of the project site.

Based on the above, the project would have a ***less-than-significant*** impact with respect to creating adverse physical environmental impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, and other public facilities.

d. The proposed project is anticipated to generate an estimated 323 additional residents in the City of Morgan Hill. As required by Section 3.56.030 of the Morgan Hill Municipal Code, the City collects park impact fees to offset the demand for neighborhood parkland created by new housing developments.

The City of Morgan Hill has adopted a Land Dedications and Reservations Ordinance (Municipal Code Chapter 17.28) that requires residential developers to dedicate public parkland or pay in-lieu fees, or both, to offset the demand for neighborhood parkland created by their housing developments. If a project site is not located in whole or in part of a recreational facility designated in the City's Bikeways, Trails, Parks and Recreation Master Plan, Section 17.28.070 of the Municipal Code requires project applicants to pay a fee equal to the value of the land prescribed for dedication. The project site is not located within a recreational facility identified in the Master Plan, nor is the project proposing to dedicate any land to the City for recreational facilities. Therefore, the project applicant would be required to pay in-lieu fees consistent with Section 17.28.060 of the City's Municipal Code. The fees collected would assist the City in acquiring the necessary land to develop new parks or rehabilitate existing neighborhood parks and recreation facilities reasonably related to serve the proposed project. In addition, while the proposed project would not dedicate land to the City for public recreational facilities, the proposed project would include 0.27-acre of common open space with a recreation lawn, a picnic area, a play zone for children aged two to 12 years old, and a fitness station to serve future residents.

Given that the proposed project would be required to pay the applicable park in-lieu fee, the project would result in a ***less-than-significant*** impact related to parks and other public facilities.

XVI. RECREATION. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. 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?	☐	☐	✖	☐
b. 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?	☐	☐	✖	☐

Discussion

a,b. As discussed in Section XIV, Population and Housing, of this IS, the proposed project would involve the development of a 114-lot residential subdivision with 105 detached single-family residences, which are anticipated to result in a population increase of approximately 323 residents. Given the City's parkland goal of five acres per 1,000 residents, the proposed project would be required to provide approximately 1.615 acres of parkland (323 residents x 0.005 acres).

The City of Morgan Hill has adopted a Land Dedications and Reservations Ordinance (Municipal Code Chapter 17.28) that requires residential developers to dedicate public parkland or pay in-lieu fees, or both, to offset the demand for neighborhood parkland created by their housing developments. If a project site is not located in whole or in part of a recreational facility designated in the City's Bikeways, Trails, Parks and Recreation Master Plan, Section 17.28.070 of the Municipal Code requires project applicants to pay a fee equal to the value of the land prescribed for dedication. As discussed in Section XV, Public Services, the proposed project is not located in whole or in part of a recreational facility identified in the Master Plan and does not include the dedication of any on-site parkland. Therefore, the project applicant would be required to pay in-lieu fees consistent with Section 17.28.060 of the City's Municipal Code. The fees collected would contribute to revenue pools used to acquire necessary land to develop new parks or rehabilitate existing neighborhood parks and recreation facilities. In addition, while the proposed project would not dedicate land to the City for public recreational facilities, the proposed project would include 0.27-acre of common open space with a recreation lawn, a picnic area, a play zone for children aged two to 12 years old, and a fitness station to serve future residents.

Based on the above, the proposed project would result in a ***less-than-significant*** impact related to 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, as well as to the construction expansion of recreational facilities which might have an adverse physical effect on the environment.

XVII. TRANSPORTATION. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	✖	☐	☐	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	✖	☐	☐	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	✖	☐	☐	☐
d. Result in inadequate emergency access?	✖	☐	☐	☐

Discussion

a. The proposed project would result in an increase in resident vehicle traffic on the street system surrounding the project site. The proposed project has the potential to generate new bicycle and pedestrian traffic as well. Determination of traffic impacts based solely on vehicle level of service (LOS) is no longer allowable based on CEQA Guidelines Section 15064.3. However, the potential remains for the proposed project to conflict with a program, plan, ordinance, or policy addressing the circulation system, including related to transit, roadway, bicycle, and pedestrian facilities. Therefore, a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be included in the Transportation chapter of the DePaul Residences Project EIR.

b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, for projects commencing after July 1, 2020, analysis of vehicle miles traveled (VMT) attributable to a project is considered the most appropriate measure of transportation impacts for CEQA purposes. Because the proposed project would generate new vehicle trips, a ***potentially significant*** impact related to VMT could occur.

Further analysis of the above potential impact will be included in the Transportation chapter of the DePaul Residences Project EIR.

c,d. Vehicular access to the project site would be provided by two new driveways from DePaul Drive to the east. The internal circulation system would consist of multiple streets, alleys, and courts providing access to all proposed residences. Development of the project site with the proposed residential uses could cause an increase in traffic-related hazards or affect emergency access in the project area. Without further evaluation, the proposed project could result in a ***potentially significant*** impact related to an increase in hazards from design features or incompatible uses, or inadequate emergency access to the project.

Further analysis of the above potential impact will be included in the Transportation chapter of the DePaul Residences Project EIR.

XVIII. TRIBAL CULTURAL RESOURCES. *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:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. 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).	☐	☐	✖	☐
b. 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 I of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision I of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	✖	☐

Discussion

a,b. As discussed in Section V, Cultural Resources, of this IS, historical and archaeological resources have not been documented or identified within the project site boundaries or within 0.25-mile of the site.

In compliance with AB 52 (PRC Section 21080.3.1), project notification letters were distributed to a consultation list of tribes with traditional lands or cultural places located within the project area, as identified by the NAHC, on May 15, 2025. Requests to consult were not received during the 30-day response period.

Based on the above, the proposed project is not expected to adversely impact tribal cultural resources. In addition, the project applicant would be required to comply with the City's standard conditions of approval as set forth within Section 18.60.090 of the City's Municipal Code, which would ensure that the developer enter into written contracts with an archaeologist and the Tamien Nation Tribe, pay all applicable fees, and implement the required policies and procedures for treatment and disposition of inadvertently discovered human remains or archaeological materials. Therefore, a ***less-than-significant*** impact to tribal cultural resources would occur.

XIX. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	✖	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	✖	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	✖	☐
d. 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?	☐	☐	✖	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	✖	☐

Discussion

a-c. Brief discussions of the water, wastewater, stormwater drainage, electrical, and telecommunications facilities that would serve the proposed project are included below.

Water

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, 10 reservoir sites, nine pumping stations, and 165 miles of pressured pipes ranging from two to 14 inches in diameter. The City has planned and constructed water projects in conjunction with new street construction in anticipation of future growth and water needs.

The proposed project would include the installation of new water lines throughout the project site. The water system would connect to an existing 12-inch water line within DePaul Drive. From the existing water main in DePaul Drive, new six- and eight-inch water lines would be extended into the site within the internal roadways, to which the proposed residential buildings would connect by way of new laterals. Fire flow would be provided to all proposed structures through the proposed pipe network.

According to the City's Urban Water Management Plan (UWMP), the City's projected water supply far exceeds the water demand for normal, single-dry, and multiple-dry years until at least 2045.[44] For example, Table 7-2 of the UWMP indicates that, under a 2045 multiple-dry year scenario, Morgan Hill would have a 22,810 acre-feet water surplus by the third dry year. According to the City's UWMP, the water consumption rate during 2020

[44] City of Morgan Hill. *2020 Urban Water Management Plan* [pg. 7-4 to 7-7]. October 2021.

was approximately 150 gallons per capita per day. Given that the proposed project would result in an estimated 323 new residents, the proposed project could result in a demand of approximately 48,450 gallons per day (GPD), or 54.3 acre-feet per year. The 54.3 acre-feet per year increase in water demand associated with implementation of the proposed project could be accommodated by the City's existing water supplies, even after three consecutive dry years in the year 2045, as identified in the UWMP.

Furthermore, the proposed project would be subject to the City's Development Impact Mitigation Fee, in accordance with Morgan Hill Municipal Code Section 3.56.030. The revenues generated through payment of the fee are used by the City to pay for needed upgrades and/or expansions to City facilities, including water facilities. Therefore, payment of the City's Development Impact Mitigation Fee would further serve to reduce the proposed project's potential impact on the domestic water system.

Based on the above, the proposed project would not require or result in the construction of new water treatment facilities or expansion of existing facilities, and sufficient water supplies would be available to serve the project from existing entitlements and resources.

Wastewater

The City of Morgan Hill sewer collection system consists of approximately 160 miles of gravity sewers, over 3,000 manholes, nearly three miles of force mains, and 14 lift stations. The sewer lines range in size from four inches to 30 inches in diameter and the piping system includes 26 siphons. The City's collection system directs wastewater to the South County Regional Wastewater Authority (SCRWA) Wastewater Treatment Facility (WWTF) located in southern Gilroy. SCRWA is a joint powers authority formed by the cities of Morgan Hill and Gilroy to collectively treat the wastewater of both cities.[45] The City of Morgan Hill has an allocation of 3.56 million GPD (MGD) from the WWTF. The average dry weather flow from the City was approximately 2.7 MGD in 2015.[46] In addition, an expansion project to increase the facility's wastewater treatment capacity from 8.5 to 11 MGD is currently underway at the SCRWA WWTF.[47]

A Sanitary Sewer Demand Analysis Memorandum was prepared for the proposed project by Kier + Wright to determine the increase in demand for sanitary sewer services (see Appendix E).[48] Using the sewer design criteria included therein, the 105 residential units associated with the proposed project are anticipated to result in a peak wet weather design flow of approximately 107,841 GPD (approximately 0.107 MGD). As such, considering the WWTP receives approximately 2.7 MGD of wastewater from the City of Morgan Hill and has an allocated capacity to treat up to 3.56 MGD, the WWTP has adequate capacity to accommodate the wastewater flows generated by the proposed project. Therefore, the proposed project would not generate wastewater flows beyond the allocated capacity of existing wastewater treatment facilities or planned future improvements to such facilities.

The proposed project would include the installation of new sewer lines throughout the project site. The proposed sewer system would connect to the existing eight-inch sewer line in DePaul Drive, from which new eight-inch sewer lines would be extended into the

45 City of Morgan Hill. *City Council Staff Report 2163, Accept Report Regarding Wastewater System Needs and Rate Study Schedule.* February 6, 2019.
46 City of Morgan Hill. *Morgan Hill 2035 Draft Environmental Impact Report*. January 2016.
47 Overaa Construction. *Gilroy WWTP Plant Expansion.* Available at: https://www.overaa.com/projects/gilroy-wwtp-plant-expansion/. Accessed August 2025.
48 Kier + Wright. *DePaul Residences, Morgan Hill – Sanitary Sewer Demand Analysis.* March 28, 2024.

site within the internal roadways. The proposed residential buildings would connect to the new sewer lines by way of new four-inch laterals. In addition, the proposed project would include installation of a sanitary sewer pump station within Street A, the construction of which is addressed throughout this IS, and additional analysis related to air quality impacts associated with construction of the pump station will be included in the DePaul Residences Project EIR.

The Sanitary Sewer Demand Analysis Memorandum calculated sewer flows for the proposed project as compared to applicable design criteria. According to the conclusions therein, the capacity of the existing eight-inch sanitary sewer pipe within DePaul Drive while flowing half full is 290,822 GPD (0.45 cubic feet per second [CFS]), which is more than 2.75 times greater than the project's projected peak wet weather design flow of 107,841 GPD or 0.16 CFS).

Based on the above, the anticipated increase in wastewater generation associated with the development of the proposed project would not require the construction of new or expansion of existing wastewater treatment facilities, as capacity is already sufficient to serve the proposed project.

Stormwater

Issues related to stormwater infrastructure are discussed in Section X, Hydrology and Water Quality, of this IS. As noted therein, the proposed project would not significantly increase stormwater flows into the City's existing system. The final drainage system design for the project will be subject to review and approval by the City of Morgan Hill City Engineer to confirm that the proposed drainage system for the project is consistent with the City's Storm Drainage System Master Plan and standard stormwater-related conditions of approval. Therefore, the proposed project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Electricity, Natural Gas, and Telecommunications

Electricity would be provided by PG&E. Internet and telephone services would be provided by Frontier Communications, AT&T, Charter Communications, or a similar service provider operating within the City. Based on the project plans, the proposed project is not assumed to include natural gas. The project would not require major upgrades to, or extension of, existing infrastructure. Thus, impacts to electricity, gas, and telecommunications infrastructure would be less than significant.

Conclusion

Based on the above, the increase in water demand, wastewater generation, and stormwater drainage associated with the proposed project could be adequately accommodated by existing facilities. In addition, the project is located within an urbanized area and would not require major expansion or extension of existing water, wastewater, electrical, or telecommunications facilities in the project area.

Therefore, the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater, electric power, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Sufficient water supplies would be available to serve the project and reasonably foreseeable future development during normal, dry, and multiple

dry years. Furthermore, adequate wastewater capacity would be available to serve the project's projected demand. Thus, a ***less-than-significant*** impact would occur.

d,e. Recology South Valley provides solid waste and recycling services to the businesses and residents of the cities of Morgan Hill and Gilroy. Recology South Valley has contracted with the Monterey Regional Waste Management District to provide solid waste disposal services at the Monterey Peninsula Landfill and Materials Recovery Facility for the waste collected by Recology.[49] Pursuant to the Landfill's current Solid Waste Facility Permit, the Landfill has a maximum permitted tonnage limit of 3,500 tons per day and a remaining capacity of 48,560,000 cubic yards.[50]

Considering the relatively small scale of the proposed project, and because the proposed residences would generate typical solid waste types and would not require specialized solid waste disposal needs, the proposed project would not produce enough solid waste for the landfill to exceed capacity. As such, sufficient permitted capacity exists at the Monterey Peninsula Landfill and Materials Recovery Facility to accommodate the proposed project's incremental increase in solid waste disposal needs. Furthermore, the proposed project would comply with applicable federal, State, and local statutes and regulations related to solid waste. For example, during project demolition and construction, as required by CBSC Section 4.408, the proposed project would be required to submit a Waste Management Plan to the City detailing on-site sorting of demolition and construction debris. Implementation of the Waste Management Plan would ensure that the proposed project meets established diversion requirements for reused or recycled construction waste.

Based on the above, the proposed project would comply with applicable federal, State, and local statutes and regulations related to solid waste, and a ***less-than-significant*** impact would occur related to solid waste.

[49] Andi Borowski, Environmental Services Assistant, Morgan Hill Environmental Services Department. Personal communication [email] with Jesse Fahrney, Associate, Raney Planning and Management, Inc. July 26, 2022.

[50] California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Monterey Peninsula Landfill (27-AA-0010)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2642?siteID=1976. Accessed April 2025.

XX. WILDFIRE. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	✖
b. 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?	☐	☐	☐	✖
c. 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?	☐	☐	☐	✖
d. 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?	☐	☐	☐	✖

Discussion

a-d. The City's Wildland Urban Interface map indicates that the project site is not located in a High or Very High FHSZ.[51] Furthermore, CAL FIRE's Fire and Resource Assessment program indicates that the project site is not located in a High or Very High FHSZ.[52] The nearest Very High FHSZ is approximately 1.43 miles to the northwest. The proposed project would be required to comply with all applicable requirements of the CFC, as adopted by Chapter 15.44 of the City's Municipal Code, including installation of fire sprinklers. The CBSC also includes requirements related to fire hazards for new buildings.

As noted in Section IX, Hazards and Hazardous Materials, of this IS, implementation of the proposed project would not interfere with potential evacuation or response routes used by emergency response teams. The project would not conflict with the City's Emergency Operations Plan.[53] In addition, the proposed project would not include any development on, or at the base of, a substantial slope. Furthermore, development of the site with residential uses could reduce the risk of wildland fire to surrounding areas, because site improvements, such as roadways, driveways, and irrigated landscaping, would reduce readily combustible vegetation. Thus, implementation of the proposed project would not exacerbate any existing conditions or hazards related to downslope flooding or landslides, slope instability, or drainage changes. Therefore, the project area does not include any existing features that would substantially increase fire risk for future residents.

Given that the project site is located within a primarily developed urban area and is situated adjacent to existing roads, water lines, and other utilities, the proposed project would not require the development of additional infrastructure and, thus, would not result in substantial fire risks related to installation or maintenance of such infrastructure. Therefore, the proposed project would not be subject to substantial risks related to wildfires, and ***no impact*** would occur.

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51 City of Morgan Hill. *City of Morgan Hill Wildland Urban Interface Map.* March 2009.

52 California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area.* Available at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html. Accessed April 2025.

53 City of Morgan Hill. *Emergency Operations Plan, Revision 2.5.* January 31, 2024.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. 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?	☐	✖	☐	☐
b. 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)?	✖	☐	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	✖	☐	☐	☐

Discussion

a. As discussed in Section IV, Biological Resources, of this IS, the proposed project would be required to implement mitigation measures to avoid potential impacts to special-status plant species, the northwestern pond turtle, Crotch's bumblebee and western bumblebee, and nesting migratory birds and raptors protected by the MBTA. In addition, the site does not contain known significant historical or cultural resources. Although unlikely, the possibility exists that subsurface excavation of the site during grading and other construction activities could unearth deposits of cultural significance. However, this IS explains how the City's Municipal Code requires standard measures for development projects that would ensure any impacts to such resources would be less than significant. Therefore, the proposed project's impact related to degradation of the quality of the environment, substantial reduction of habitat or plant and wildlife species, and elimination of important examples of the major periods of California history or prehistory would be ***less than significant with mitigation incorporated***.

b. The proposed project, in conjunction with other development within the City of Morgan Hill, could incrementally contribute to cumulative impacts in the project area. As demonstrated in this IS, the proposed project would not result in any significant environmental impacts related to the majority of resource topics, through compliance with mitigation measures included herein, Municipal Code standards, and other applicable local and State regulations. Thus, the proposed project would not significantly contribute to a cumulative impact for the majority of resource topics. For example, the SCVHP is a regional-wide approach to address cumulative land cover impacts and impacts to covered species. As discussed within Section IV, Biological Resources, of this IS, the proposed project would be subject to the conditions of the SCVHP, as well as pay applicable land cover impact fees. Therefore, the proposed project would contribute to the regional conservation strategy. Other foreseeable projects subject to environmental review would similarly be required to mitigate their potential impacts to biological resources and comply with the requirements of the SCVHP. With respect to cultural resources, the geographic area for cumulative impacts upon such resources are limited to project site. While some

cultural and tribal cultural resources may have regional significance, the resources themselves are site-specific, and impacts to them are project-specific. Any proposed project would be required to implement standard permit conditions to reduce impacts to cultural resources during construction to less-than-significant levels. Therefore, the proposed project, in combination with other projects in the geographic area for cumulative impacts, would not result in a significant cumulative impact upon cultural resources. For this reason, as well as due to the project's relatively small increase in demand for public services and utilities, the project's incremental contribution towards cumulative impacts in the area would not be cumulatively considerable.

However, further analysis is necessary to determine if the proposed project would result in cumulatively considerable impacts related to the following resource topics: Agricultural Resources; Air Quality and Greenhouse Gas Emissions; Noise; and Transportation. Thus, a ***potentially significant*** impact could occur with regard to cumulative impacts in the project area.

Further analysis of the above potential impacts will be included in the DePaul Residences Project EIR.

c. As described in this IS, impacts related to hazards and hazardous materials, as well as geology and soils, which could cause substantial adverse effects on human beings, were determined to be less than significant with implementation of mitigation. However, implementation of the proposed project could result in impacts related to air quality and excess noise levels. As such, in the absence of further study, the project could cause substantial adverse effects on human beings, and a ***potentially significant*** impact could occur.

Further analysis of the above potential impacts will be included in the DePaul Residences Project EIR.

Appendix A

Geotechnical Investigation Report

HALEY ALDRICH

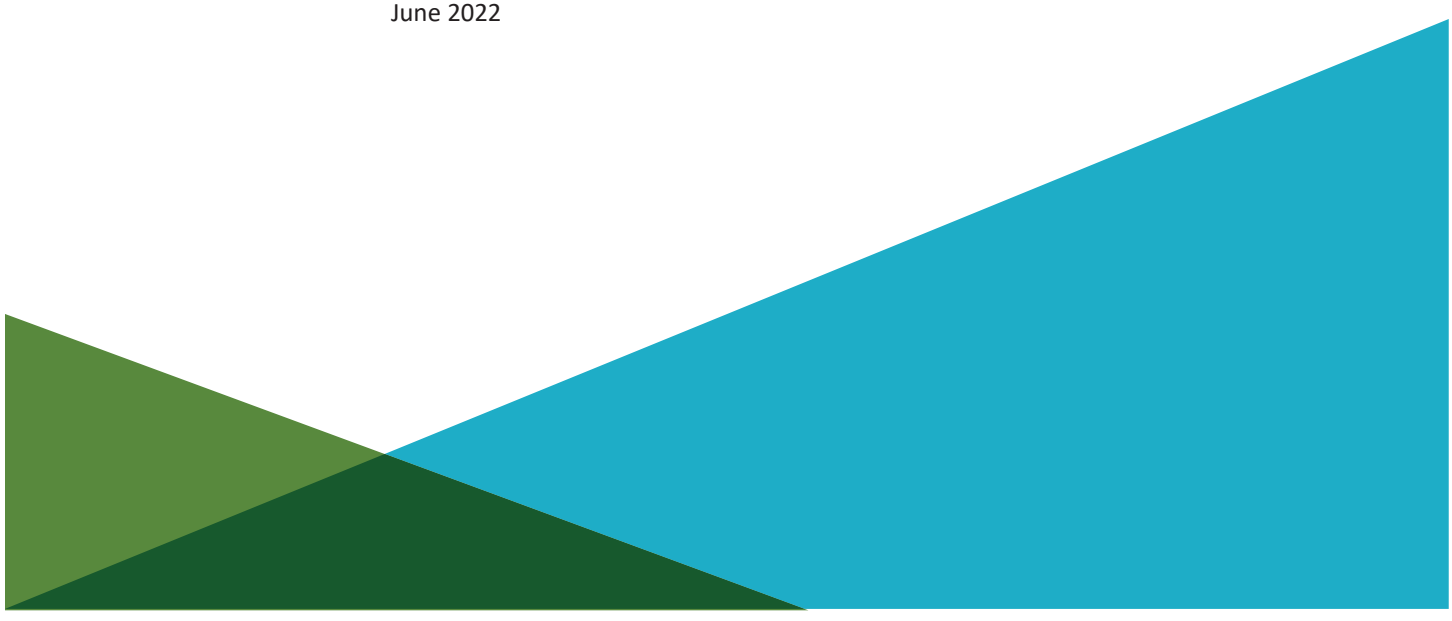
www.haleyaldrich.com

GEOTECHNICAL INVESTIGATION REPORT
REDWOODTECH@101
MORGAN HILL, CALIFORNIA

by
Haley & Aldrich, Inc.
Walnut Creek, California

for
TC Morgan Hill Venture LLC
San Francisco, California

File No. 132734-004
June 2022



HALEY & ALDRICH, INC.
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8 June 2022
File No. 132734-004

TC Morgan Hill Venture LLC
415 Mission Street, 45th Floor
San Francisco, California 94105

Attention: Mr. Curtis Tubbs
Vice President, Development Management

Subject: Geotechnical Investigation Report
RedwoodTech@101
Morgan Hill, California

Ladies and Gentlemen:

Enclosed is our design-level geotechnical investigation report for the proposed RedwoodTech@101 site in Morgan Hill, California. The approximately 58-acre site is located southwest of DePaul Drive, southeast of Cochrane Road, northeast of US Highway 101, and northwest of Half Road. According to civil drawings by Kier & Wright dated 20 September 2021, we understand the proposed project will include five warehouse structures with asphalt- and concrete-paved parking and driveways. The project will also include site grading and fill compaction, new underground utilities, hardscape and landscape areas, and surface water detention/infiltration basins.

Haley & Aldrich, Inc. previously performed a due-diligence level geotechnical study to explore subsurface conditions at the site, with findings summarized in our 21 January 2019 draft report. The due-diligence level investigation included drilling 16 exploratory borings, performing geotechnical laboratory testing, and performing preliminary engineering analyses. Supplemental subsurface explorations were performed in February 2019, including eight hollow stem auger borings and five shallow percolation tests. Finally, a surface-wave geophysical study to develop site shear wave velocity profiles was performed in July 2020.

This report contains a discussion of our findings regarding subsurface conditions, seismicity and potential seismic hazards, and foundation design recommendations. The primary geotechnical issues that should be addressed during the design of the planned structures include the potential for strong seismic shaking, placement and handling of on-site serpentine-impacted fill, and the selection of an appropriate foundation system. Based on our evaluation of the subsurface conditions at the site, we conclude that the proposed structures should be supported on shallow foundations bearing on overexcavated and recompacted subgrade soils. Our findings and recommendations regarding foundations and other geotechnical aspects of this project are presented in the following report.

We appreciate the opportunity to provide our services to you on this project. If you have any questions, please call.

Sincerely yours,
HALEY & ALDRICH, INC.

Micah D. Hintz, PE, GE
Geotechnical Engineer

Catherine H. Ellis, PE, GE
Geotechnical Engineer



Enclosures

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D	MASW Shear Wave Study

1. Introduction

Haley & Aldrich, Inc. (Haley & Aldrich) prepared this report to present the results of our geotechnical investigation for the proposed RedwoodTech@101 site in Morgan Hill, California. The approximately 58-acre project site lies southwest of DePaul Drive, southeast of Cochrane Road, northeast of US Highway 101, and northwest of Half Road, as shown on Figures 1 and 2. The site coordinates are approximately 37.15028 degrees north and 121.64694 degrees west.

The proposed development will include demolishing the existing house and storage structures and constructing five new concrete tilt-up buildings (Buildings A, B, C, D, and E) with footprints ranging between approximately 74,000 and 139,000 square feet. The approximate locations of the proposed buildings are shown on Figure 2. The project will also include rough grading, underground utilities, asphalt and concrete pavements, and new landscape areas.

Based on our review of the grading plan provided by Kier & Wright and dated 20 September 2021, the existing site is relatively flat with grades ranging between 383 and 389 feet.

2. Scope of Services

Our geotechnical investigation included hollow-stem auger borings, shallow percolation tests, and geophysical testing at the approximate locations indicated on Figure 2 as well as performing geotechnical laboratory testing on soil samples retrieved from these locations. The results of our field exploration and laboratory testing were evaluated, and engineering analyses were performed to develop conclusions and recommendations regarding:

- soil and groundwater conditions at the site;
- site seismicity and seismic hazards, including estimates of liquefaction potential and cyclic densification, as appropriate;
- appropriate foundation type for the proposed buildings;
- foundation design criteria, including recommendations for vertical support and lateral resistance;
- foundation design criteria for lighting standards;
- design criteria for slab-on-grade floors;
- settlement estimates, including total and differential settlements associated with elastic compression, liquefaction, cyclic densification, and collapsible soil;
- design criteria for flexible asphalt concrete and rigid concrete pavement;
- interior and exterior concrete flatwork;
- site grading, including criteria for fill quality and compaction;
- earth pressures for loading dock walls;
- corrosion potential of near-surface soil;
- seismic design parameters in accordance with the 2019 California Building Code (CBC, 2019); and
- construction considerations.

3. Field Investigation

Between 11 and 14 December 2018, 11 and 13 February 2019, and in July 2020, Haley & Aldrich explored the subsurface conditions at the site by:

- Drilling sixteen (16) exploratory borings (designated as HA-01 through HA-16) to depths of approximately 31-1/2 to 43 feet below ground surface (bgs) using a track-mounted hollow-stem auger drill rig;
- Measuring the depth to water in the exploratory borings, as encountered;
- Performing five (5) shallow groundwater percolation tests within shallow borings (designated as HA-PERC-01 through HA-PERC-05) to test the infiltration rate of the soils within the upper 2 to 5 feet of the site; and,
- Collecting subsurface shear wave velocity measurements by means of multichannel analysis of surface waves (MASW) geophysical testing.

Prior to performing our field investigation, we contacted Underground Service Alert (USA) and retained a private utility locator to check that the boring locations were clear of existing utilities.

3.1 BORINGS

Subsurface conditions at the site were explored by drilling sixteen (16), approximately 31-1/2 to 43-foot-deep borings for foundation and slab design purposes, and five (5), about 5-foot-deep borings for percolation testing. The approximate locations of the borings are presented on Figure 2.

Gulf Shore Exploration of Rancho Cordova, California drilled the hollow-stem auger borings between 11 and 14 December 2018 and between 11 and 13 February 2019 using a track-mounted rig. Percolation test borings HA-PERC-01 through HA-PERC-05 were advanced using a hollow-stem auger without the use of drilling fluid. The drilling was performed under the direction of our field engineer/geologist, who logged each hole and collected samples for soil classification and laboratory testing purposes. The five percolation tests were performed by our field engineer/geologist. Once the test had been completed, the hollow-stem auger borings were backfilled with cement grout, while the shallow percolation wells were destroyed and backfilled with hydrated bentonite. Soil cuttings generated during the subsurface investigation were left on the ground surface adjacent to each boring location. Boring logs are presented in Appendix A.

Soil samples were obtained at discrete locations during drilling using a Modified California sampler (MCS) and a Standard Penetration Test (SPT) sampler. The locations where each sampler was used are recorded on the boring logs. The MCS has a 3-inch outside diameter and a 2.43-inch inside diameter and is lined with three, 6-inch-long brass or stainless steel tubes. The unlined SPT sampler has a 2-inch outside diameter and a 1.38-inch inside diameter. MCS and SPT samples were collected by driving each respective sampler with a 140-pound above-ground automatic hammer falling approximately 30 inches to a depth of 18 inches or to penetration refusal, whichever was encountered first. Uncorrected blow counts were recorded for each 6-inch-long interval of sampler penetration and are presented on the boring logs.

Once completed, select samples collected from each boring were transported to Applied Materials & Engineering, Inc. of Oakland, California, and Inspection Services Incorporated of Berkeley, California, for geotechnical laboratory testing. Additional samples were submitted to CERCO Analytical, Inc. (CERCO) of Concord, California, to test for corrosion properties, including pH, resistivity, sulfate content, and chloride content. The laboratory test results are presented in Appendix B.

3.2 PERCOLATION TESTS

Five downhole percolation tests[1] were performed at boring locations HA-PERC-01 through HA-PERC-05 on 11 and 12 February 2019. The percolation tests consisted of installing a 2-inch-diameter slotted polyvinyl chloride pipe in the center of each boring to a depth of approximately 5 feet bgs. The area around the pipe was backfilled with screening sand to a depth of approximately 2 feet bgs. Hydrated bentonite was used to fill the area around the pipe at depths between 2 feet bgs and the ground surface. Each boring was presoaked prior to testing the infiltration rate of the hole. The change in depth for the water was measured at 30-minute intervals. After each reading, the water level was restored to the same approximate starting depth for subsequent test runs. Testing at each location was halted once the rate of percolation stabilized, as determined by consistent readings over three consecutive test intervals (defined as less than 10 percent change in the rate of percolation over three tests). The results of our testing are discussed in Section 6.7, and the percolation test data are presented in Appendix C.

3.3 MULTICHANNEL ANALYSIS OF SURFACE WAVES GEOPHYSICAL TESTING

Five geophysical tests were performed by JR Associates of Morgan Hill, California using MASW methods to collect shear wave velocities of the subsurface profile across the site. Each test was performed using a string of 24 geophones spaced about 10 feet apart. An active source was used to generate the test waves. Shear wave velocities measured from the MASW testing varied between 800 and 2,500 feet per second and typically increased with depth. The MASW results and interpretations are presented in Appendix D.

[1] Percolation tests were performed in general accordance with the guidelines presented in the County of Los Angeles Department of Public Works Administrative Manual GS200.1.

4. Existing Conditions

4.1 REGIONAL SEISMICITY

The major active faults in the area are the Calaveras, San Andreas, Monte Vista – Shannon, and Zayante-Vergeles faults. The distance, direction, and estimated maximum moment magnitude (M_w)[2] for each of the active faults within 100 kilometers (km) of the site are presented on Table I.

TABLE I
Active Faults within 100 km of the Site

Fault Name	Distance (km)	Direction from Site	Mean Characteristic or Maximum Moment Magnitude
Total Calaveras	5.2	East	7.03
N. San Andreas (1906 event)	18	Southwest	8.05
N. San Andreas – Santa Cruz Mountains	18	Southwest	7.12
Monte Vista - Shannon	18	West	6.50
Zayante-Vergeles	24	Southwest	7.00
N. San Andreas – Peninsula	32	West	7.23
Ortigalita	35	West	7.10
Quien Sabe	35	Southeast	6.60
Total Hayward	38	Northwest	7.00
South Hayward	38	Northwest	6.78
Total Hayward-Rodgers Creek	38	Northwest	7.33
Greenville Connected	40	North	7.00
Monterey Bay – Tularcitos	49	Southwest	7.30
Great Valley – 8	52	East	6.80
Rinconada	54	South	7.50
Great Valley – 7	54	Northeast	6.90
San Gregorio Connected	55	West	7.50
Great Valley – 9	59	East	6.80
Mt. Diablo Thrust	66	North	6.70
Great Valley – 10	88	East	6.50
Green Valley Connected	89	North	6.80
North Hayward	90	Northeast	6.60
Great Valley – 5	98	North	6.70

[2] Moment magnitude is an energy-based scale used to provide a physically meaningful measure of the size of a faulting event. Moment magnitude is directly related to average slip and fault rupture area.

Since 1800, four major earthquakes have been recorded on the San Andreas Fault. In 1836, an earthquake with an estimated maximum intensity of VII on the Modified Mercalli (MM) scale occurred east of Monterey Bay, reportedly on the San Andreas Fault (Toppozada and Borchardt, 1998). The estimated M_w for this earthquake is about 6.25. In 1838, an earthquake occurred on the San Andreas Fault with an estimated intensity of about VIII-IX (MM), corresponding to an M_w of about 7.5. The San Francisco Earthquake of 1906 caused the most significant damage in the history of the Bay Area in terms of loss of lives and property damage. This earthquake created a surface rupture approximately 470 km in length along the San Andreas Fault from Shelter Cove to San Juan Bautista. It had a maximum intensity of XI (MM), an M_w of about 7.9, and was felt 560 km away in Oregon, Nevada, and Los Angeles. The Loma Prieta Earthquake of 17 October 1989 occurred on the San Andreas Fault in the Santa Cruz Mountains. It had an M_w of 6.9 and was approximately 24 km from the site.

In 1868, an earthquake with an estimated maximum intensity of X on the MM scale occurred on the southern segment (between San Leandro and Fremont) of the Hayward Fault. The estimated M_w for the earthquake is 7.0. In 1861, an earthquake of unknown magnitude (probably an M_w of about 6.5) was reported on the Calaveras Fault. The most recent significant earthquake on this fault was the 1984 Morgan Hill earthquake (M_w = 6.2).

In 2015, the 2014 Working Group for California Earthquake Probabilities (WGCEP) at the U.S. Geological Survey (USGS) predicted a 72 percent chance of a magnitude 6.7 or greater earthquake occurring in the San Francisco Bay Area in 30 years (WGCEP, 2015).

4.2 SUBSURFACE CONDITIONS

Based on the results of the subsurface investigation, we found that the project site is blanketed by a 4- to 6-foot-thick layer of silt, sandy silt, silty sand, and well-graded fine sand with silt, some gravel and occasional cobbles. Below the near-surface silty and sandy soil layers, we generally encountered medium dense to very dense layers of silty and clayey sand and gravel and well-graded sand and gravel with varying amounts of silt, clay, and occasional cobbles to the maximum depths explored. An exception to this general subsurface condition was encountered in the vicinity of boring HA-08, where very dense weathered rock and/or clustered cobbles were present below the depth of about 20 feet bgs.

Serpentine-containing materials, including naturally occurring asbestos, are present in fill stockpiles at the site and will require special handling, segregation, and placement in designated areas and at specific depths, as discussed in “Soil Management Plan, RedwoodTech@101, Morgan Hill, California,” prepared by Haley & Aldrich and dated 7 January 2022.

Groundwater was not encountered at the site. However, very moist soil was occasionally encountered in the borings, such as near boring HA-07, which was drilled adjacent to the Madrone Channel. According to the California Geological Survey (CGS) 2004 map of historically high groundwater level contours for the Morgan Hill 7.5-minute Quadrangle, the historically high groundwater at the project site is between approximately 20 and 30 feet bgs.

5. Discussion and Conclusions

Based on our review of subsurface information for the site, we present the following conclusions and recommendations.

The primary geotechnical issues for this project include site seismicity and potential seismic hazards and selection of an appropriate foundation system. Our discussion of these and other geotechnical issues are presented in the remainder of this report.

5.1 SEISMIC HAZARDS

During a major earthquake, very strong to severe shaking has the potential to occur at the site, as experienced during the 1989 Loma Prieta event. Shaking during an earthquake can result in ground failure, such as that associated with soil liquefaction, lateral spreading, and cyclic densification. Haley & Aldrich's assessment of these potential seismic hazards is presented in the following sections.

5.1.1 Site Seismicity

A probabilistic seismic hazard analysis (PSHA) was performed using the USGS Unified Hazard Tool website (https://earthquake.usgs.gov/hazards/interactive/). The USGS Unified Hazard Tool includes a deaggregation utility that uses the next generation attenuation (NGA) models and the 2008 USGS/CGS California Fault Model as described by Petersen et al. (2008). For our analysis, we used a shear wave velocity over the top 100 feet (30 meters) of the site (V_{s30}) of 259 meters per second, based on the average estimated V_{s30} for Site Class D. Based on the seismicity of faults that may impact the site and the results of the deaggregation analysis, a design earthquake with an M_w of 7.3 was selected for the seismic hazard evaluation. The peak horizontal ground acceleration (PHGA) for the site, which is based on the Maximum Considered Earthquake (MCE) with a return interval of 2,500 years, or a 2 percent probability of exceedance in 50 years, is 1.47g. The risk-based site-modified peak ground acceleration (PGA_M) for the site is 0.64g; this value was computed based on procedures outlined in ASCE 7-16.

5.1.2 Soil Liquefaction and Associated Hazards

Liquefaction is the process in which saturated, cohesionless soil experiences a temporary loss of strength due to the buildup of excess pore water pressure during cyclic loading resulting from earthquake ground motions. The type of soils most susceptible to liquefaction are loose, clean, saturated, uniformly graded sand and silt that have low clay content. Flow failure, lateral spreading, differential settlement, loss of bearing strength, ground fissures, and sand boils are evidence of liquefaction.

The site does not lie within a potential liquefaction hazard zone, as defined by the CGS Seismic Hazard Zones Map for the Morgan Hill 7.5-minute Quadrangle (CGS, 2004). Depth to groundwater in this zone is expected to be no higher than approximately 40 to 50 feet bgs, which is the historical high groundwater level reported on the CGS Seismic Hazard Zone Report for the Morgan Hill 7.5-Minute Quadrangle (CGS, 2004). Groundwater was not encountered in our borings performed to a maximum depth of 43 feet bgs in December 2018.

We conclude that the potential for liquefaction and liquefaction-related secondary effects, such as sand boils, lurch cracking, and lateral spreading to develop at the site following the design seismic event is low.

5.1.3 Cyclic Densification

Seismically-induced compaction or densification of non-saturated granular soil (such as sand above the groundwater table) due to earthquake vibrations can result in settlement of the ground surface. Based on the results of this investigation, we conclude that soil above the groundwater table mainly consists of interbedded layers of medium dense to very dense granular soils. Based on the procedure established by Pradel (1998), we estimate that strong seismic shaking at the site may induce cyclic densification with total settlements on the order of 0.25 inch.

5.1.4 Fault Rupture

Historically, ground surface displacements closely follow the trace of geologically young faults. The site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults exist on the site. Based on this information, we conclude the risk of surface faulting and secondary ground failure to be very low.

5.2 FOUNDATIONS AND SETTLEMENT

Based on the results of our subsurface investigation, we conclude that the project site is blanketed by a 4- to 6-foot-thick layer of silt, sandy silt, silty sand, and well-graded fine sand with silt, some gravel, and occasional cobbles. Below the near-surface silty and sandy soil layers, we generally encountered layers of medium dense to very dense silty and clayey sand and gravel and well-graded sand and gravel with varying amounts of silt, clay, and cobbles to the maximum depths explored. If new buildings are supported on shallow spread type footings bearing on the existing near-surface silt, sandy silt, silty sand, and fine sand without further compaction, we estimate that the proposed buildings will experience erratic settlement that may result in damage to the new buildings. To improve the performance of the planned building foundations and reduce the potential for settlement, we recommend that the buildings be supported on shallow spread type footings bearing on a zone of overexcavated and recompacted fill, as discussed in Section 6.1 “Foundations,” below.

6. Recommendations

Our geotechnical recommendations for the proposed warehouse structures as well as other site improvements are presented in this section.

6.1 FOUNDATIONS

The new buildings should be supported on continuous perimeter and isolated interior spread-type footings. New continuous and isolated spread footings should be bottomed at least 24 inches below the lowest adjacent grade or bottom of slab, whichever is lower and should bear on at least a 12-inch-thick layer of engineered fill. Continuous and isolated footings should be at least 18 inches wide and 24 inches square, respectively. Shallow spread footings with minimum dimensions, as described above, may be designed using an allowable dead plus live load bearing capacity of 3,000 pounds per square foot (psf). This value contains a factor of safety of at least 2 and may be increased by one-third for total loads, including wind or seismic forces. Footing stresses may be assumed to follow a zone of influence that extends along a 1:1 imaginary plane beginning at the base of the footing and extending downward.

We estimate that the total foundation movement of new footings under static loading conditions should be less than 1 inch, with differential settlement under static loading amounting to less than ½ inch over a 60-foot horizontal distance. Seismic cyclic densification is estimated to cause an additional ¼-inch of total settlement, with seismic differential settlement interpreted as approximately ¼-inch over a 60-foot horizontal distance.

Lateral loads may be resisted by a combination of passive pressure on the embedded vertical faces of the footings and friction between the bottoms of the footings and the supporting soil. For passive resistance, we recommend using an equivalent fluid pressure of 250 pounds per cubic foot (pcf) for footings embedded in compacted fill; the upper foot of soil should be ignored unless it is confined by a slab or pavement. Frictional resistance should be computed using a base friction coefficient of 0.35. The passive pressure and base friction coefficient values include a factor of safety of at least 1.5 but do not include lateral resistance contributions from adjacent concrete slabs-on-grade. Uplift resistance may be computed based on the dead weight of the planned foundation elements.

The footing excavations should be free of standing water, debris, and disturbed materials prior to placing concrete. The bottoms and sides of the footing excavations should be maintained in a moist condition until concrete is placed. We should check footing excavations prior to placing reinforcing steel. Any loose or soft soil exposed beneath footing excavations should be removed, and the resulting overexcavations should be backfilled with compacted fill in accordance with the “Site Preparation and Grading” Section. Alternatively, the overexcavations may be backfilled with lean concrete or sand/cement slurry with unconfined compression strength of at least 50 pounds per square inch (psi).

6.2 SEISMIC DESIGN

For seismic design in accordance with the provisions of the 2019 CBC, we recommend using the seismic design parameters presented on Table II.

TABLE II
Seismic Design Parameters

Categorization/Coefficient	Design Value
Site Class (ASCE 7-16 Table 1613.5.2)	D
MCE_R[1] Ground Motion (Period = 0.2 seconds), S_s	1.799 g
MCE_R Ground Motion (Period = 1.0 seconds), S_1	0.661 g
Peak Ground Acceleration, PGA	0.75 g
Site Amplification Factor at 0.2 seconds, F_a	1.0
Site Amplification Factor at 1.0 seconds, F_v	--
Site Amplification Factor for PGA, F_{PGA}	1.1
Site-Modified Peak Ground Acceleration, PGA_M	0.825 g
Site-Modified Spectral Acceleration Value at 0.2 seconds, S_{MS}	1.799 g
Site-Modified Spectral Acceleration Value at 1.0 seconds, S_{M1}	--
Design Spectral Acceleration at 0.2 seconds, S_{DS}	1.199 g
Design Spectral Acceleration at 1.0 seconds, S_{D1}	---

Notes:
1) MCE_R = Risk-targeted maximum considered earthquake
2) g = acceleration of gravity
3) Per ASCE 7-16, a site-specific ground motion hazard analysis is required to define Fv, S_{M1}, and S_{D1} for this site class.
4) Design values presented above are based on a site located at latitude / longitude = 37.15028 / -121.64694.

6.3 FLOOR SLABS

The soil subgrade beneath slab-on-grade floors should be prepared and compacted as described in Section 6.4 "Site Preparation and Grading." The subgrade should not be allowed to dry during construction. If the previously compacted soil subgrade is disturbed during foundation and/or utility excavation or softened because of wet weather conditions, the subgrade should be scarified, moisture-conditioned, and recompacted, as described in Section 6.4 "Site Preparation and Grading."

We recommend that the proposed slab-on-grade floors in areas with vehicle loading be underlain by a 6-inch-thick layer of Class 2 aggregate base that has been placed and compacted as described in Section 6.4 "Site Preparation and Grading."

For proposed slab-on-grade floors that will receive moisture-sensitive flooring, we recommend that the slab be directly underlain by a moisture barrier (Class C water vapor retarder or better) and a capillary moisture break. The capillary moisture break should consist of at least 6 inches of clean, free-draining gravel or crushed rock.

Slabs-on-grade designed to bear on subgrade described as above may be designed using a minimum modulus of subgrade reaction of 100 pounds per cubic inch (pci).

The vapor retarder should be placed in general accordance with the requirements of ASTM E1643. These requirements include overlapping seams by 6 inches, taping seams, and sealing penetrations in the vapor retarder. The particle size of the gravel or crushed rock should meet the gradation requirements presented in Table III.

TABLE III
Gradation Requirements for Capillary Moisture Break

Sieve Size	Percentage Passing Sieve
Gravel or Crushed Rock	
1 inch	90 to 100
3/4 inch	30 to 100
1/2 inch	5 to 25
3/8 inch	0 to 6

Concrete mixes with high water/cement (w/c) ratios will result in excess water in the concrete, which increases the cure time and may result in excessive vapor transmission through the slab. Therefore, concrete for the floor slab should have a low w/c ratio of less than 0.45, and water should not be added in the field. If necessary, workability should be increased by adding plasticizers. In addition, the slab should be properly cured.

Before the floor covering is placed, the contractor should check that the concrete surface and moisture emission levels (if emission testing is required) meet the manufacturer's requirements.

6.4 SITE PREPARATION AND GRADING

The proposed building and parking lot areas should be stripped of soil containing over 3 percent organic matter and cleared of existing underground obstructions. Subsequently, soils underlying proposed footings should be overexcavated to a depth of at least 12 inches below the footing bottoms, or to a depth sufficient to expose the non-expansive sand and gravel layers underlying the site at an average depth of 5 feet bgs, whichever is deeper. Excavations for footings and floor slab moisture retarder systems should be backfilled with compacted select non-expansive fill. The lateral limits of the excavation should extend at least 12 inches beyond the proposed outline of the new footings.

We recommend all fill placed at the site meet the requirements for either general on-site fill, select non-expansive fill or Caltrans Class 2 aggregate base, except for serpentine-containing fill, which should be placed in conformance with recommendations presented in Section 6.4.1 "Serpentine Fill." General on-site fill should be free of organic matter, be non-hazardous, contain no rocks or lumps greater than 2 inches in greatest dimension, and be approved by the geotechnical engineer. General on-site fill may be used to raise site grades or as fill for underground utility trenches.

Imported, non-expansive fill should have properties similar to general on-site fill, except it should also have a low expansion potential, which is defined as a liquid limit less than 40 and a plasticity index lower than 15.

Placement of fill should be in accordance with Table IV, Summary of Compaction Recommendations. Compaction of fill should be performed by mechanical means only. Due to equipment limitations, thinner lifts may be necessary to achieve the recommended degree of compaction.

TABLE IV
Summary of Compaction Recommendations

Area	Compaction Recommendations (See Notes 1 through 4)
Subgrade Preparation and Placement of General Engineered Fill,[5] Including Imported Non-expansive Fill	Compact upper 12 inches of subgrade and entire fill to a minimum of 90 percent compaction at a minimum of 2 percent over optimum moisture content.
Trenches[6]	Compact trench backfill to a minimum of 90 percent compaction at a minimum of 2 percent over optimum moisture. Where trenches will be under the pavement section, flatwork, or other improvements, the upper 12 inches, measured from finished grade of the trench backfill should be compacted to a minimum of 95 percent compaction.
Exterior Flatwork	Compact upper 12 inches of subgrade to a minimum of 90 percent compaction at a minimum of 2 percent over optimum moisture content. Compact aggregate base to a minimum of 90 percent compaction at or above optimum moisture content. Where exterior flatwork is exposed to vehicular traffic, compact aggregate base to a minimum of 95 percent compaction.
Paved Areas	Compact upper 12 inches of subgrade to a minimum of 95 percent compaction at a minimum of 2 percent over optimum moisture content. Compact aggregate baserock to a minimum of 95 percent compaction at near optimum moisture content.

Notes:

1) *Depths are below finished subgrade elevation.*
2) *All compaction requirements refer to relative compaction as a percentage of the laboratory standard described by ASTM D1557 (latest version). All lifts to be compacted shall be a maximum of 8 inches loose thickness.*
3) *All compacted surfaces, such as fills, subgrades, and backfills need to be firm and stable, and should be unyielding under compaction equipment.*
4) *Where fills, such as backfill placement after removal of existing underground utility lines, are greater than 7 feet in depth, the portion of the fill deeper than 7 feet should be compacted to a minimum of 95 percent compaction.*
5) *Includes building pads.*
6) *In landscaping areas, this percent compaction in trenches may be reduced to 85 percent. Water jetting or flooding to obtain compaction of backfill should not be permitted.*

6.4.1 Serpentine Fill

Serpentine-containing materials, including naturally occurring asbestos, are present at the site and will require special handling, segregation, and placement in designated areas and at specific depths, as discussed in "Soil Management Plan, RedwoodTech@101, Morgan Hill, California," prepared by Haley & Aldrich and dated 7 January 2022. In addition to the requirements presented in the Soil Management Plan, the serpentine fill should be screened, placed, and compacted according to the minimum following requirements:

- Place only in designated over-excavation areas underneath the proposed building(s), at depths no shallower than 6 inches below the bottom of the proposed footings;
- Contain no rock or clods larger than 6 inches in maximum size;
- Contain no more than 15 percent (by weight) rocks or clods of the material larger than 2 inches; and
- Compact to a minimum of 90 percent relative compaction per modified proctor test (ASTM D1557) at moisture content over optimum.

6.5 UNDERGROUND UTILITIES

Excavations for utility trenches can be made with a backhoe. Trenches should conform to the current Cal/OSHA requirements. Backfill for utility trenches and other excavations is also considered fill, and it should be compacted according to the recommendations presented in Section 6.4 "Site Preparation and Grading." If imported clean sand or gravel is used as backfill, it should be compacted to at least 95 percent relative compaction. Jetting of trench backfill should not be permitted. Special care should be taken when backfilling utility trenches in pavement areas. Poor compaction may cause excessive settlements, resulting in damage to the pavement section.

Pipes or conduits should be supported on bedding material consisting of sand or fine gravel with a thickness equal to either D/4 (with D equal to the outside diameter of the pipe) or 4 inches, whichever is greater. After the pipes and conduits are tested, inspected (if required), and approved, they should be covered to a minimum depth of 6 inches with sand or fine non-angular gravel, which should be mechanically tamped.

6.6 DRAINAGE AND LANDSCAPING

Positive surface drainage should be provided around the buildings to direct surface water away from the foundations. To reduce the potential for water ponding adjacent to the buildings, we recommend the ground surface within a horizontal distance of 5 feet from the buildings be designed to slope down and away from the buildings with a surface gradient of at least 2 percent in unpaved areas and 1 percent in paved areas. In addition, roof downspouts should be discharged into controlled drainage facilities to keep the water away from the foundations. If there is a conflict between the civil and geotechnical design recommendations, we defer to the civil engineer's recommendations. These gradients should be checked once final grading plans and anticipated cut/fill thicknesses are known.

To reduce the potential for irrigation water entering the pavement section, vertical curbs adjacent to landscaped areas should extend at least 6 inches below the bottom of the aggregate base layer. Where heavily watered areas, such as lawns, are located adjacent to paved areas, it may also be necessary to install a subdrain behind the curb or within the pavement to intercept excess irrigation water.

6.7 STORMWATER INFILTRATION

Based on our analysis of percolation test data in accordance with percolation method guidelines (see Section 3.2 "Percolation Tests"), the adjusted long-term infiltration rates for stormwater infiltration features with invert depths at about 5 feet bgs will range from 0.45 to 2.63 inches per hour (see results in Appendix C). The adjusted long-term infiltration rates include a factor of safety (CFv) of 1.5 for low-moderate site variability, and a factor of safety (CFs) of 2 for long-term siltation of infiltration basins, in addition to an adjustment factor (Rf) specific to the borehole percolation test method. For the design of on-site stormwater infiltration features with inverts positioned within 5 feet bgs, we recommend using a long-term infiltration rate of no greater than 1 inch per hour. Stormwater features with deeper inverts on the order of 6 to 8 feet bgs may encounter more rapid infiltration rates, given the presence of granular soils with relatively low fines contents in this depth range and below.

The infiltration rates for the five test locations are presented in Table V.

TABLE V
Infiltration Rates

Boring No.	Infiltration Rate (in/hr)	Adjusted (Long-Term) Infiltration Rate (in/hr)
HA-PERC-01	4.83	1.61
HA-PERC-02	1.65	0.55
HA-PERC-03	1.35	0.45
HA-PERC-04	4.41	1.47
HA-PERC-05	7.89	2.63

The effective infiltration rate of finished stormwater infiltration features can vary significantly from the rates estimated from preliminary percolation tests. The following activities may diminish the infiltration rate of proposed stormwater features and should be avoided:

- Placing artificial fill within the stormwater infiltration feature during grading, especially placement of fill materials with poor drainage properties;
- Allowing construction runoff containing fine-grained soils to drain into the feature and cause siltation during site grading;
- Grading methods that result in smearing or compacting soils at the feature or basin invert, including compaction by driving of heavy equipment over the area; and
- Designing and siting infiltration features at locations or elevations significantly different from those tested.

Where proposed stormwater collection features will be designed to discharge water into the subgrade soils, we recommend supplemental in situ infiltration testing be performed at the locations of these features as the project develops. Supplemental testing may include additional boring percolation tests, double ring infiltrometer testing, or reduced-scale pit tests.

Stormwater collection features should be designed in a manner that avoids saturation of subgrade materials within the foundation zones of influence (as defined in Section 6.1 “Foundations”). Stormwater collection features planned near the proposed structure foundations should include vertical cutoffs (e.g., a narrow cutoff trench filled with lean concrete) to direct collected stormwater to a depth of at least 5 feet below the nearby adjacent footing subgrade elevations.

6.8 FLEXIBLE PAVEMENT DESIGN

The State of California resistance value (R-value) method for flexible pavement design was used to develop recommendations for pavement sections. The thickness of pavement depends on the R-value of the subgrade soil and the volume of traffic anticipated. For the project site, a design subgrade R-value of 10 was selected based on the laboratory test results and Caltrans standard design procedures (Caltrans, 2019).

We assume that flexible pavement throughout the site will be designed using traffic indices ranging from 4.5 to 11.0. Based on these design parameters, we recommend the following design pavements:

TABLE VI
Flexible Pavement Design

Traffic Index	Asphalt Concrete (inches)	Class 2 Aggregate Base (inches)	Class 2 Aggregate Subbase (inches)	Total (inches)
4.5	3.0	7.0	--	10.0
5.0	3.5	7.5	--	11.0
6.0	4.0	10.5	--	14.5
7.0	4.0	14.0	--	18.0
8.0	4.5	17.0	--	21.5
8.0	4.5	8.0	10.0	22.5
9.0	5.5	19.0	--	24.5
9.0	5.5	8.5	11.5	25.5
10.0	6.0	21.5	--	27.5
10.0	6.0	10.0	13.0	29.0
11.0	7.0	23.5	--	30.5
11.0	7.0	10.5	14.5	32.0

Refer to Section 6.4 “Site Preparation and Grading” for pavement subgrade preparation recommendations.

6.9 RIGID PAVEMENT DESIGN

The recommended rigid pavement section for traffic indices of 7.0 or less is 6 inches of Portland Cement Concrete (PCC) over 6 inches of Class 2 aggregate base. For traffic indices of 7.5 and 8.0, the thickness of the PCC section should be increased to 6.5 and 7.0 inches, respectively. The modulus of rupture of the concrete should be at least 600 psi at 28 days, and the unconfined compressive strength of the concrete should be at least 3,500 psi at 28 days. Contraction joints should typically be constructed at 15-foot spacing or less. Where the outer edge of a concrete pavement meets asphalt pavement, the concrete slab should be thickened by 50 percent at a taper not to exceed a slope of 1 in 10. If there is a conflict between the civil and geotechnical design recommendations for contraction joint spacing, Haley & Aldrich defers to the civil engineer’s recommendations. Recommendations for subgrade preparation and aggregate base compaction for concrete pavements are the same as those described in Section 6.4 “Site Preparation and Grading.”

6.10 EXTERIOR CONCRETE SLABS AND PEDESTRIAN WALKWAYS

We recommend that, as a minimum, exterior concrete slabs and pedestrian walkways be designed using 4 inches of PCC over 4 inches of Class 2 aggregate base. Typically, construction joints are spaced at horizontal distances no greater than 30 times the concrete slab thickness. Recommendations for subgrade preparation and aggregate base compaction for concrete slabs and walkways are the same as those we have described in Section 6.4 “Site Preparation and Grading.”

6.11 CORROSIVITY

CERCO tested three samples collected from our geotechnical borings for corrosivity characteristics. The samples (HA-04 at 2.5 feet, HA-06 at 4 feet, and HA-15 at 1 foot bgs) were tested for resistivity, redox potential, sulfate and chloride ion concentrations, and pH. The test results indicate that the near-surface soils should be considered "moderately corrosive" to buried iron and steel improvements. The results also indicate that: 1) no chloride ions were detected in the soil samples; 2) the pH of the soil does not present corrosion problems for buried iron, steel, or mortar-coated steel and reinforced concrete structures; and 3) the redox potential measurements of the soil are indicative of "slightly corrosive" to "moderately corrosive" soil resulting from anaerobic soil conditions. The results indicate that the tested samples are most likely exposure classes S0 and C0 per ACI 318-14. However, Haley & Aldrich does not practice in corrosion engineering, and these findings should be confirmed by a licensed corrosion expert if these sample classifications may significantly impact design. The results of the corrosion testing and a copy of CERCO's brief analysis of the results are presented in Appendix B.

6.12 LOADING DOCK RETAINING WALLS

We understand that the proposed loading docks may be constructed either at or below-grade. We estimate that approximately 4-foot-high retaining walls will be required in the loading dock areas. For walls that are free to rotate at the top, we recommend designing the walls to resist an equivalent fluid weight of 40 pcf. If the walls are restrained from movement, we recommend the walls be designed to resist an equivalent fluid weight of 60 pcf. These design pressures assume level backfill conditions. The design pressures also assume the walls are properly backdrained to prevent buildup of hydrostatic pressure. A prefabricated drainage panel against the backside of the wall is an acceptable method for backdraining the walls. The drainage panels should extend down to weep-holes placed along the base of the walls.

The proposed loading dock walls will be subject to transient surcharge loading from forklifts or other vehicles. We recommend that the loading dock retaining walls be designed to withstand a uniform (rectangular distribution) traffic surcharge of 100 psf.

6.13 LIGHT STANDARD FOUNDATIONS

It is our opinion that drilled shafts are the most appropriate foundation option for the proposed light standard structures. Drilled shafts should consist of circular, straight shafts, cast-in-place reinforced concrete elements designed to develop their load carrying capacity from a combination of end bearing and/or frictional resistance in compacted fill and alluvial soils. Drilled shafts designed solely for end-bearing should be designed to bear in fill and alluvial soil deposits and sized using a maximum allowable bearing pressure of 1,500 psf. Drilled shafts deriving some of their support inside friction should be sized using a maximum allowable end bearing pressure of 1,500 psf and a side friction of 500 psf in the compacted fill and alluvial soils. Lateral passive resistance for the light standard foundations may be computed using an equivalent fluid weight of 250 pcf to a maximum allowable passive resistance value of 1,250 psf for footings embedded below the ground surface. Lateral resistance and skin friction of the upper 1 foot of soil should be disregarded when sizing light standard foundations.

7. Supplemental Geotechnical Services

The final project plans and specifications should be reviewed by Haley & Aldrich prior to construction to check that they are in general conformance with the intent of our recommendations. During construction, we should observe and document the installation of foundations, and observe the condition and test the compaction of any fill placed at the site. These observations will allow us to check that the contractor's work conforms to the geotechnical aspects of the plans and specifications and ensures that the foundation system and paved areas are constructed in accordance with our design recommendations.

8. Limitations

This report has been prepared for specific application to the proposed construction as understood at this time. In the event that changes in the nature, design, or location of the project are planned, the conclusions and recommendations contained in this report should not be considered valid, unless the changes are reviewed by Haley & Aldrich and the conclusions of this report modified or verified in writing.

The geotechnical analyses and recommendations are based, in part, upon the data obtained from the referenced subsurface exploration. The nature and extent of variations between explorations may not become evident until construction. If variations appear at that time, it may be necessary to re-evaluate the recommendations of this report.

This report is prepared for the exclusive use of TC Morgan Hill Venture LLC and their subconsultants in pursuit of the proposed RedwoodTech@101 in Morgan Hill, California. There are no intended beneficiaries other than TC Morgan Hill Venture LLC and their subconsultants. Haley & Aldrich shall owe no duty whatsoever to any other person or entity on account of the Agreement or the report. Use of this report by any person or entity other than TC Morgan Hill Venture LLC, and their subconsultants for any purpose whatsoever is expressly forbidden unless such other person or entity obtains written authorization from TC Morgan Hill Venture LLC, and Haley & Aldrich. Use of this report by such other person or entity without the written authorization of TC Morgan Hill Venture LLC, and Haley & Aldrich shall be at such other person's or entity's sole risk and shall be without legal exposure or liability to Haley & Aldrich.

References

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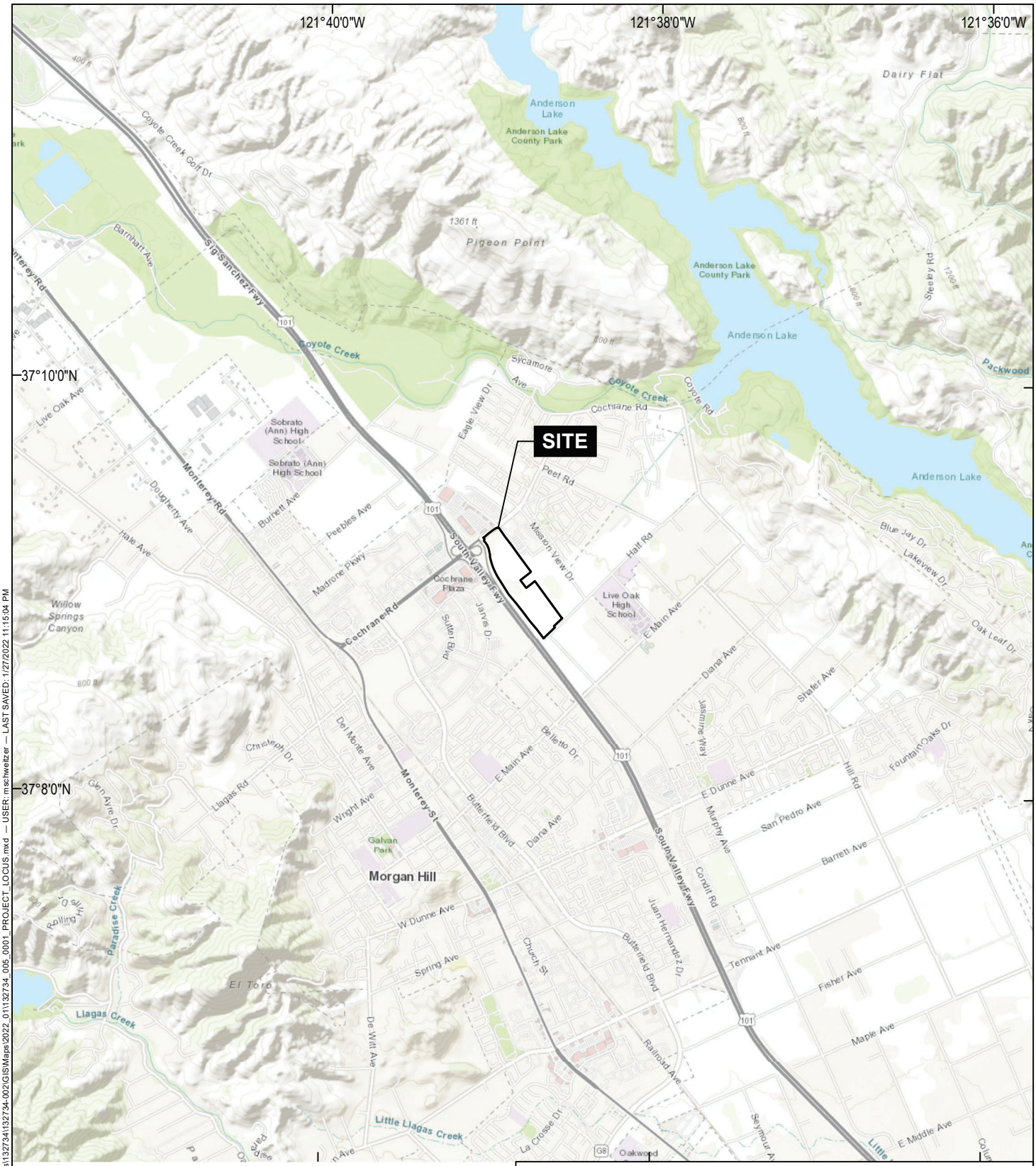
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FIGURES







MAP SOURCE: ESRI
SITE COORDINATES: 37°09'00"N, 121°38'50"W

HALEY ALDRICH

REDWOODTECH@101
MORGAN HILL, CALIFORNIA

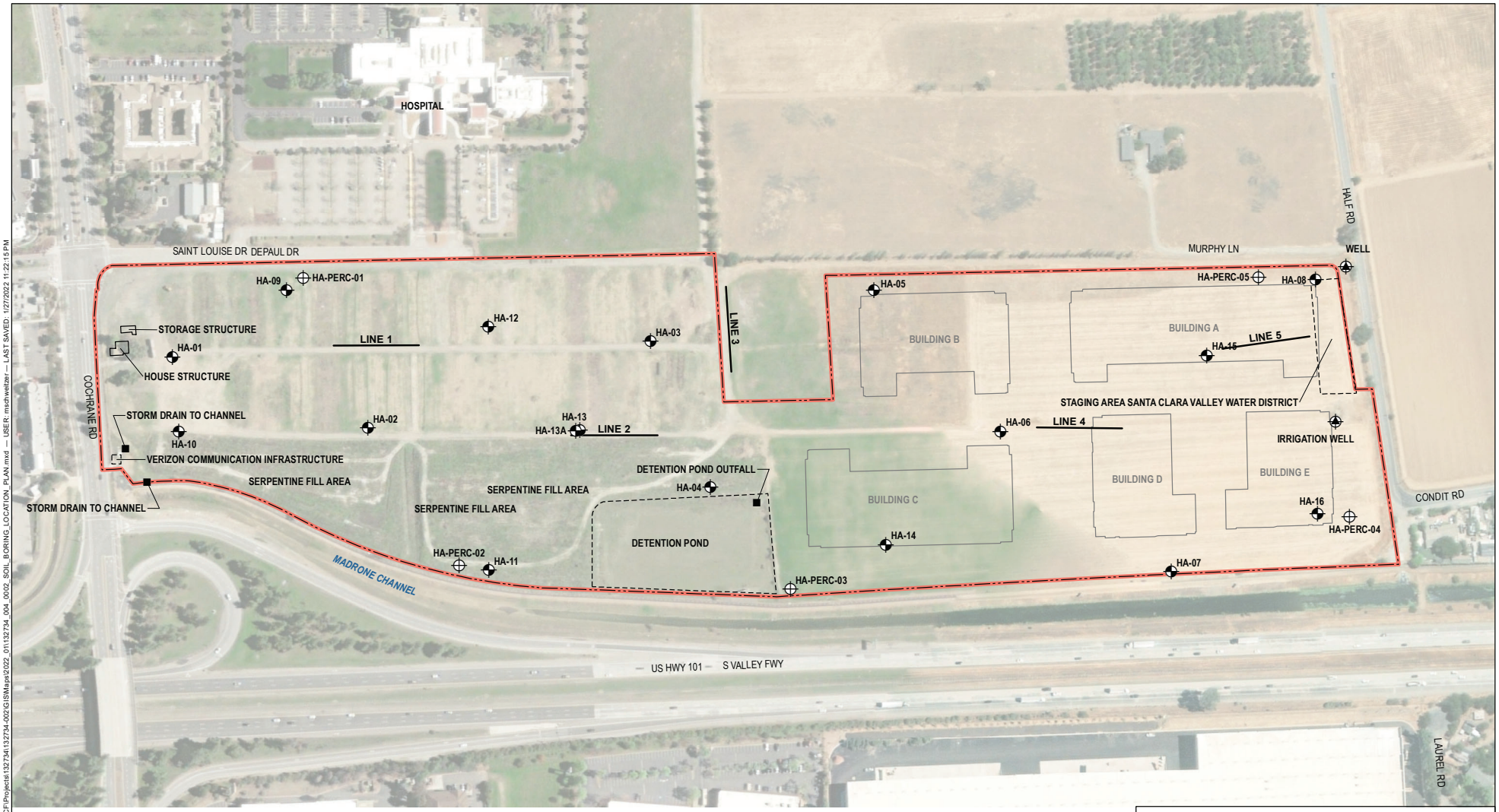
PROJECT LOCUS

APPROXIMATE SCALE: 1 IN = 4000 FT
FEBRUARY 2022

FIGURE 1

GIS FILE PATH: \\haleyaldrich.com\share\CF\Projects\132734\132734-002\GIS\Maps\2022_0111\132734_005_0001_PROJECT_LOCUS.mxd — USER: mschweitzer — LAST SAVED: 1/27/2022 11:15:04 PM

*Figure is not OCR compatible.



LEGEND

- SOIL BORING
- PERCOLATION WELL
- WELL
- MASW GEOPHYSICS LINE
- PROPOSED BUILDING FOOTPRINT
- SITE FEATURE
- STRUCTURE
- SITE BOUNDARY

NOTES

1. ALL LOCATIONS AND DIMENSIONS ARE APPROXIMATE.
2. PROPOSED BUILDING FOOTPRINTS FROM FIGURE TITLED, "SERPENTINE ENCAPSULATION PLAN OF MORGAN HILL TECHNOLOGY CENTER, FOR TC MORGAN HILL VENTURE, LLC", DATED JANUARY 2021.
3. AERIAL IMAGERY SOURCE: ESRI

0 250 500
SCALE IN FEET

HALEY ALDRICH

REDWOODTECH@101
MORGAN HILL, CALIFORNIA

SOIL BORING LOCATION PLAN

FEBRUARY 2022

FIGURE 2

GIS FILE PATH: \\haleyaldrich.com\share\CF\Projects\132734\132734-002\GIS\Maps\2022_01\132734_004_0002_SOIL_BORING_LOCATION_PLAN.mxd — USER: mschweitzer — LAST SAVED: 1/27/2022 11:22:15 PM

*Figure is not OCR compatible.

APPENDIX A
Boring Logs

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-01

Project	Redwood Tech @ 101, Morgan Hill, CA
Client	TC Morgan Hill Venture, LLC
Contractor	Gulf Shore Construction Services, Inc.

File No.	132734-004
Sheet No.	1 of 2
Start	11 December 2018
Finish	11 December 2018
Driller	J. Lewis
H&A Rep.	M. Stevens
Elevation	386.0
Datum	NAVD 88
Location	See Plan N 37.154097 W 121.649596

		Drilling Equipment and Procedures
Boring Diameter (in.)	8	Rig Make & Model: Track
Hammer Type	Automatic Hammer	Bit Type: Hollow Stem
Hammer Weight (lb)	140	Drill Mud: None
Hammer Fall (in.)	30	Casing: --
		Hoist/Hammer: Automatic Hammer
		PID Make & Model: --

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
0	HAND AUGER			385.0 1.0	ML	SILT with gravel and sand (ML), red-brown, maximum particle size 5", moist			385
				384.0 2.0	SM-SW	Silty SAND/ SAND with Silt (SM-SW), tan, moist, trace gravel			
					ML	SILT with sand (ML), tan, maximum particle size 0.25", moist grab sample collected at 3.0 feet			
5	SPT	14	9 18 13	381.0 5.0		Silty SAND with gravel (SM), red-brown, dense, maximum particle size 1.5", moist; gravel and sand particles are angular to subrounded Particle size distribution test (see Appendix B): fines content 14.1%, sand content 58.0%, gravel content 27.9%		9.5	380
10	SPT	15	12 20 20		SM	brown with some black gravel, dense, maximum particle size 1", moist			375
15	SPT	18	9 16 13			medium dense, maximum particle size 1.5", moist			370
20									

Water Level Data

Date	Time	Elapsed Time (hr.)	Depth (ft) to: Bottom of Casing	Bottom of Hole	Water

Sampler Type Legend

SPT - Standard Penetration Test Sampler (1.38-in ID)
MCS - Modified California Sampler (2.43-in ID)
SHELBY TUBE - Thin-walled Sampler (3-in ID)
GRAB - Grab Sample

Summary

Overburden (ft)
Rock Cored (ft)
Samples

Boring No. HA-01

Field Tests:
Dilatancy : R - Rapid S - Slow N - None
Toughness : L - Low M - Medium H - High
Plasticity : N - Nonplastic L - Low M - Medium H - High
Dry Strength : N - None L - Low M - Medium H - High V - Very High

***Note:** Maximum particle size (mps) is determined by direct observation within the limitations of sampler size.

Note: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 BORING LOGS_HA01-HA08.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-01
File No. 132734-004
Sheet No. 2 of 2

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
20	SPT	16	5 21 16		SM	Silty SAND with gravel (SM) (continued), dense, 0.5-foot thick layer of red-brown SILT encountered at 20.5 feet			365
				362.0 24.0					
25	MCS	18	11 19 18		SW-SC	Well-graded SAND with clay and gravel (SW-SC), brown with red and orange mottling, medium dense, maximum particle size 2.5", moist Particle size distribution test (see Appendix B): fines content 6.4%, sand content 59.8%, gravel content 33.8%			360
30	SPT	15	10 20 36			very dense, maximum particle size 2", moist			355
35	MCS	14	36 31 42			maximum particle size greater than 2.5", moist			350
40	MCS	15	11 18 8			medium dense, moist			345
				345.0 41.0	CL	Sandy CLAY (CL), yellow-brown, stiff, very moist			
	MCS	18	17 45 44	344.0 42.0	SC	Clayey SAND with gravel (SC), brown, very dense, maximum particle size 2", very moist			
45				343.0 43.0		**Total depth of boring 43 feet** **Groundwater not encountered** **Backfilled with grout on 12/11/2018**			340

NOTE: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

Boring No. HA-01

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 BORING LOGS_HA01-HA08.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-02

Project	Redwood Tech @ 101, Morgan Hill, CA
Client	TC Morgan Hill Venture, LLC
Contractor	Gulf Shore Construction Services, Inc.

File No.	132734-004
Sheet No.	1 of 2
Start	11 December 2018
Finish	11 December 2018
Driller	J. Lewis
H&A Rep.	M. Stevens
Elevation	384.0
Datum	NAVD 88
Location	See Plan N 37.1526433 W 121.6490833

		Drilling Equipment and Procedures
Boring Diameter (in.)	8	Rig Make & Model: Track
Hammer Type	Automatic Hammer	Bit Type: Hollow Stem
Hammer Weight (lb)	140	Drill Mud: None
Hammer Fall (in.)	30	Casing: --
		Hoist/Hammer: Automatic Hammer
		PID Make & Model: --

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
0	HAND AUGER				ML	Sandy SILT with fine gravel (ML), brown, medium dense, fine gravel, cobbles, moist grab sample collected at 2 feet			380
5	MCS	17	24 38 22	378.3 5.8		Well-graded GRAVEL with clay and sand (GW-GC), brown, dense, maximum particle size 1.75", moist Particle size distribution test (see Appendix B): fines content 6.3%, sand content 43.5%, gravel content 50.2%		8.1	375
10	SPT	14	10 17 19		GW-GC	difficult drilling			370
15	SPT	0	20 33 30			very dense, no recovery difficult drilling			365
20									

Water Level Data

Date	Time	Elapsed Time (hr.)	Depth (ft) to: Bottom of Casing	Bottom of Hole	Water

Sampler Type Legend

SPT - Standard Penetration Test Sampler (1.38-in ID)
MCS - Modified California Sampler (2.43-in ID)
SHELBY TUBE - Thin-walled Sampler (3-in ID)
GRAB - Grab Sample

Summary

Overburden (ft)
Rock Cored (ft)
Samples

Boring No. HA-02

Field Tests:

Dilatancy : R - Rapid S - Slow N - None
Toughness : L - Low M - Medium H - High
Plasticity : N - Nonplastic L - Low M - Medium H - High
Dry Strength : N - None L - Low M - Medium H - High V - Very High

***Note:** Maximum particle size (mps) is determined by direct observation within the limitations of sampler size.

Note: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 BORING LOGS_HA01-HA08.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-02
File No. 132734-004
Sheet No. 2 of 2

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
20	MCS	17	10 22 24			Well-graded GRAVEL with clay and sand (GW-GC) (continued), brown, dense, maximum particle size 2", moist; gravel and sand are angular or subrounded			
						difficult drilling			360
25	SPT	18	39 31 44		GW-GC	very dense, moist, cobble encountered at 25.5 feet Particle size distribution test (see Appendix B): fines content 8.9%, sand content 38.1%, gravel content 53.0%			355
30	MCS	17	12 30 40			dense, very moist, maximum particle size 1.5" Particle size distribution test (see Appendix B): fines content 7.4%, sand content 43.8%, gravel content 48.8%			
				352.5 31.5		**Total depth of boring 31.5 feet** **Groundwater not encountered** **Backfilled with grout on 12/11/2018**		10.8	
35									350
									345
40									
									340
45									
									335

NOTE: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

Boring No. HA-02

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 BORING LOGS_HA01-HA08.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-03

Project	Redwood Tech @ 101, Morgan Hill, CA
Client	TC Morgan Hill Venture, LLC
Contractor	Gulf Shore Construction Services, Inc.

		Drilling Equipment and Procedures
Boring Diameter (in.)	8	Rig Make & Model: Track
Hammer Type	Automatic Hammer	Bit Type: Hollow Stem
Hammer Weight (lb)	140	Drill Mud: None
Hammer Fall (in.)	30	Casing: --
		Hoist/Hammer: Automatic Hammer
		PID Make & Model: --

File No.	132734-004
Sheet No.	1 of 2
Start	12 December 2018
Finish	12 December 2018
Driller	J. Lewis
H&A Rep.	M. Stevens
Elevation	385.0
Datum	NAVD 88
Location	See Plan N 37.1513414 W 121.6469446

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
0	HAND AUGER				ML	Sandy SILT (ML), dark brown, moist, trace gravel, some twigs			385
						grab sample collected at 4 feet			
5				380.0 5.0		Well-graded GRAVEL with silt and sand (GW-GM), brown, very dense, maximum particle size 1.5", moist			380
	SPT	11	20 31 21			Particle size distribution test (see Appendix B): fines content 5.4%, sand content 40.9%, gravel content 53.7%		7.6	
10						difficult drilling			375
	MCS	15	20 19 17		GW-GM	medium dense, maximum particle size 2.5", moist; gravel is angular sandstone with fine and coarse granules Particle size distribution test (see Appendix B): fines content 8.3%, sand content 34.8%, gravel content 56.9%			
15									370
	MCS	13	22 30 33			dense, maximum particle size 4", moist; gravel is rounded or angular depending on rock matrix			
20									365

Water Level Data

Date	Time	Elapsed Time (hr.)	Depth (ft) to: Bottom of Casing	Bottom of Hole	Water

Sampler Type Legend

SPT - Standard Penetration Test Sampler (1.38-in ID)
MCS - Modified California Sampler (2.43-in ID)
SHELBY TUBE - Thin-walled Sampler (3-in ID)
GRAB - Grab Sample

Summary

Overburden (ft)
Rock Cored (ft)
Samples

Boring No. HA-03

Field Tests: **Dilatancy** : R - Rapid S - Slow N - None **Plasticity** : N - Nonplastic L - Low M - Medium H - High
Toughness : L - Low M - Medium H - High **Dry Strength** : N - None L - Low M - Medium H - High V - Very High

***Note:** Maximum particle size (mps) is determined by direct observation within the limitations of sampler size.

Note: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 BORING LOGS_HA01-HA08.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-03
File No. 132734-004
Sheet No. 2 of 2

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
20						Well-graded GRAVEL with silt and sand (GW-GM) (continued)			365
	MCS	17	13 22 20			medium dense, maximum particle size 2.5", moist; large pieces of gravel in top 5" of sampler, gray sandstone, subrounded			
25									360
	SPT	5	14 28 37			very dense, maximum particle size 0.75", moist			
					GW-GM				
30									355
	SPT	17	17 24 18			dense, moist			
35									350
	SPT	14	10 29 29			very dense, maximum particle size 0.75", moist			
				346.0 39.0					
40						**Total depth of boring 39 feet** **Groundwater not encountered** **Backfilled with grout on 12/12/2018**			345
45									340

NOTE: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

Boring No. HA-03

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 BORING LOGS_HA01-HA08.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-04

Project	Redwood Tech @ 101, Morgan Hill, CA
Client	TC Morgan Hill Venture, LLC
Contractor	Gulf Shore Construction Services, Inc.

File No.	132734-004
Sheet No.	1 of 2
Start	12 December 2018
Finish	12 December 2018
Driller	J. Lewis
H&A Rep.	M. Stevens
Elevation	384.0
Datum	NAVD 88
Location	See Plan N 37.150368 W 121.647707

		Drilling Equipment and Procedures
Boring Diameter (in.)	8	Rig Make & Model: Track
Hammer Type	Automatic Hammer	Bit Type: Hollow Stem
Hammer Weight (lb)	140	Drill Mud: None
Hammer Fall (in.)	30	Casing: --
		Hoist/Hammer: Automatic Hammer
		PID Make & Model: --

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
0	HAND AUGER				SM	Silty SAND (SM), gray, maximum particle size 1.5", moist grab sample collected at 2.5 feet			380
5	SPT	16	4 4 4	378.5 5.5	SC	Clayey SAND with gravel (SC), red-brown, loose, maximum particle size 2", moist			375
10	MCS	16	11 15 15	373.5 10.5		medium dense, moist Silty SAND with gravel (SM), brown, medium dense, maximum particle size 1.5", moist; gravel is rounded Particle size distribution test (see Appendix B): fines content 19.2%, sand content 52.6%, gravel content 28.2%		5.9	370
15	SPT	13	13 32 20	365.5 18.5	SM	very dense, maximum particle size greater than 2", moist			365
20					GW-GM	Well-graded GRAVEL with silt and sand (GW-GM), brown, very dense, maximum particle size greater than 2.5", moist, difficult drilling			

Water Level Data

Date	Time	Elapsed Time (hr.)	Depth (ft) to: Bottom of Casing	Bottom of Hole	Water

Sampler Type Legend

SPT - Standard Penetration Test Sampler (1.38-in ID)
MCS - Modified California Sampler (2.43-in ID)
SHELBY TUBE - Thin-walled Sampler (3-in ID)
GRAB - Grab Sample

Summary

Overburden (ft)
Rock Cored (ft)
Samples

Boring No. HA-04

Field Tests:

Dilatancy : R - Rapid S - Slow N - None
Toughness : L - Low M - Medium H - High
Plasticity : N - Nonplastic L - Low M - Medium H - High
Dry Strength : N - None L - Low M - Medium H - High V - Very High

***Note:** Maximum particle size (mps) is determined by direct observation within the limitations of sampler size.

Note: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 BORING LOGS_HA01-HA08.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-04
File No. 132734-004
Sheet No. 2 of 2

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
20	MCS	2	60/6"			Well-graded GRAVEL with silt and sand (GW-GM) (continued)			
									360
25	MCS	15	16 22 21			medium dense, maximum particle size 2.5", moist Particle size distribution test (see Appendix B): fines content 8.8%, sand content 37.1%, gravel content 54.1%			
					GW-GM				355
30	SPT	8	12 16 13			0.5-foot-thick layer of medium dense red-brown SILTY SAND encountered at 30.5 feet			
						difficult drilling			350
35	MCS	18	26 34 43			dense, maximum particle size 2.5", moist; gravel is angular			
				347.5 36.5		**Total depth of boring 36.5 feet** **Groundwater not encountered** **Backfilled with grout on 12/12/2018**			345
40									
									340
45									
									335

NOTE: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

Boring No. HA-04

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 BORING LOGS_HA01-HA08.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-05

Project	Redwood Tech @ 101, Morgan Hill, CA
Client	TC Morgan Hill Venture, LLC
Contractor	Gulf Shore Construction Services, Inc.

File No.	132734-004
Sheet No.	1 of 2
Start	12 December 2018
Finish	13 December 2018
Driller	J. Lewis
H&A Rep.	M. Stevens
Elevation	386.0
Datum	NAVD 88
Location	See Plan N 37.15024 W 121.645387

		Drilling Equipment and Procedures
Boring Diameter (in.)	8	Rig Make & Model: Track
Hammer Type	Automatic Hammer	Bit Type: Hollow Stem
Hammer Weight (lb)	140	Drill Mud: None
Hammer Fall (in.)	30	Casing: --
		Hoist/Hammer: Automatic Hammer
		PID Make & Model: --

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
0	HAND AUGER				SW	Well-graded SAND with gravel (SW), dark brown, maximum particle size 0.75", moist grab sample collected at 0.5 feet Particle size distribution test (see Appendix B): fines content 3.5%, sand content 76.8%, gravel content 19.7%		7.8	385
						brown, maximum particle size 1.5", moist			
5	SPT	15	4 15 17	381.0 5.0	SC	Clayey SAND with gravel (SC), red-brown to brown, dense, maximum particle size 3.5", moist to dry; fragmented cobble at 6 feet			380
				378.0 8.0	GW	Well-graded GRAVEL with sand (GW), brown, dense, maximum particle size 0.75", moist			
10	SPT	8	10 21 11						375
15	MCS	16	7 30 26			maximum particle size 2.2", moist Particle size distribution test (see Appendix B): fines content 0.9%, sand content 38.6%, gravel content 60.5%		6.5	370
20									

Water Level Data

Date	Time	Elapsed Time (hr.)	Depth (ft) to: Bottom of Casing	Bottom of Hole	Water

Sampler Type Legend

SPT - Standard Penetration Test Sampler (1.38-in ID)
MCS - Modified California Sampler (2.43-in ID)
SHELBY TUBE - Thin-walled Sampler (3-in ID)
GRAB - Grab Sample

Summary

Overburden (ft)
Rock Cored (ft)
Samples

Boring No. HA-05

Field Tests: **Dilatancy** : R - Rapid S - Slow N - None **Plasticity** : N - Nonplastic L - Low M - Medium H - High
Toughness : L - Low M - Medium H - High **Dry Strength** : N - None L - Low M - Medium H - High V - Very High

***Note:** Maximum particle size (mps) is determined by direct observation within the limitations of sampler size.

Note: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 BORING LOGS_HA01-HA08.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-05
File No. 132734-004
Sheet No. 2 of 2

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
20	SPT	18	16 21 25		GW	Well-graded GRAVEL with sand (GW) (continued), dense, maximum particle size 1.5", moist			365
						difficult drilling			
25	MCS	16	17 22 13		GW	0.5-foot-thick SAND layer encountered at 25 feet medium dense, moist			360
30	SPT	18	20 20 50	355.0 31.0		very dense, moist, maximum particle size 1.5"			355
				353.0	SP-SM	Poorly-graded SAND with silt, tan, very dense, moist			
35	MCS	18	13 19 18	33.0	SC	Clayey SAND with grave; (SC), light brown, medium dense, maximum particle size 0.75", moist			350
40	SPT	14	6 23 19	345.3 40.8 345.0 41.0 344.5 41.5	CL SC	dense, maximum particle size 1.5", moist CLAY (CL), yellow and black, stiff, moist Clayey SAND with gravel (SC), brown with some yellow mottling, dense, maximum particle size 1.5", moist			345
45						**Total depth of boring 41.5 feet** **Groundwater not encountered** **Backfilled with grout on 12/13/2018**			340

NOTE: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

Boring No. HA-05

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 BORING LOGS_HA01-HA08.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-06

Project	Redwood Tech @ 101, Morgan Hill, CA
Client	TC Morgan Hill Venture, LLC
Contractor	Gulf Shore Construction Services, Inc.

		Drilling Equipment and Procedures
Boring Diameter (in.)	8	Rig Make & Model: Track
Hammer Type	Automatic Hammer	Bit Type: Hollow Stem
Hammer Weight (lb)	140	Drill Mud: None
Hammer Fall (in.)	30	Casing: --
		Hoist/Hammer: Automatic Hammer
		PID Make & Model: --

File No.	132734-004
Sheet No.	1 of 2
Start	13 December 2018
Finish	13 December 2018
Driller	J. Lewis
H&A Rep.	M. Stevens
Elevation	383.0
Datum	NAVD 88
Location	See Plan N 37.148895 W 121.645756

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
0	HAND AUGER				ML	SILT (ML), dark brown, moist			380
5				377.0 6.0		brown, moist, grab sample collected at 4 feet			
	SPT	15	6 8 8		SW	Well-graded SAND with gravel (SW), brown, medium dense, maximum particle size 1.25", moist to dry			375
10	SPT	15	7 10 9			maximum particle size 0.5", moist Particle size distribution test (see Appendix B): fines content 2.9%, sand content 59.4%, gravel content 37.7%		6.7	370
15	SPT	15	8 10 11			maximum particle size 1", moist			365
20									

Water Level Data

Date	Time	Elapsed Time (hr.)	Depth (ft) to: Bottom of Casing	Bottom of Hole	Water

Sampler Type Legend

SPT - Standard Penetration Test Sampler (1.38-in ID)
MCS - Modified California Sampler (2.43-in ID)
SHELBY TUBE - Thin-walled Sampler (3-in ID)
GRAB - Grab Sample

Summary

Overburden (ft)
Rock Cored (ft)
Samples

Boring No. HA-06

Field Tests:
Dilatancy : R - Rapid S - Slow N - None
Toughness : L - Low M - Medium H - High
Plasticity : N - Nonplastic L - Low M - Medium H - High
Dry Strength : N - None L - Low M - Medium H - High V - Very High

***Note: Maximum particle size (mps) is determined by direct observation within the limitations of sampler size.**

Note: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 BORING LOGS_HA01-HA08.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-06
File No. 132734-004
Sheet No. 2 of 2

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
20				362.0	SW	Well-graded SAND with gravel (SW) (continued)			
				21.0		Well-graded GRAVEL with silt and sand (GW-GM), brown, dense, maximum particle size 1.5", moist, difficult drilling at 21 feet			360
	SPT	15	11 17 17						
25									
	MCS	8	16 50/4"			very dense, maximum particle size 2", moist			355
					GW-GM				
30									
	SPT	14	11 11 20			dense			350
35									
	MCS	2	17 25 37	345.0		maximum particle size 0.75", moist			345
				38.0	GC	Clayey GRAVEL (GC), brown, dense, some sandstone pieces, moist			
				344.0 39.0		**Total depth of boring 39 feet** **Groundwater not encountered** **Backfilled with grout on 12/13/2018**			
40									340
45									335

NOTE: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

Boring No. HA-06

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 BORING LOGS_HA01-HA08.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-07

Project	Redwood Tech @ 101, Morgan Hill, CA
Client	TC Morgan Hill Venture, LLC
Contractor	Gulf Shore Construction Services, Inc.

File No.	132734-004
Sheet No.	1 of 2
Start	13 December 2018
Finish	14 December 2018
Driller	J. Lewis
H&A Rep.	M. Stevens
Elevation	383.0
Datum	NAVD 88
Location	See Plan N 37.147291 W 121.645888

		Drilling Equipment and Procedures
Boring Diameter (in.)	8	Rig Make & Model: Track
Hammer Type	Automatic Hammer	Bit Type: Hollow Stem
Hammer Weight (lb)	140	Drill Mud: None
Hammer Fall (in.)	30	Casing: --
		Hoist/Hammer: Automatic Hammer
		PID Make & Model: --

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
0	HAND AUGER				SM	Silty SAND with gravel (SM), light brown, maximum particle size 3/4", moist; trace roots near the surface, reduced with depth			380
						grab sample collected at 3.5 feet			
5	SPT	17	5 13 13	378.0 5.0	CL	Sandy lean CLAY (CL), yellow-brown, very stiff, moist to dry Atterberg Limits Test (see Appendix B) LL=33, PI=18			375
10	SPT	16	5 9 19	372.0 11.0		stiff, moist			370
					SW-SM	Well-graded SAND with silt and gravel (SW-SM), brown, medium dense, maximum particle size 1", moist to dry			
15	SPT	15	5 9 13			maximum particle size 1.5", moist			365
20									

Water Level Data

Date	Time	Elapsed Time (hr.)	Depth (ft) to: Bottom of Casing	Bottom of Hole	Water

Sampler Type Legend

SPT - Standard Penetration Test Sampler (1.38-in ID)
MCS - Modified California Sampler (2.43-in ID)
SHELBY TUBE - Thin-walled Sampler (3-in ID)
GRAB - Grab Sample

Summary

Overburden (ft)
Rock Cored (ft)
Samples

Boring No. HA-07

Field Tests:
Dilatancy : R - Rapid S - Slow N - None
Toughness : L - Low M - Medium H - High
Plasticity : N - Nonplastic L - Low M - Medium H - High
Dry Strength : N - None L - Low M - Medium H - High V - Very High

***Note:** Maximum particle size (mps) is determined by direct observation within the limitations of sampler size.

Note: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 BORING LOGS_HA01-HA08.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-07
File No. 132734-004
Sheet No. 2 of 2

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
20	MCS	16	21 22 32			Well-graded SAND with gravel (SW), brown, dense, maximum particle size 2.25", moist Particle size distribution test (see Appendix B): fines content 1.2%, sand content 52.1%, gravel content 46.7%		7.4	
					SW	groundwater encountered at 23 feet			360
25	SPT	18	16 28 29			very dense, maximum particle size 1.5", moist to very moist			
				356.0 27.0					
					SP	Poorly-graded SAND (SP), brown, dense, coarse sand, very moist			355
30	MCS	18	38 46 27	352.5 30.5					
					SW	Well-graded SAND with gravel (SW), brown, dense, maximum particle size 1", very moist			
				350.0 33.0					350
					SW	Well-graded SAND (SW), brown, very dense, very moist			
35	SPT	17	9 18 70	347.3 35.8					
				346.5 36.5	SC	Clayey SAND and GRAVEL (SC), brown, very dense, maximum particle size 1", very moist			
						Total depth of boring 36.5 feet **Groundwater encountered at 23 feet** **Backfilled with grout on 12/14/2018 using a tremie pipe**			345
40									340
45									335

NOTE: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

Boring No. HA-07

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 BORING LOGS_HA01-HA08.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-08

Project	Redwood Tech @ 101, Morgan Hill, CA
Client	TC Morgan Hill Venture, LLC
Contractor	Gulf Shore Construction Services, Inc.

		Drilling Equipment and Procedures
Boring Diameter (in.)	8	Rig Make & Model: Track
Hammer Type	Automatic Hammer	Bit Type: Hollow Stem
Hammer Weight (lb)	140	Drill Mud: None
Hammer Fall (in.)	30	Casing: --
		Hoist/Hammer: Automatic Hammer
		PID Make & Model: --

File No.	132734-004
Sheet No.	1 of 2
Start	14 December 2018
Finish	14 December 2018
Driller	C. Beas
H&A Rep.	M. Stevens
Elevation	386.5
Datum	NAVD 88
Location	See Plan N 37.147679 W 121.642969

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
0	HAND AUGER				SW	Well-graded SAND with gravel (SW), some gravel, yellow-brown, maximum particle size 2", moist grab sample collected at 2.0 feet; Particle size distribution test (see Appendix B): fines content 4.5%, sand content 50.9%, gravel content 44.6%		5.3	385
				382.5 4.0					
5	MCS	14	6 15 19		GW	Well-graded GRAVEL with sand (GW), brown, medium dense, maximum particle size 1.5", moist Particle size distribution test (see Appendix B): fines content 2.9%, sand content 39.4%, gravel content 57.7%		5.8	
				379.0 7.5					380
10	SPT	13	7 14 14		SM	Silty SAND (SM), olive-brown, medium dense, maximum particle size 1.75", moist			
				374.5 12.0					375
15	SPT	17	6 14 12		GW-GC	Well-graded GRAVEL with clay and sand (GW-GC), brown with yellow and pink mottling, medium dense, maximum particle size 1.25", moist			
									370
20	MCS	0	57/6"			no recovery, very dense, possible refusal on cobble or weathered rock			

Water Level Data					
Date	Time	Elapsed Time (hr.)	Depth (ft) to: Bottom of Casing	Bottom of Hole	Water

Sampler Type Legend

SPT - Standard Penetration Test Sampler (1.38-in ID)
MCS - Modified California Sampler (2.43-in ID)
SHELBY TUBE - Thin-walled Sampler (3-in ID)
GRAB - Grab Sample

Summary

Overburden (ft)
Rock Cored (ft)
Samples

Boring No. HA-08

Field Tests:

Dilatancy : R - Rapid S - Slow N - None
Toughness : L - Low M - Medium H - High
Plasticity : N - Nonplastic L - Low M - Medium H - High
Dry Strength : N - None L - Low M - Medium H - High V - Very High

***Note: Maximum particle size (mps) is determined by direct observation within the limitations of sampler size.**

Note: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 BORING LOGS_HA01-HA08.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-08
File No. 132734-004
Sheet No. 2 of 2

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
20						Well-graded GRAVEL with clay and sand (GW-GC) (continued). difficult drilling at 20.0 feet.			365
	MCS	0	50/3"			no recovery, very dense, possible refusal on boulder or weathered rock			
25					GW-GC	difficult drilling			360
	SPT	16	16 21 20			dense, maximum particle size 1.25", moist			
30				356.5 30.0		SANDSTONE, brown, hard, moist			355
	MCS	0	50/4"		S A N D S T O N E				
	SPT	0	50/2.5"						
35	SPT	9	44 50/4.5"	350.6 35.9		**Total depth of boring 35.9 feet** **Groundwater not encountered** **Backfilled with grout on 12/14/2018**			350
40									345
45									340

NOTE: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

Boring No. HA-08

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 BORING LOGS_HA01-HA08.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-09

Project	Redwood Tech @ 101, Morgan Hill, CA
Client	TC Morgan Hill Venture, LLC
Contractor	Gulf Shore Construction Services, Inc.

File No.	132734-004
Sheet No.	1 of 2
Start	12 February 2019
Finish	12 February 2019
Driller	J. Lewis
H&A Rep.	M. Stevens
Elevation	387.0
Datum	NAVD 88
Location	See Plan N 37.1537079 W 121.6484976

		Drilling Equipment and Procedures
Boring Diameter (in.)	8	Rig Make & Model: Track
Hammer Type	Automatic Hammer	Bit Type: Hollow Stem
Hammer Weight (lb)	140	Drill Mud: None
Hammer Fall (in.)	30	Casing: Hoist/Hammer: Automatic Hammer PID Make & Model: --

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
0									
	MCS	14	6 13 21		SC	Clayey SAND with gravel (SC), yellow-brown, medium dense, no odor, moist Particle size distribution test (Appendix B), fines content 27.9%, sand content 38.5%, gravel content 33.6%	122	9.4	385
5	SPT	12	3 6 7	382.0 5.0	SW- SM	Well-graded SAND with silt and gravel (SW-SM), brown, medium dense, no odor, moist red-brown			380
	SPT	13	4 9 11	379.0 8.0	SW	Well-graded SAND with gravel (SW), trace clay, brown, medium dense, no odor, moist			
10				377.0 10.0					
	SPT	15	3 11 10		GC	Clayey GRAVEL with sand (GC), dark brown, medium-dense, maximum particle size 1.25", no odor, moist Particle size distribution test (Appendix B), fines content 14.1%, sand content 40.6%, gravel content 45.3%			375
15									
	SPT	17	6 17 23			dense			370
20									

Water Level Data

Date	Time	Elapsed Time (hr.)	Depth (ft) to: Bottom of Casing	Bottom of Hole	Water

Sampler Type Legend

SPT - Standard Penetration Test Sampler (1.38-in ID)
MCS - Modified California Sampler (2.43-in ID)
SHELBY TUBE - Thin-walled Sampler (3-in ID)
GRAB - Grab Sample

Summary

Overburden (ft)
Rock Cored (ft)
Samples

Boring No. HA-09

Field Tests:
Dilatancy : R - Rapid S - Slow N - None
Toughness : L - Low M - Medium H - High
Plasticity : N - Nonplastic L - Low M - Medium H - High
Dry Strength : N - None L - Low M - Medium H - High V - Very High

***Note:** Maximum particle size (mps) is determined by direct observation within the limitations of sampler size.

Note: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 2019 BORING LOGS_HA09-HA16.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-09
File No. 132734-004
Sheet No. 2 of 2

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
20						Well-graded SAND and GRAVEL (SW-GW), yellow-brown, medium dense, moist			365
	MCS	15	6 21 23		SW-GW				
25									360
	SPT	13	12 32 27			brown, very dense			
				358.0 29.0		**Total depth of boring 29 feet** **Groundwater not encountered** **Backfilled with grout on 2/12/2019**			
30									355
35									350
40									345
45									340

NOTE: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

Boring No. HA-09

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 2019 BORING LOGS_HA09-HA16.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-10

Project	Redwood Tech @ 101, Morgan Hill, CA
Client	TC Morgan Hill Venture, LLC
Contractor	Gulf Shore Construction Services, Inc.

		Drilling Equipment and Procedures
Boring Diameter (in.)	8	Rig Make & Model: Track
Hammer Type	Automatic Hammer	Bit Type: Hollow Stem
Hammer Weight (lb)	140	Drill Mud: None
Hammer Fall (in.)	30	Casing:
		Hoist/Hammer: Automatic Hammer
		PID Make & Model: --

File No.	132734-004
Sheet No.	1 of 2
Start	12 February 2019
Finish	12 February 2019
Driller	J. Lewis
H&A Rep.	M. Stevens
Elevation	384.5
Datum	NAVD 88
Location	See Plan N 37.1537403 W 121.6501136

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
0					ML	SILT with sand (ML), red-brown, stiff, fine sand, trace gravel, moist, non-plastic			
	SPT	17	6 7 17	382.5 2.0	SP	Poorly-graded SAND with gravel (SP), yellow-brown, dense, with silt, moist			
				381.5 3.0	ML	SILT with sand (ML), red-brown, stiff, fine sand, moist			
	SPT	15	4 13 21	381.0 3.5	GW	Well-graded GRAVEL with sand (GW), brown with yellow mottling, dense, no odor, moist			
5				379.5 5.0					380
	SPT	13	12 10 16		SC	Clayey SAND with gravel (SC), dark brown, medium dense, no odor, moist Particle size distribution test (Appendix B), fines content 18.2%, sand content 57.1%, gravel content 24.7%			
					SC				
10	SPT	16	10 13 16	372.5 12.0		Poorly-graded SAND with clay and gravel (SP-SC), yellow-brown, dense, moist, gravel and sand particles are angular to subrounded			375
15	MCS	16	17 15 40		SP- SC	Particle size distribution test (Appendix B), fines content 11.9%, sand content 53.1%, gravel content 35.0%			370
				366.5 18.0	SP- SC	Poorly-graded SAND with clay and gravel (SP-SC), gray-brown, dense, no odor, moist			
20									365

Water Level Data

Date	Time	Elapsed Time (hr.)	Depth (ft) to: Bottom of Casing	Bottom of Hole	Water

Sampler Type Legend

SPT - Standard Penetration Test Sampler (1.38-in ID)
MCS - Modified California Sampler (2.43-in ID)
SHELBY TUBE - Thin-walled Sampler (3-in ID)
GRAB - Grab Sample

Summary

Overburden (ft)
Rock Cored (ft)
Samples

Boring No. HA-10

Field Tests:
Dilatancy : R - Rapid S - Slow N - None
Toughness : L - Low M - Medium H - High
Plasticity : N - Nonplastic L - Low M - Medium H - High
Dry Strength : N - None L - Low M - Medium H - High V - Very High

***Note:** Maximum particle size (mps) is determined by direct observation within the limitations of sampler size.

Note: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 2019 BORING LOGS_HA09-HA16.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-10
File No. 132734-004
Sheet No. 2 of 2

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
20	SPT	15	11 18 17			Poorly-graded SAND with clay and gravel (SP-SC) (continued)			
25	SPT	9	20 22 25		SP- SC	dense			360
30	MCS	17	18 25 27	353.0 31.5		dense Particle size distribution test (Appendix B), fines content 11.8%, sand content 51.4%, gravel content 36.8%			355
						Total depth of boring 31.5 feet **Groundwater not encountered** **Backfilled with grout on 2/12/2019**			350
35									345
40									340
45									335

NOTE: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

Boring No. HA-10

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 2019 BORING LOGS_HA09-HA16.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-11

Project	Redwood Tech @ 101, Morgan Hill, CA
Client	TC Morgan Hill Venture, LLC
Contractor	Gulf Shore Construction Services, Inc.

File No.	132734-004
Sheet No.	1 of 2
Start	11 February 2019
Finish	11 February 2019
Driller	J. Lewis
H&A Rep.	M. Stevens
Elevation	383.0
Datum	NAVD 88
Location	See Plan N 37.151325 W 121.649493

		Drilling Equipment and Procedures
Boring Diameter (in.)	8	Rig Make & Model: Track
Hammer Type	Automatic Hammer	Bit Type: Hollow Stem
Hammer Weight (lb)	140	Drill Mud: None
Hammer Fall (in.)	30	Casing: Hoist/Hammer: Automatic Hammer PID Make & Model: --

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
0						Clayey SAND (SC), gray with orange and white mottling, loose, maximum particle size 0.25", no odor, moist			
	SPT	12	5 4 3		SC	Particle size distribution test (Appendix B), fines content 48.5%, sand content 42.7%, gravel content 8.8%			380
5				376.5 6.5		Well-graded SAND with clay and gravel (SW-SC), red-brown, medium dense, no odor, moist			
	SPT	14	11 13 10						375
10									
	SPT	13	11 14 23		SW- SC	brown with some red-brown mottling, dense, no odor, moist			370
15				365.5 17.5					
	SPT	15	31 27 30		SP	Poorly-graded SAND with gravel (SP), yellow-brown, very dense, no odor, moist			365
20									

Water Level Data

Date	Time	Elapsed Time (hr.)	Depth (ft) to: Bottom of Casing	Bottom of Hole	Water

Sampler Type Legend

SPT - Standard Penetration Test Sampler (1.38-in ID)
MCS - Modified California Sampler (2.43-in ID)
SHELBY TUBE - Thin-walled Sampler (3-in ID)
GRAB - Grab Sample

Summary

Overburden (ft)
Rock Cored (ft)
Samples

Boring No. HA-11

Field Tests:
Dilatancy : R - Rapid S - Slow N - None
Toughness : L - Low M - Medium H - High
Plasticity : N - Nonplastic L - Low M - Medium H - High
Dry Strength : N - None L - Low M - Medium H - High V - Very High

***Note: Maximum particle size (mps) is determined by direct observation within the limitations of sampler size.**

Note: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 2019 BORING LOGS_HA09-HA16.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-11
File No. 132734-004
Sheet No. 2 of 2

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
20					SP	Poorly-graded SAND with gravel (SP) (continued)			
				360.5 22.5					360
	MCS	16	13 14 15		GC	Clayey GRAVEL with sand (GC), yellow-brown, medium dense, gravel is sub-angular to sub-rounded, no odor, moist Particle size distribution test (Appendix B), fines content 12.2%, sand content 23.5%, gravel content 64.3%			
25				355.5 27.5					355
	MCS	18	26 28 21		GW- GC	Well-graded GRAVEL with clay and sand (GW-GC), brown with orange and black mottling, dense, no odor, moist			
				354.0 29.0		**Total depth of boring 29 feet** **Groundwater not encountered** **Backfilled with grout on 2/11/2019**			
30									350
35									345
40									340
45									335

NOTE: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

Boring No. HA-11

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 2019 BORING LOGS_HA09-HA16.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-12

Project	Redwood Tech @ 101, Morgan Hill, CA
Client	TC Morgan Hill Venture, LLC
Contractor	Gulf Shore Construction Services, Inc.

File No.	132734-004
Sheet No.	1 of 2
Start	13 February 2019
Finish	13 February 2019
Driller	J. Lewis
H&A Rep.	M. Stevens
Elevation	385.5
Datum	NAVD 88
Location	See Plan N 37.1523582 W 121.6477027

		Drilling Equipment and Procedures
Boring Diameter (in.)	8	Rig Make & Model: Track
Hammer Type	Automatic Hammer	Bit Type: Hollow Stem
Hammer Weight (lb)	140	Drill Mud: None
Hammer Fall (in.)	30	Casing: Hoist/Hammer: Automatic Hammer PID Make & Model: --

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
0									385
	MCS	18	6 11 10		SM	Silty SAND with gravel (SM), yellow-brown, medium dense, no odor, moist	118	12.0	
	MCS	16	13 18 13	382.0 3.5	SW- SC	Well-graded SAND with clay and gravel (SW-SC), brown with green and black mottling, gravel is angular, medium dense, no odor, moist			
5	SPT	15	4 11 11			brown			380
10	SPT	8	16 46 28			brown to gray, likely fractured cobble, very dense, no odor, moist			375
15	SPT	11	4 23 25	370.5 15.0	SW- SM	Well-graded SAND with silt and gravel (SW-SM), brown, gravel is gray sandstone, angular to sub-rounded, very dense, no odor, moist			370
20				365.5					

Water Level Data

Date	Time	Elapsed Time (hr.)	Depth (ft) to: Bottom of Casing	Bottom of Hole	Water

Sampler Type Legend

SPT - Standard Penetration Test Sampler (1.38-in ID)
MCS - Modified California Sampler (2.43-in ID)
SHELBY TUBE - Thin-walled Sampler (3-in ID)
GRAB - Grab Sample

Summary

Overburden (ft)
Rock Cored (ft)
Samples

Boring No. HA-12

Field Tests:

Dilatancy : R - Rapid S - Slow N - None
Toughness : L - Low M - Medium H - High
Plasticity : N - Nonplastic L - Low M - Medium H - High
Dry Strength : N - None L - Low M - Medium H - High V - Very High

***Note: Maximum particle size (mps) is determined by direct observation within the limitations of sampler size.**

Note: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 2019 BORING LOGS_HA09-HA16.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-12
File No. 132734-004
Sheet No. 2 of 2

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
20	MCS	12	13 39 53	20.0		Clayey SAND with gravel (SC), yellow-brown, very dense, no odor, moist			365
					SC	Particle size distribution test (Appendix B), fines content 28.7%, sand content 46.7%, gravel content 24.6%			
25	SPT	10	23 39 31	360.5 25.0		Clayey SAND with gravel (SC), brown with light gray sandstone inclusions, very dense, no odor, moist			360
					SC				
30	MCS	9	19 55/6"	355.5 30.0 354.5 31.0	GW- GC	Well-graded GRAVEL with clay and sand (GW-GC), brown with red mottling, very dense, no odor, moist			355
						Total depth of boring 31 feet **Groundwater not encountered** **Backfilled with grout on 2/13/2019**			350
35									
40									345
45									340

NOTE: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

Boring No. HA-12

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 2019 BORING LOGS_HA09-HA16.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-13

Project	Redwood Tech @ 101, Morgan Hill, CA
Client	TC Morgan Hill Venture, LLC
Contractor	Gulf Shore Construction Services, Inc.

File No.	132734-004
Sheet No.	1 of 2
Start	13 February 2019
Finish	13 February 2019
Driller	J. Lewis
H&A Rep.	M. Stevens
Elevation	384.5
Datum	NAVD 88
Location	See Plan N 37.1513812 W 121.6479806

		Drilling Equipment and Procedures
Boring Diameter (in.)	8	Rig Make & Model: Track
Hammer Type	Automatic Hammer	Bit Type: Hollow Stem
Hammer Weight (lb)	140	Drill Mud: None
Hammer Fall (in.)	30	Casing: Hoist/Hammer: Automatic Hammer PID Make & Model: --

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
0	MCS	12	4 9 9		GP- GM	Poorly-graded GRAVEL with silt and sand (GP-GM), yellow-brown, medium dense, no odor, moist Particle size distribution test (Appendix B), fines content 10.1%, sand content 32.4%, gravel content 57.5%			
5	SPT	13	5 12 16	379.0 5.5	GM	Silty GRAVEL with sand (GM), dark brown, medium dense, no odor, moist Particle size distribution test (Appendix B), fines content 14.8%, sand content 32.8%, gravel content 52.4%			380
	SPT	14	4 6 6	377.0 7.5	SW- SC	Well-graded SAND with clay and gravel (SW-SC), brown, medium dense, no odor, moist			375
10				374.5 10.0		**Total depth of boring 10 feet (refusal)** **Groundwater not encountered** **Backfilled with grout 2/13/2019**			370
15									365
20									

Water Level Data

Date	Time	Elapsed Time (hr.)	Depth (ft) to: Bottom of Casing	Bottom of Hole	Water

Sampler Type Legend

SPT - Standard Penetration Test Sampler (1.38-in ID)
MCS - Modified California Sampler (2.43-in ID)
SHELBY TUBE - Thin-walled Sampler (3-in ID)
GRAB - Grab Sample

Summary

Overburden (ft)
Rock Cored (ft)
Samples

Boring No. HA-13

Field Tests:
Dilatancy : R - Rapid S - Slow N - None
Toughness : L - Low M - Medium H - High
Plasticity : N - Nonplastic L - Low M - Medium H - High
Dry Strength : N - None L - Low M - Medium H - High V - Very High

***Note: Maximum particle size (mps) is determined by direct observation within the limitations of sampler size.**

Note: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 2019 BORING LOGS_HA09-HA16.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-13A

Project	Redwood Tech @ 101, Morgan Hill, CA
Client	TC Morgan Hill Venture, LLC
Contractor	Gulf Shore Construction Services, Inc.

File No.	132734-004
Sheet No.	1 of 2
Start	13 February 2019
Finish	13 February 2019
Driller	J. Lewis
H&A Rep.	M. Stevens
Elevation	384.0
Datum	NAVD 88
Location	See Plan N 37.1514039 W 121.6480038

		Drilling Equipment and Procedures
Boring Diameter (in.)	8	Rig Make & Model: Track
Hammer Type	Automatic Hammer	Bit Type: Hollow Stem
Hammer Weight (lb)	140	Drill Mud: None
Hammer Fall (in.)	30	Casing: Hoist/Hammer: Automatic Hammer PID Make & Model: --

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
0						Drilled to 10 feet without sampling			
				374.0 10.0		Resume geotechnical logging			380
5									
	SPT	18	37 43 25	370.7 13.3	CL	Sandy CLAY with gravel (CL), hard, red-brown, no odor, moist			375
10					SW	Well-graded SAND with gravel (SW), light gray, very dense, no odor, moist			
									370
15				366.5 17.5					
	SPT	8	27 31 19		SW- SC	Well-graded SAND with clay and gravel (SW-SC), likely sampled through cobble, light gray, very dense, no odor, moist			365
20									

Water Level Data

Date	Time	Elapsed Time (hr.)	Depth (ft) to: Bottom of Casing	Bottom of Hole	Water

Sampler Type Legend

SPT - Standard Penetration Test Sampler (1.38-in ID)
MCS - Modified California Sampler (2.43-in ID)
SHELBY TUBE - Thin-walled Sampler (3-in ID)
GRAB - Grab Sample

Summary

Overburden (ft)
Rock Cored (ft)
Samples

Boring No. HA-13A

Field Tests:

Dilatancy : R - Rapid S - Slow N - None
Toughness : L - Low M - Medium H - High
Plasticity : N - Nonplastic L - Low M - Medium H - High
Dry Strength : N - None L - Low M - Medium H - High V - Very High

***Note:** Maximum particle size (mps) is determined by direct observation within the limitations of sampler size.

Note: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 2019 BORING LOGS_HA09-HA16.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-13A
File No. 132734-004
Sheet No. 2 of 2

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
20					SW- SC	Well-graded SAND with clay and gravel (SW-SC) (continued)			
				361.5 22.5					
	MCS	14	9 16 18			Clayey SAND with gravel (SC), yellow-brown with light gray sandstone gravel (angular), medium dense, no odor, moist			
25					SC	Particle size distribution test (Appendix B), fines content 13.2%, sand content 46.1%, gravel content 40.7%			360
				356.5 27.5					
	SPT	18	12 22 20		SW- SC	Well-graded SAND with clay and gravel (SW-SC), brown, dense, no odor, moist			
				355.0 29.0					355
30						**Total depth of boring 29 feet** **Groundwater not encountered** **Backfilled with grout on 2/13/2019**			
									350
35									
									345
40									
									340
45									
									335

NOTE: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

Boring No. HA-13A

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 2019 BORING LOGS_HA09-HA16.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-14

Project	Redwood Tech @ 101, Morgan Hill, CA
Client	TC Morgan Hill Venture, LLC
Contractor	Gulf Shore Construction Services, Inc.

File No.	132734-004
Sheet No.	1 of 2
Start	11 February 2019
Finish	11 February 2019
Driller	J. Lewis
H&A Rep.	M. Stevens
Elevation	383.0
Datum	NAVD 88
Location	See Plan N 37.1490891 W 121.6472008

		Drilling Equipment and Procedures
Boring Diameter (in.)	8	Rig Make & Model: Track
Hammer Type	Automatic Hammer	Bit Type: Hollow Stem
Hammer Weight (lb)	140	Drill Mud: None
Hammer Fall (in.)	30	Casing:
		Hoist/Hammer: Automatic Hammer
		PID Make & Model: --

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
0				383.0 0.0					
	MCS	14	4 16 11		SC	Clayey SAND with gravel (SC), yellow-brown, medium dense, no odor, moist	115	15.3	380
5	MCS	12	11 42 28	378.0 5.0	SC	Clayey SAND (SC), dark red-brown, dense, no odor, moist Particle size distribution test (Appendix B), fines content 44.3%, sand content 46.4%, gravel content 9.3%			375
10	MCS	15	16 37 41	373.0 10.0	SC	Clayey SAND with gravel (SC), yellow-brown, very dense, no odor, moist Particle size distribution test (Appendix B), fines content 17.4%, sand content 44.6%, gravel content 38.0%			370
15	SPT	18	12 16 22		SC	brown with red mottling, medium dense, moist, gravel is angular sandstone			365
20									

Water Level Data

Date	Time	Elapsed Time (hr.)	Depth (ft) to: Bottom of Casing	Bottom of Hole	Water

Sampler Type Legend

SPT - Standard Penetration Test Sampler (1.38-in ID)
MCS - Modified California Sampler (2.43-in ID)
SHELBY TUBE - Thin-walled Sampler (3-in ID)
GRAB - Grab Sample

Summary

Overburden (ft)
Rock Cored (ft)
Samples

Boring No. HA-14

Field Tests: **Dilatancy** : R - Rapid S - Slow N - None **Plasticity** : N - Nonplastic L - Low M - Medium H - High
Toughness : L - Low M - Medium H - High **Dry Strength** : N - None L - Low M - Medium H - High V - Very High

***Note:** Maximum particle size (mps) is determined by direct observation within the limitations of sampler size.

Note: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 2019 BORING LOGS_HA09-HA16.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-14
File No. 132734-004
Sheet No. 2 of 2

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
20	SPT	8	17 25 22		SW- SC	Well-graded SAND with clay and gravel, brown, dense, no odor, moist, sub-rounded gravel			360
25	SPT	15	23 23 19						355
30	SPT	18	9 16 20			brown with yellow mottling			350
				351.5 31.5		**Total depth of boring 31.5 feet** **Groundwater not encountered** **Backfilled with grout on 2/11/2019**			
35									345
40									340
45									335

NOTE: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

Boring No. HA-14

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 2019 BORING LOGS_HA09-HA16.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-15

Project	Redwood Tech @ 101, Morgan Hill, CA
Client	TC Morgan Hill Venture, LLC
Contractor	Gulf Shore Construction Services, Inc.

File No.	132734-004
Sheet No.	1 of 2
Start	12 February 2019
Finish	12 February 2019
Driller	J. Lewis
H&A Rep.	M. Stevens
Elevation	386.5
Datum	NAVD 88
Location	See Plan N 37.1479988 W 121.6441045

		Drilling Equipment and Procedures
Boring Diameter (in.)	8	Rig Make & Model: Track
Hammer Type	Automatic Hammer	Bit Type: Hollow Stem
Hammer Weight (lb)	140	Drill Mud: None
Hammer Fall (in.)	30	Casing: Hoist/Hammer: Automatic Hammer PID Make & Model: --

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
0									
	SPT	12	2 2 4		SC	Clayey SAND (SC), red-brown, loose, no odor, moist, trace gravel, trace roots			385
	SPT	13	2 5 8	383.0 3.5	SW	Well-graded SAND and GRAVEL (SW), brown, medium dense, no odor, moist			
5				380.5 6.0	SC	Clayey SAND (SC), brown, medium dense, trace gravel, moist			380
	SPT	11	2 10 8	378.0 8.5	GW- GC	Well-graded gravel with clay and sand (GW-GC), brown with gray, medium dense, moist			
10									375
	SPT	14	30 28 16			brown, angular gravel			
15				371.0 15.5					
						Poorly-graded SAND with clay and gravel (SP-SC), yellow-brown, no odor, moist			370
	MCS	12	5 12 11		SP- SC	Particle size distribution test (Appendix B), fines content 9.7%, sand content 48.8%, gravel content 41.5%			
20									

Water Level Data

Date	Time	Elapsed Time (hr.)	Depth (ft) to: Bottom of Casing	Bottom of Hole	Water

Sampler Type Legend

SPT - Standard Penetration Test Sampler (1.38-in ID)
MCS - Modified California Sampler (2.43-in ID)
SHELBY TUBE - Thin-walled Sampler (3-in ID)
GRAB - Grab Sample

Summary

Overburden (ft)
Rock Cored (ft)
Samples

Boring No. HA-15

Field Tests:

Dilatancy : R - Rapid S - Slow N - None
Toughness : L - Low M - Medium H - High
Plasticity : N - Nonplastic L - Low M - Medium H - High
Dry Strength : N - None L - Low M - Medium H - High V - Very High

***Note: Maximum particle size (mps) is determined by direct observation within the limitations of sampler size.**

Note: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 2019 BORING LOGS_HA09-HA16.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-15
File No. 132734-004
Sheet No. 2 of 2

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
20				363.5		Poorly-graded SAND with clay and gravel (SP-SC) (continued)			365
	SPT	4	12 15 15	23.0	SW- SC	Well-graded SAND with clay and gravel (SW-SC), brown, dense, no odor, moist			
25									360
	MCS	15	7 12 21	358.5 28.0 358.0 28.5 357.5 29.0 357.0 29.5	GP- GC ML GW	Poorly-graded GRAVEL with clay and sand (GP-GC), yellow-brown, medium dense, moist Particle size distribution test (Appendix B), fines content 9.2%, sand content 36.7%, gravel content 54.1% Sandy SILT (ML), yellow, stiff, no odor, moist, no plasticity Well-graded GRAVEL and SAND with clay (GW), brown, medium dense			
30						**Total depth of boring 29.5 feet** **Groundwater not encountered** **Backfilled with grout on 2/12/2019**			355
35									350
40									345
45									340

NOTE: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

Boring No. HA-15

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 2019 BORING LOGS_HA09-HA16.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-16

Project	Redwood Tech @ 101, Morgan Hill, CA
Client	TC Morgan Hill Venture, LLC
Contractor	Gulf Shore Construction Services, Inc.

File No.	132734-004
Sheet No.	1 of 2
Start	12 February 2019
Finish	12 February 2019
Driller	J. Lewis
H&A Rep.	M. Stevens
Elevation	384.0
Datum	NAVD 88
Location	See Plan N 37.146672 W 121.644688

		Drilling Equipment and Procedures
Boring Diameter (in.)	8	Rig Make & Model: Track
Hammer Type	Automatic Hammer	Bit Type: Hollow Stem
Hammer Weight (lb)	140	Drill Mud: None
Hammer Fall (in.)	30	Casing: Hoist/Hammer: Automatic Hammer PID Make & Model: --

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
0	MCS	14	4 8 13		SM	Silty SAND with gravel (SM), red-brown, moist, medium dense, moist			
				381.0 3.0	CL	Sandy CLAY (CL), red-brown, stiff, moist			
	SPT	11	5 21 18	380.8 3.3		Silty SAND and GRAVEL (SM), brown, dense, no odor, moist			380
5	SPT	8	14 16 12		SM				
				374.0 10.0					375
10	SPT	9	13 13 11		GC	Clayey GRAVEL with sand (GC), brown, medium dense, no odor, moist Particle size distribution test (Appendix B), fines content 15.9%, sand content 36.5%, gravel content 47.6%			
				369.0 15.0					370
15	SPT	9	23 35 13		SW	Well-graded SAND with gravel (SW), brown, angular gravel, very dense, no odor, moist			
				364.0					365
20									

Water Level Data

Date	Time	Elapsed Time (hr.)	Depth (ft) to: Bottom of Casing	Bottom of Hole	Water

Sampler Type Legend

SPT - Standard Penetration Test Sampler (1.38-in ID)
MCS - Modified California Sampler (2.43-in ID)
SHELBY TUBE - Thin-walled Sampler (3-in ID)
GRAB - Grab Sample

Summary

Overburden (ft)
Rock Cored (ft)
Samples

Boring No. HA-16

Field Tests:

Dilatancy : R - Rapid S - Slow N - None
Toughness : L - Low M - Medium H - High
Plasticity : N - Nonplastic L - Low M - Medium H - High
Dry Strength : N - None L - Low M - Medium H - High V - Very High

***Note:** Maximum particle size (mps) is determined by direct observation within the limitations of sampler size.

Note: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 2019 BORING LOGS_HA09-HA16.GPJ 27 Jan 22

GEOTECHNICAL TEST BORING REPORT

Boring No. HA-16
File No. 132734-004
Sheet No. 2 of 2

Depth (ft)	Sample Type	Recovery (in.)	Sampler Blows per 6 in.	Stratum Change Elev/Depth (ft)	USCS Symbol	VISUAL-MANUAL IDENTIFICATION AND DESCRIPTION (GROUP NAME, density/consistency, color, max. particle size*, structure, odor, moisture, optional descriptions GEOLOGIC INTERPRETATION)	Dry Density (pcf)	Moisture (%)	Elevation (ft)
20	MCS	10	19 25 31	20.0	GC	Clayey GRAVEL with sand (GC), yellow-brown, dense, no odor, moist Particle size distribution test (Appendix B), fines content 12.2%, sand content 37.6%, gravel content 50.2%			360
25	SPT	18	10 18 18	359.0 25.0	SP- SC	Poorly-graded SAND with clay and gravel (SP-SC), brown, dense, no odor, moist			355
30	SPT	16	6 28 13	352.5 31.5		**Total depth of boring 31.5 feet** **Groundwater not encountered** **Backfilled with grout on 2/12/2019**			350
35									345
40									340
45									335

NOTE: Soil identification based on visual-manual methods of the USCS as practiced by Haley & Aldrich, Inc.

Boring No. HA-16

H&A BORING MDH 2016 SAMPLE HA-LIB07-1-WNC3.GLB \\HALEYALDRICH.COM\SHARE\CF\PROJECTS\132734\132734-004\BORING LOGS\132734-004 2019 BORING LOGS_HA09-HA16.GPJ 27 Jan 22

APPENDIX B
Laboratory Test Results

APPLIED MATERIALS & ENGINEERING, INC.
980 41st Street
Oakland, CA 94608
Tel: (510) 420-8190
FAX: (510) 420-8186
e-mail: info@appmateng.com

MOISTURE CONTENT TEST REPORT

Project Number:	1181007C	Report Date:	12/21/18
Project Name:	132734-004	Test Method:	ASTM D2216
	DePaul Technology Center	Sampled By:	Client
	Morgan Hill, CA	Sample Type:	Native soil
Client Name:	Haley & Aldrich, Inc.	Date Sampled:	12/14/18
		Date Received:	12/14/18
		Date Tested:	12/17/18

Laboratory Test Results

Identification	HA-01	HA-02	HA-02	HA-03	HA-04	
Depth, ft	6	6	31	8.5	10.5	
Mass of Container, g	375.0	379.4	266.6	578.7	227.10	
Mass of Pan & Wet Sample, g	1256.7	1250.3	1191.2	1431.0	1012.00	
Mass of Wet Sample, g	881.7	870.9	924.6	852.3	784.9	
Mass of Oven Dry Sample & Pan, g	1179.9	1184.8	1101.0	1370.7	968.20	
Mass of Oven Dry Samples, g	804.9	805.4	834.4	792.0	741.1	
Water Content, %	9.5	8.1	10.8	7.6	5.9	

Remarks:

Cc: diwasa@haleyaldrich.com

Reviewed by

Sophia Poulos

Sophia Poulos
Laboratory Manager

AASHTO R18

APPLIED MATERIALS & ENGINEERING, INC.
980 41st Street
Oakland, CA 94608
Tel: (510) 420-8190
FAX: (510) 420-8186
e-mail: info@appmateng.com

MOISTURE CONTENT TEST REPORT

Project Number:	1181007C	Report Date:	01/05/19
Project Name:	DePaul Technology Center	Test Method:	ASTM D2216
	Morgan Hill, CA	Sampled By:	Client
		Sample Type:	Native soil
Client Name:	Haley & Aldrich, Inc.	Date Sampled:	12/19/18
		Date Received:	12/19/18
		Date Tested:	12/20/18

Laboratory Test Results

Identification	HA-05	HA-05	HA-06	HA-07	HA-08	HA-08
Depth, ft	1.5	16	13.5	20.5	2	5
Mass of Container, g	581.2	582.9	226.0	267.1	228.2	247.2
Mass of Pan & Wet Sample, g	788.2	1458.2	543.6	1045.4	825.4	853.8
Mass of Wet Sample, g	207.0	875.3	317.6	778.3	597.2	606.6
Mass of Oven Dry Sample & Pan, g	773.2	1404.7	523.6	991.6	795.3	820.4
Mass of Oven Dry Samples, g	192.0	821.8	297.6	724.5	567.1	573.2
Water Content, %	7.8	6.5	6.7	7.4	5.3	5.8

Remarks:

Cc: diwasa@haleyaldrich.com

Reviewed by

Sophia Poulos

Sophia Poulos
Laboratory Manager

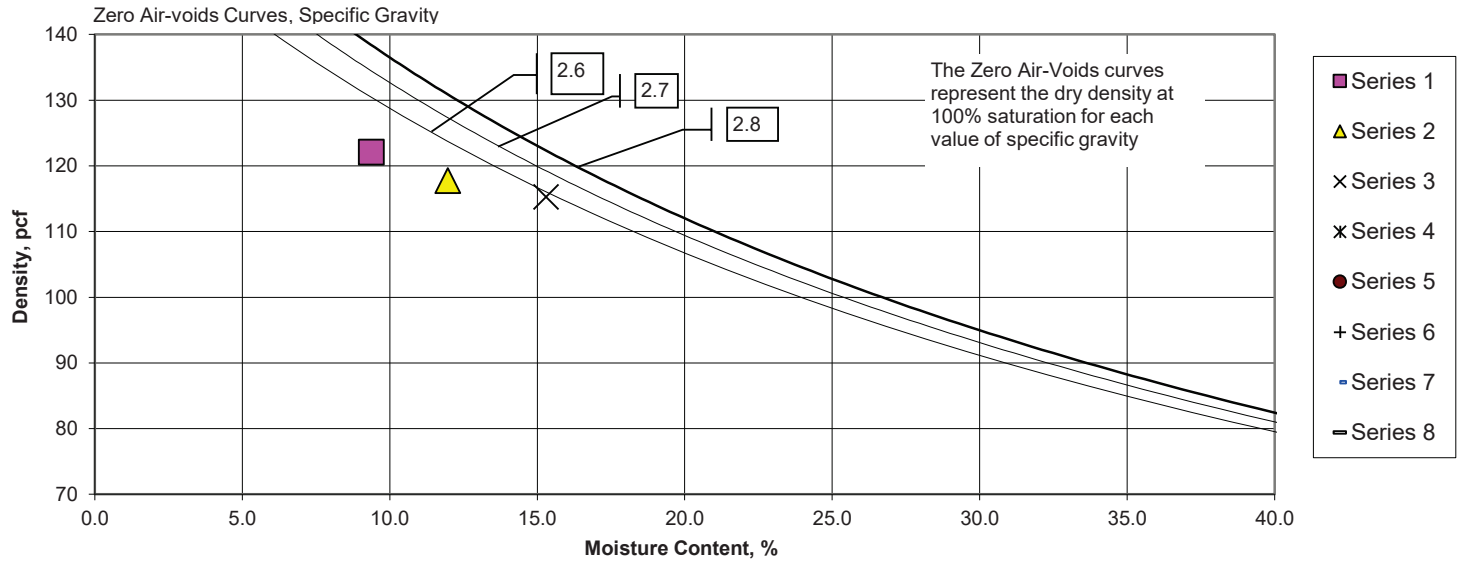
AASHTO R18

Moisture-Density-Porosity Report
Cooper Testing Labs, Inc. (ASTM D7263b)

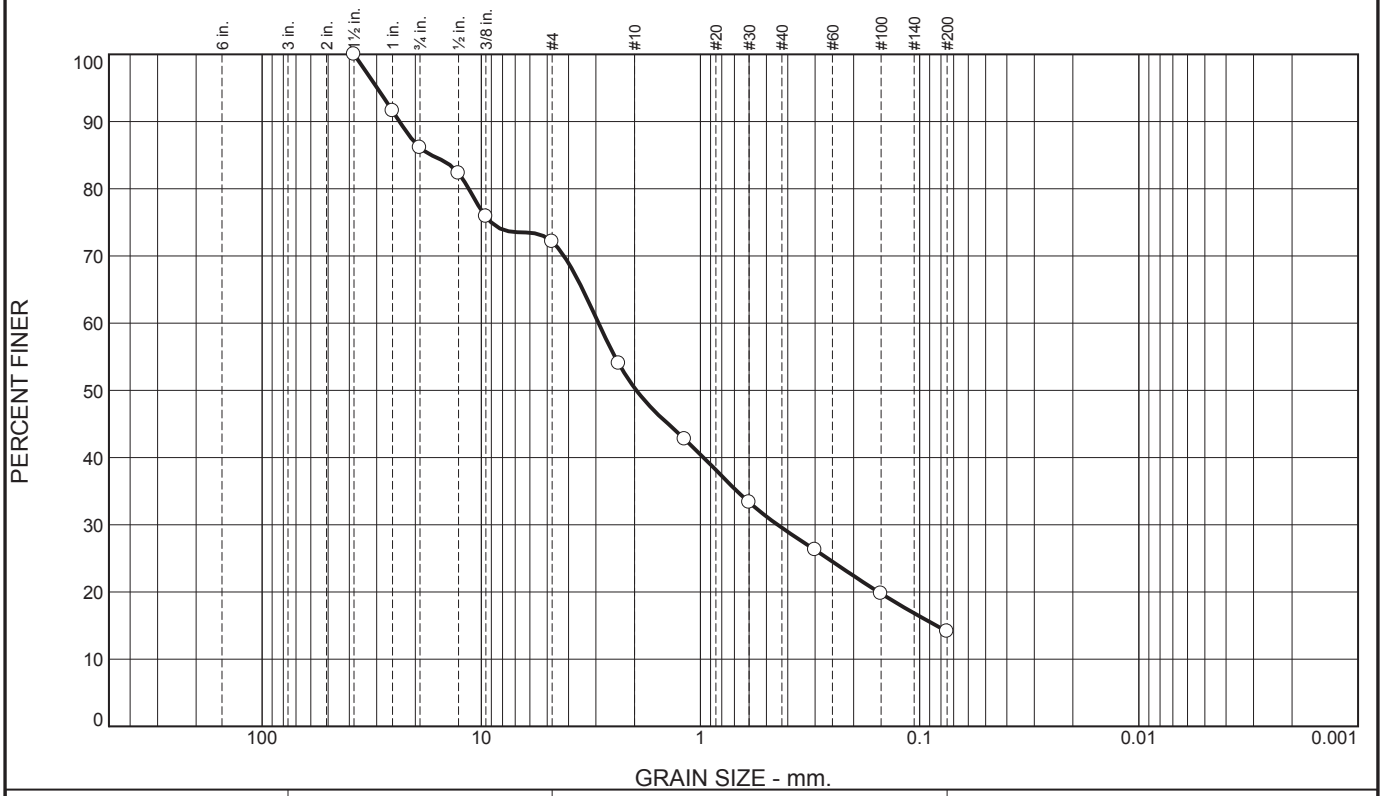
CTL Job No:	715-037	**Project No.**	132734-004	**By:**	RU
Client:	Haley & Aldrich	**Date:**	03/25/19		
Project Name:	Morgan Hill Tech Center, Morgan Hill	**Remarks:**			

Boring:	HA-09	HA-12	HA-14					
Sample:								
Depth, ft:	3.1	2.0	2.0					
Visual Description:	Yellowish Brown Clayey SAND w/ Gravel	Yellowish Brown Silty SAND w/ Gravel	Yellowish Brown Clayey SAND w/ Gravel					
Actual G_s								
Assumed G_s	2.70	2.70	2.70					
Moisture, %	9.4	12.0	15.3					
Wet Unit wt, pcf	133.5	131.8	132.9					
Dry Unit wt, pcf	122.1	117.7	115.2					
Dry Bulk Dens.ρb, (g/cc)	1.96	1.89	1.85					
Saturation, %	66.3	74.7	89.1					
Total Porosity, %	27.6	30.2	31.7					
Volumetric Water Cont,Θw,%	18.3	22.6	28.2					
Volumetric Air Cont., Θa,%	9.3	7.6	3.5					
Void Ratio	0.38	0.43	0.46					
Series	1	2	3	4	5	6	7	8

Note: All reported parameters are from the as-received sample condition unless otherwise noted. If an assumed specific gravity (Gs) was used then the saturation, porosities, and void ratio should be considered approximate.



Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	13.9	14.0	21.7	20.9	15.4	14.1	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
1-1/2"	100.0		
1"	91.6		
3/4"	86.1		
1/2"	82.3		
3/8"	75.8		
#4	72.1		
#8	54.0		
#16	42.7		
#30	33.3		
#50	26.2		
#100	19.8		
#200	14.1		

* (no specification provided)

Material Description

Oversize aggregate with silt

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 23.6275 D_{85}= 16.9040 D_{60}= 2.9171
D_{50}= 1.9613 D_{30}= 0.4447 D_{15}= 0.0839
D_{10}= C_u= C_c=

Classification

USCS= AASHTO=

Remarks

Sampled by client 12/14/18 and received 2/14/18

Source of Sample: Native 12/14/18 **Depth:** 6.0
Sample Number: HA-01 (bag)

Date: 12/14/2018

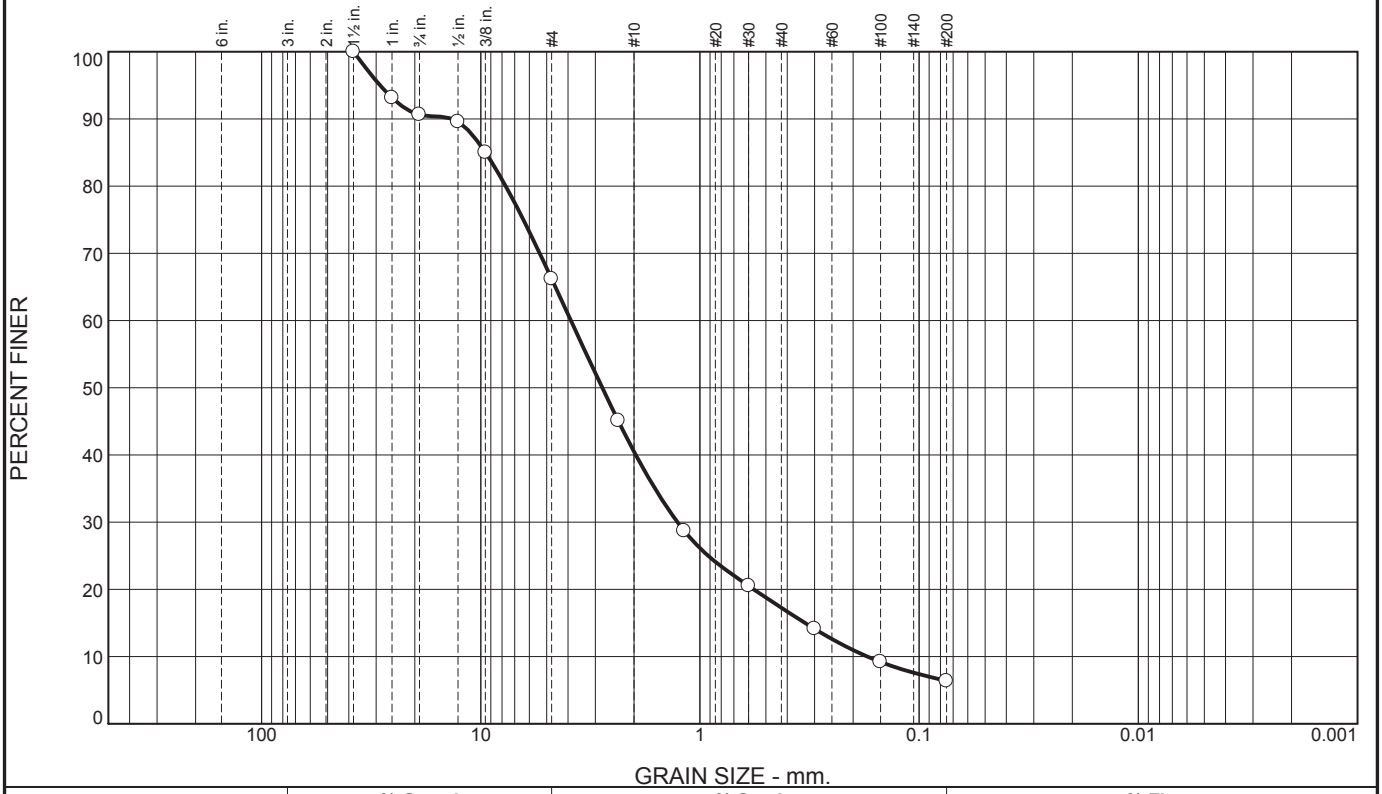
Applied Materials & Engineering, Inc.
980 41st Street
Oakland, California

Client: Haley and Aldrich
Project: 132734-004 DePaul Technology Center, Morgan Hill, CA

Project No: 1181007C **Figure** 1

Tested By: J. Gapuz **Checked By:** S. Poulos

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	9.4	24.4	25.7	23.3	10.8	6.4	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
1.5"	100.0		
1"	93.1		
.75"	90.6		
0.5"	89.6		
3/8"	85.0		
#4	66.2		
#8	45.1		
#16	28.7		
#30	20.5		
#50	14.1		
#100	9.2		
#200	6.4		

* (no specification provided)

Material Description

Oversize aggregate with clay

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 13.5545 D_{85}= 9.5222 D_{60}= 3.8815
D_{50}= 2.7934 D_{30}= 1.2683 D_{15}= 0.3323
D_{10}= 0.1725 C_u= 22.51 C_c= 2.40

Classification

USCS= AASHTO=

Remarks

Sampled by client 12/14/18 and received 12/14/18

Source of Sample: Native 12/14/18 **Depth:** 25.5
Sample Number: HA-01 (tube)

Date: 12/14/18

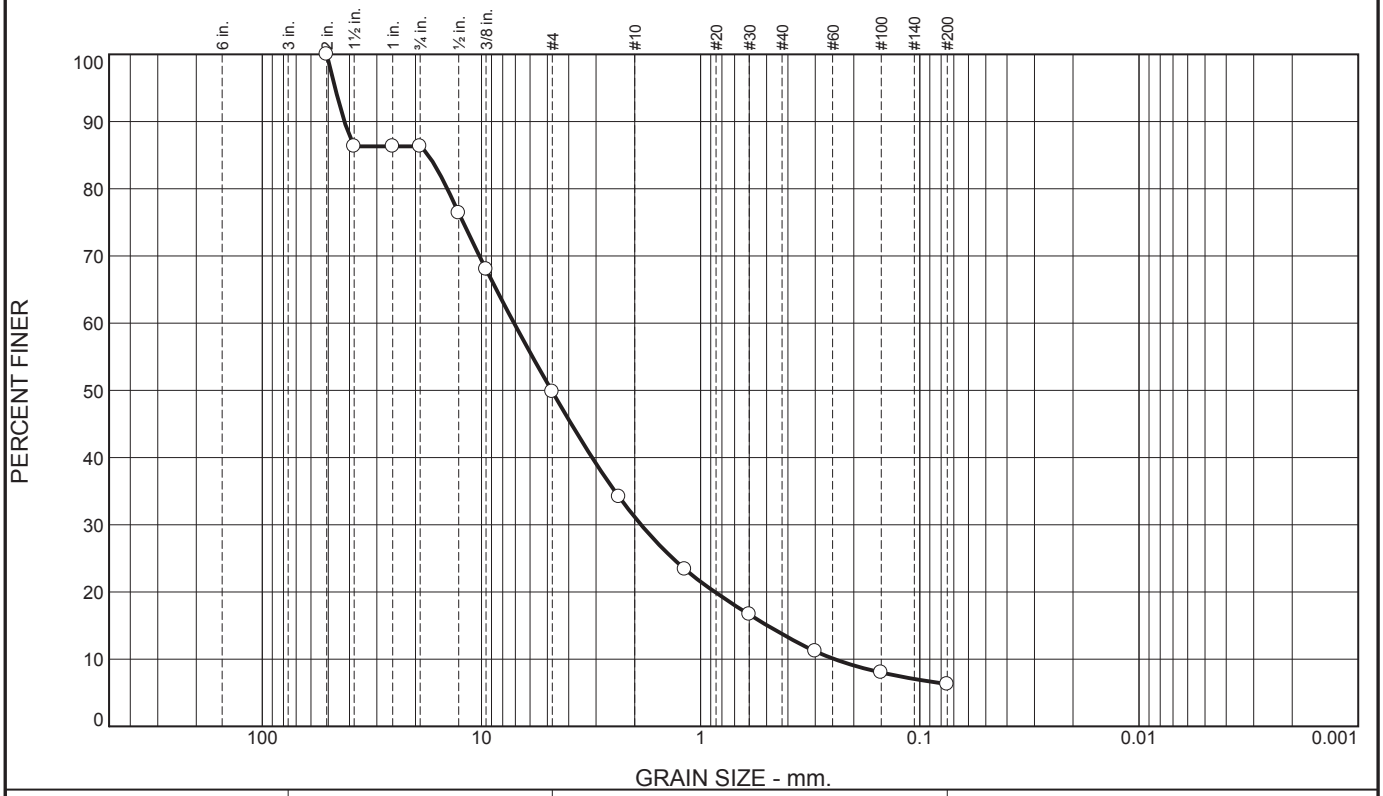
Applied Materials & Engineering, Inc.
980 41st Street
Oakland, California

Client: Haley and Aldrich
Project: 132734-004 DePaul Technology Center, Morgan Hill, CA

Project No: 1181007C **Figure** 2

Tested By: J. Gapuz **Checked By:** S. Poulos

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	13.7	36.5	18.7	17.4	7.4	6.3	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
2"	100.0		
1.5"	86.3		
1"	86.3		
.75"	86.3		
0.5"	76.4		
3/8"	68.0		
#4	49.8		
#8	34.2		
#16	23.4		
#30	16.7		
#50	11.2		
#100	8.0		
#200	6.3		

* (no specification provided)

Material Description

Oversize aggregate with clay

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 42.1647 D_{85}= 17.5006 D_{60}= 7.0985
D_{50}= 4.7873 D_{30}= 1.8707 D_{15}= 0.4954
D_{10}= 0.2448 C_u= 29.00 C_c= 2.01

Classification

USCS= AASHTO=

Remarks

Sampled by client 12/14/18 and received 12/14/18

Source of Sample: Native 12/14/18 **Depth:** 6.0-6.5
Sample Number: HA-02 (tube 2)

Date: 12/14/18

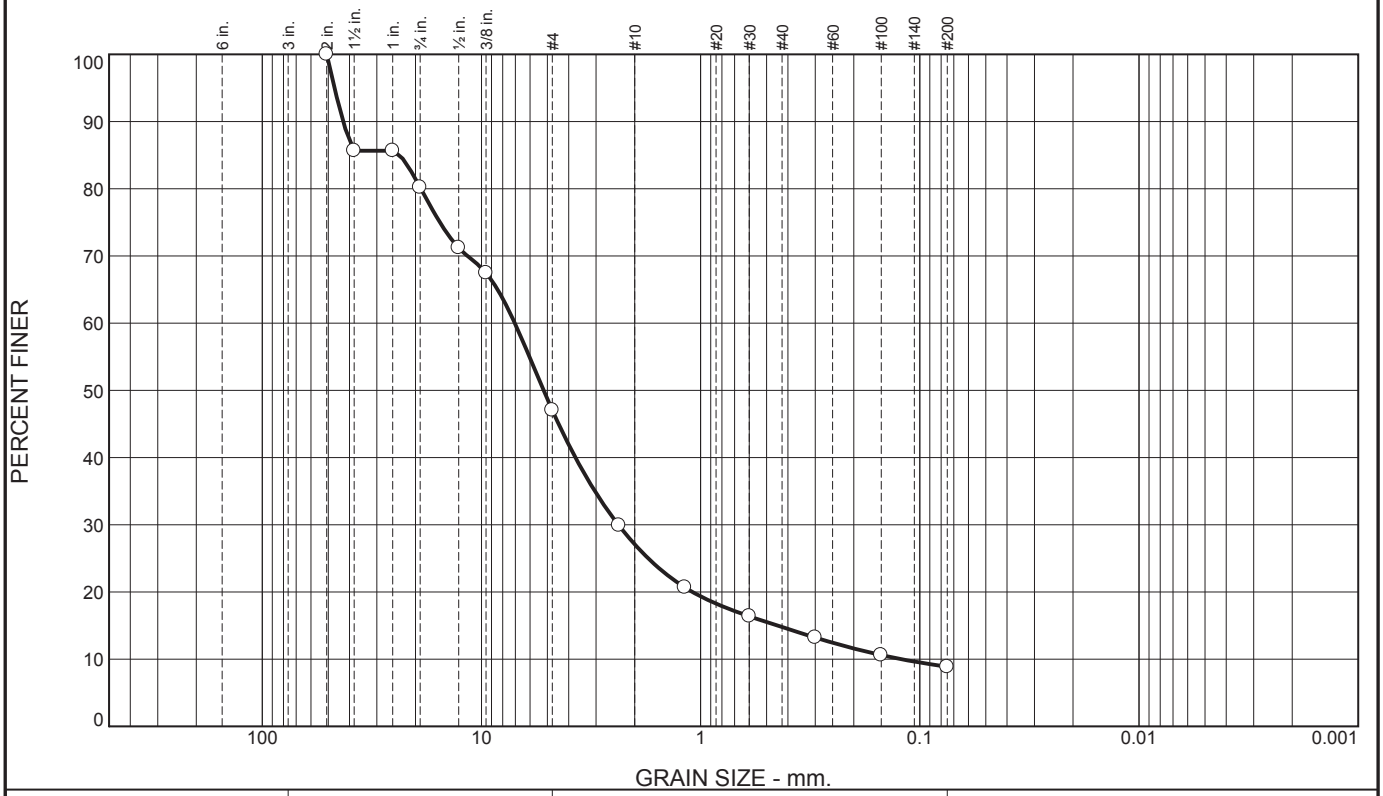
Applied Materials & Engineering, Inc.
980 41st Street
Oakland, California

Client: Haley and Aldrich
Project: 132734-004 DePaul Technology Center, Morgan Hill, CA

Project No: 1181007C **Figure** 5

Tested By: J. Gapuz **Checked By:** S. Poulos

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	19.8	33.2	19.9	12.3	5.9	8.9	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
2"	100.0		
1.5"	85.6		
1"	85.6		
.75"	80.2		
0.5"	71.2		
3/8"	67.5		
#4	47.0		
#8	29.9		
#16	20.7		
#30	16.4		
#50	13.2		
#100	10.6		
#200	8.9		

* (no specification provided)

Material Description

Oversize aggregate with clay

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 42.7489 D_{85}= 23.6471 D_{60}= 7.0466
D_{50}= 5.2027 D_{30}= 2.3735 D_{15}= 0.4474
D_{10}= 0.1213 C_u= 58.09 C_c= 6.59

Classification

USCS= AASHTO=

Remarks

Sampled by client 12/14/18, received 12/14/18

Source of Sample: Native 12/14/18 **Depth:** 25.0
Sample Number: HA-02 (bag)

Date: 12/14/2018

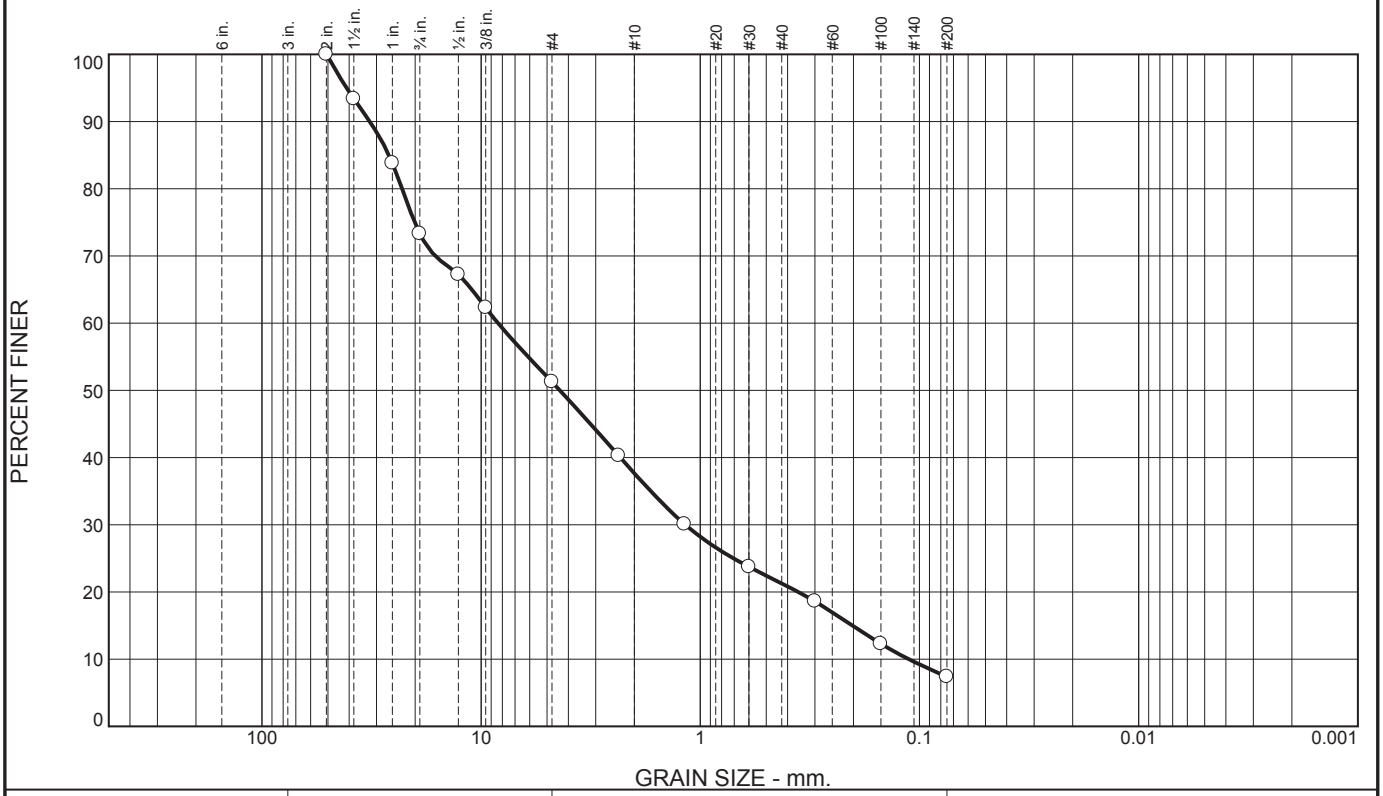
Applied Materials & Engineering, Inc.
980 41st Street
Oakland, California

Client: Haley and Aldrich
Project: 132734-004 DePaul Technology Center, Morgan Hill, CA

Project No: 1181007C **Figure** 3

Tested By: J. Gapuz **Checked By:** S. Poulos

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	26.7	22.1	13.5	16.4	13.9	7.4	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
2"	100.0		
1.5"	93.4		
1"	83.8		
.75"	73.3		
0.5"	67.2		
3/8"	62.3		
#4	51.2		
#8	40.3		
#16	30.1		
#30	23.7		
#50	18.6		
#100	12.3		
#200	7.4		

* (no specification provided)

Material Description

Oversize aggregate with clay

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 32.2101 D_{85}= 26.3583 D_{60}= 8.3655
D_{50}= 4.3753 D_{30}= 1.1710 D_{15}= 0.2025
D_{10}= 0.1116 C_u= 74.96 C_c= 1.47

Classification

USCS= AASHTO=

Remarks

Sampled by client 12/14/18 and received 12/14/18

Source of Sample: Native 12/14/18 **Depth:** 31.0
Sample Number: HA-02 (tube 1)

Date: 12/14/18

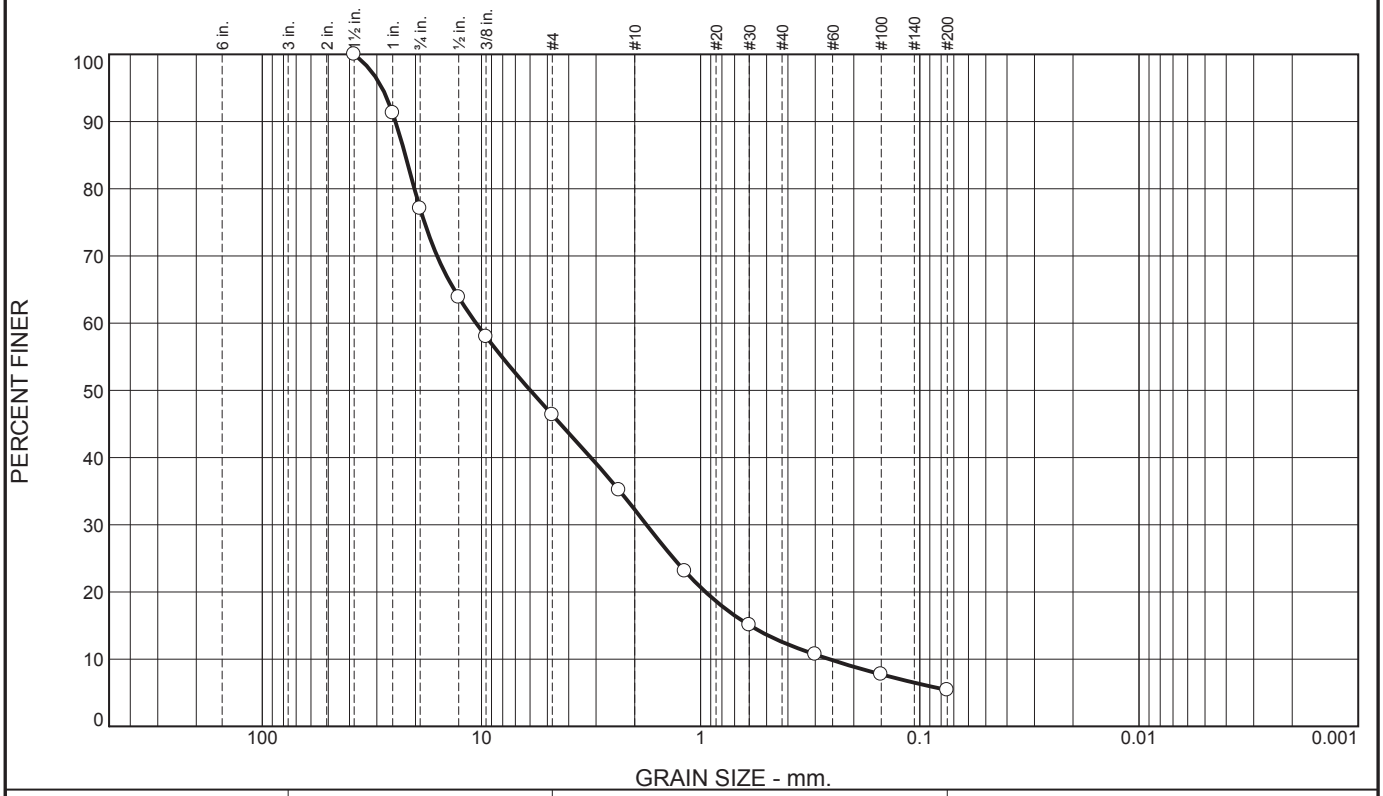
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Oakland, California

Client: Haley and Aldrich
Project: 132734-004 DePaul Technology Center, Morgan Hill, CA

Project No: 1181007C **Figure** 4

Tested By: J. Gapuz **Checked By:** S. Poulos

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	22.9	30.8	14.1	19.6	7.2	5.4	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
1.5"	100.0		
1"	91.3		
.75"	77.1		
0.5"	63.9		
3/8"	58.0		
#4	46.3		
#8	35.2		
#16	23.1		
#30	15.1		
#50	10.7		
#100	7.7		
#200	5.4		

* (no specification provided)

Material Description

Oversize aggregate with silt

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 24.6499 D_{85}= 22.2527 D_{60}= 10.5841
D_{50}= 5.9898 D_{30}= 1.7672 D_{15}= 0.5954
D_{10}= 0.2590 C_u= 40.86 C_c= 1.14

Classification

USCS= AASHTO=

Remarks

Sampled by client 12/14/18 and received 12/14/18

Source of Sample: Native 12/14/18 **Depth:** 8.5
Sample Number: HA-03 (tube)

Date: 12/14/18

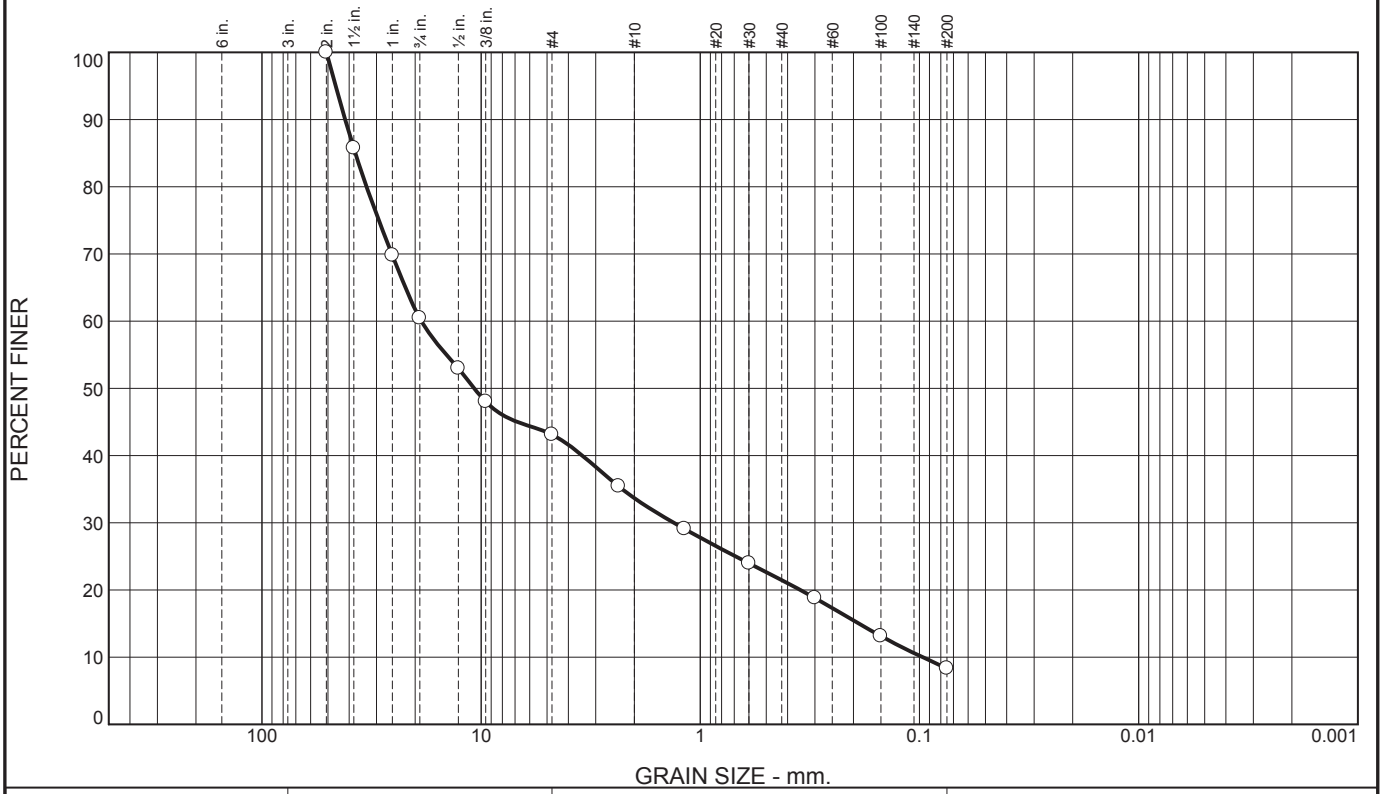
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Client: Haley and Aldrich
Project: 132734-004 DePaul Technology Center, Morgan Hill, CA

Project No: 1181007C **Figure** 7

Tested By: J. Gapuz **Checked By:** S. Poulos

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	39.5	17.4	9.4	12.2	13.2	8.3	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
2"	100.0		
1.5"	85.7		
1"	69.8		
.75"	60.5		
0.5"	53.0		
3/8"	48.0		
#4	43.1		
#8	35.4		
#16	29.1		
#30	24.0		
#50	18.8		
#100	13.1		
#200	8.3		

* (no specification provided)

Material Description

Oversize aggregate with silt

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 41.7018 D_{85}= 37.4780 D_{60}= 18.7134
D_{50}= 10.7593 D_{30}= 1.3243 D_{15}= 0.1894
D_{10}= 0.0966 C_u= 193.75 C_c= 0.97

Classification

USCS= AASHTO=

Remarks

Sampled by client 12/14/18 and received 12/14/18

Source of Sample: Native 12/14/18 **Depth:** 13.5
Sample Number: HA-03 (bag)

Date: 12/14/18

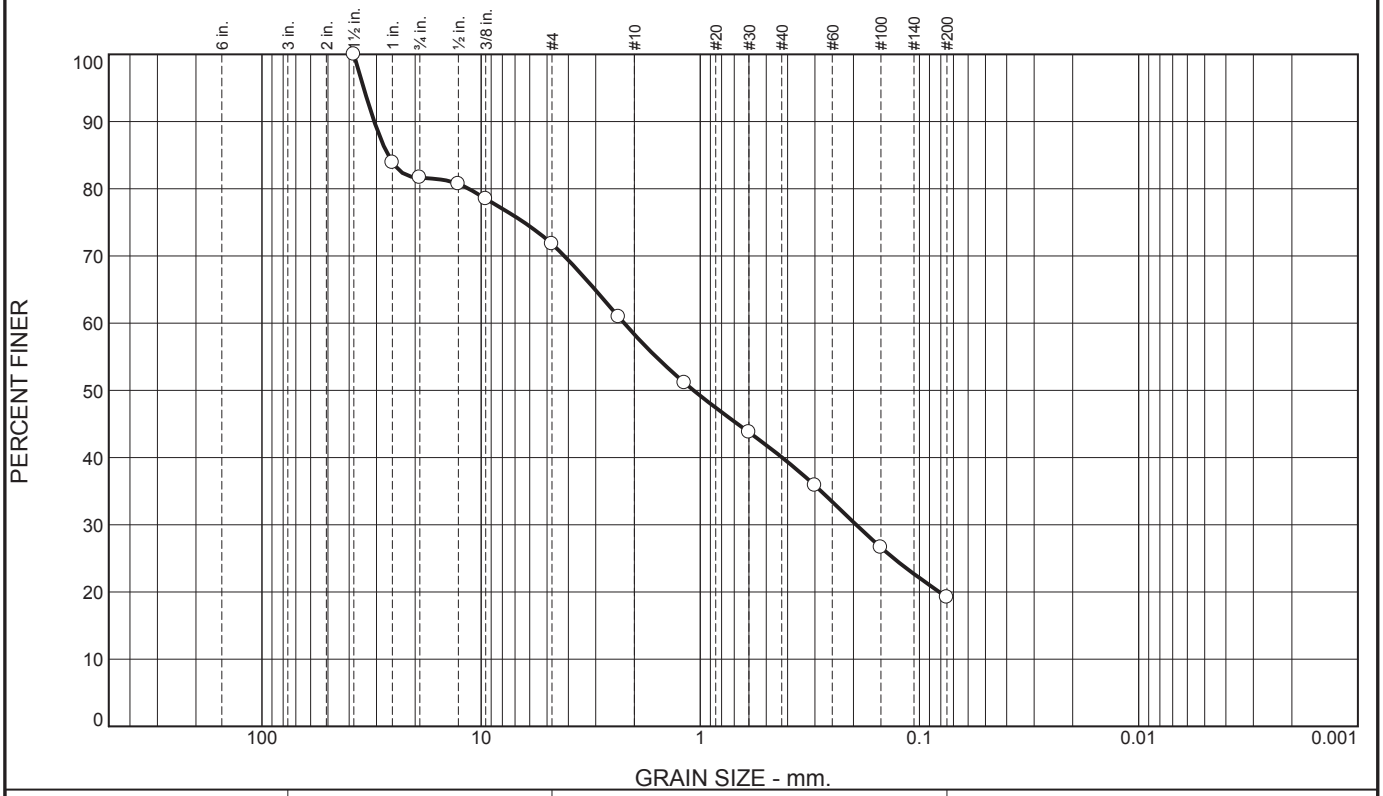
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Client: Haley and Aldrich
Project: 132734-004 DePaul Technology Center, Morgan Hill, CA

Project No: 1181007C **Figure** 6

Tested By: J. Gapuz **Checked By:** S. Poulos

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	18.4	9.8	13.5	18.3	20.8	19.2	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
1.5"	100.0		
1"	83.9		
.75"	81.6		
0.5"	80.7		
3/8"	78.5		
#4	71.8		
#8	60.9		
#16	51.1		
#30	43.8		
#50	35.8		
#100	26.6		
#200	19.2		

* (no specification provided)

Material Description

Oversize aggregate with silt

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 30.7098 D_{85}= 26.5859 D_{60}= 2.2264
D_{50}= 1.0741 D_{30}= 0.1945 D_{15}=
D_{10}= C_u= C_c=

Classification

USCS= AASHTO=

Remarks

Sampled by client 12/14/18 and received 12/14/18

Source of Sample: Native 12/14/18 **Depth:** 10.5
Sample Number: HA-04 (tube)

Date: 12/14/18

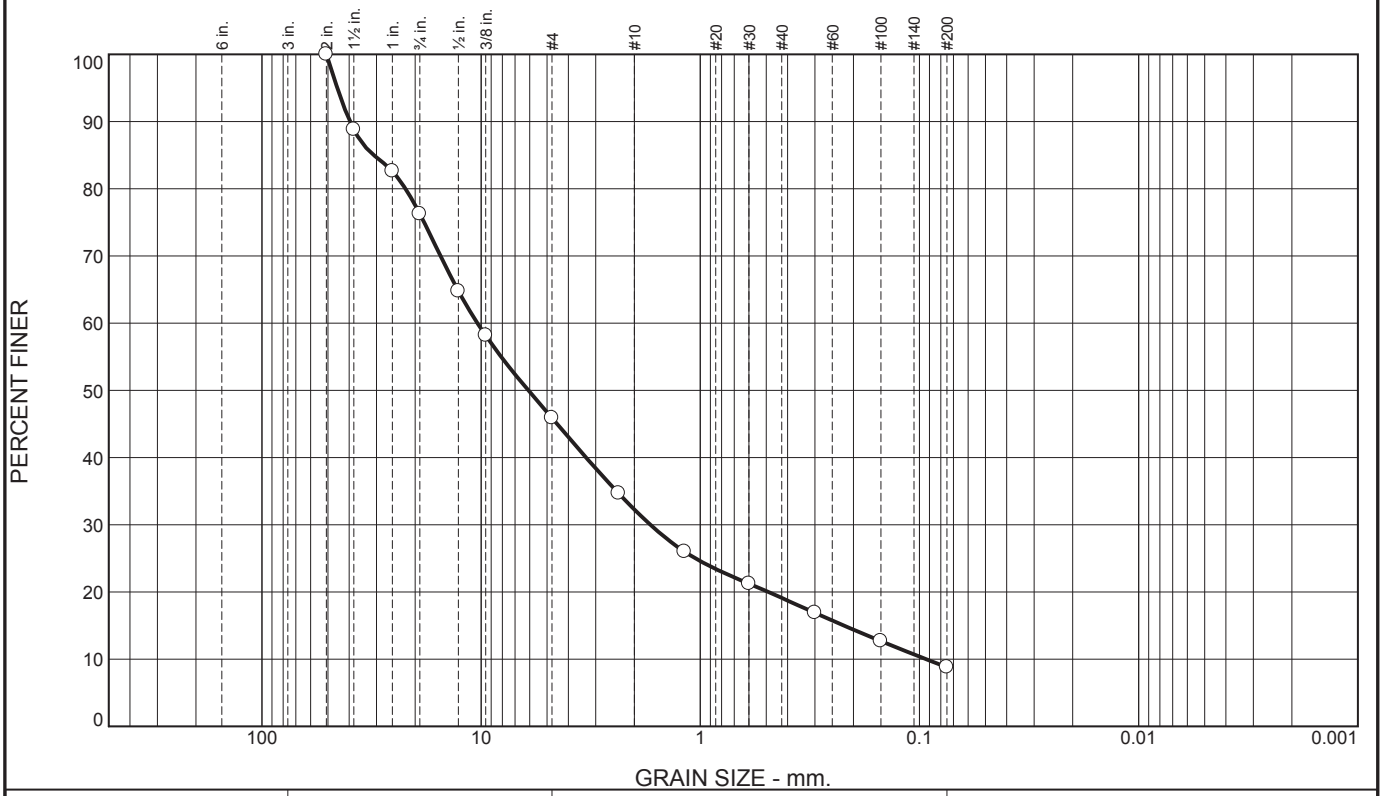
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Client: Haley and Aldrich
Project: 132734-004 DePaul Technology Center, Morgan Hill, CA

Project No: 1181007C **Figure** 9

Tested By: J. Gapuz **Checked By:** S. Poulos

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	23.8	30.3	13.6	13.2	10.3	8.8	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
2"	100.0		
1.5"	88.8		
1"	82.6		
.75"	76.2		
0.5"	64.8		
3/8"	58.2		
#4	45.9		
#8	34.7		
#16	26.0		
#30	21.2		
#50	16.9		
#100	12.7		
#200	8.8		

* (no specification provided)

Material Description

Oversize aggregate with silt

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 39.6661 D_{85}= 30.8797 D_{60}= 10.3955
D_{50}= 6.0972 D_{30}= 1.6895 D_{15}= 0.2211
D_{10}= 0.0933 C_u= 111.41 C_c= 2.94

Classification

USCS= AASHTO=

Remarks

Sampled by client 12/14/18 and received 12/14/18

Source of Sample: Native 12/14/18 **Depth:** 25.5
Sample Number: HA-04 (bag)

Date: 12/14/18

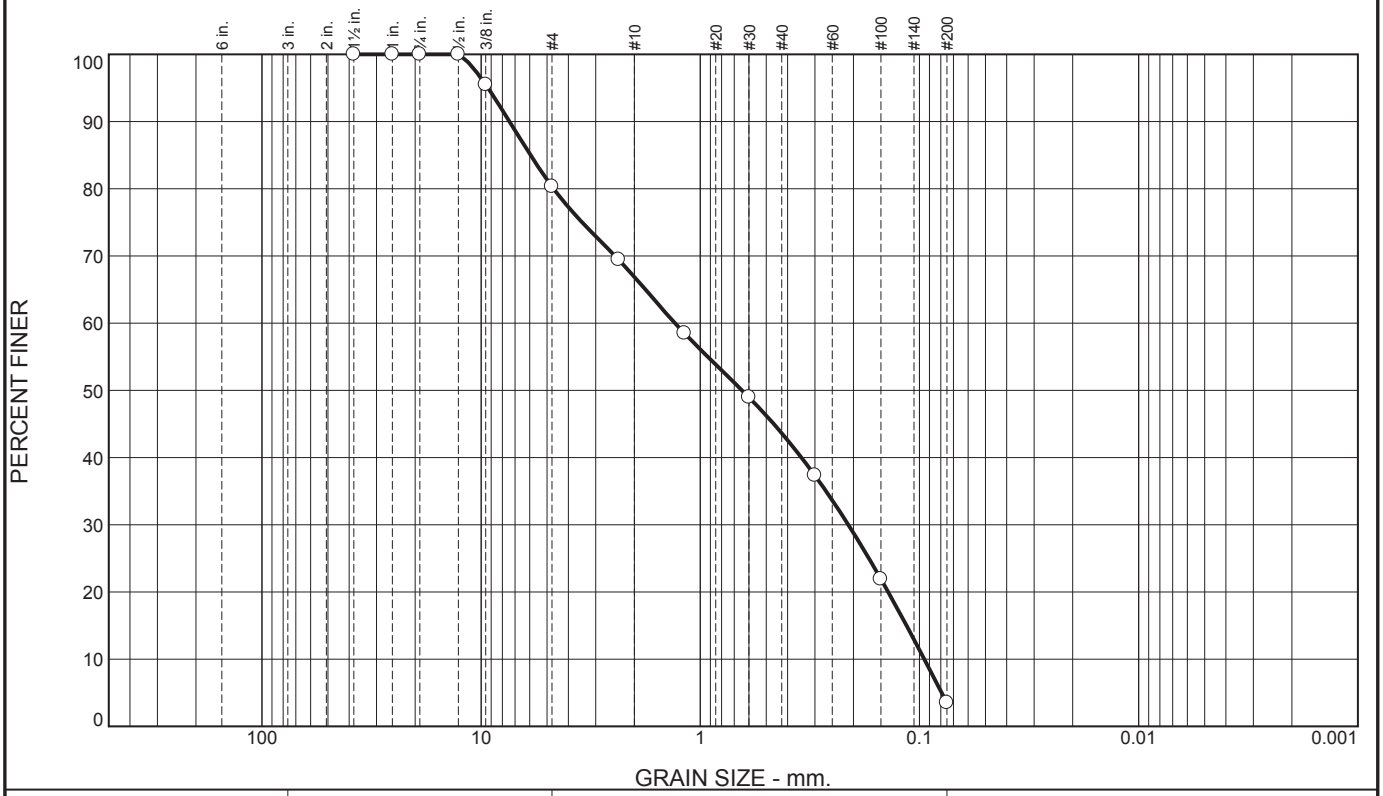
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Client: Haley and Aldrich
Project: 132734-004 DePaul Technology Center, Morgan Hill, CA

Project No: 1181007C **Figure** 8

Tested By: J. Gapuz **Checked By:** S. Poulos

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	19.7	13.4	23.3	40.1	3.5	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
1.5"	100.0		
1"	100.0		
0.75"	100.0		
0.5"	100.0		
3/8"	95.5		
#4	80.3		
#8	69.4		
#16	58.5		
#30	49.0		
#50	37.3		
#100	21.9		
#200	3.5		

* (no specification provided)

Material Description

light brown sand

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 7.4231 D_{85}= 5.9509 D_{60}= 1.3034
D_{50}= 0.6446 D_{30}= 0.2112 D_{15}= 0.1146
D_{10}= 0.0951 C_u= 13.70 C_c= 0.36

Classification

USCS= SP AASHTO=

Remarks

Sampled by client on 12/19/18 and received 12/19/18

Source of Sample: Native 12/19/18 **Depth:** 1.5
Sample Number: HA-05 bag

Date: 01/05/19

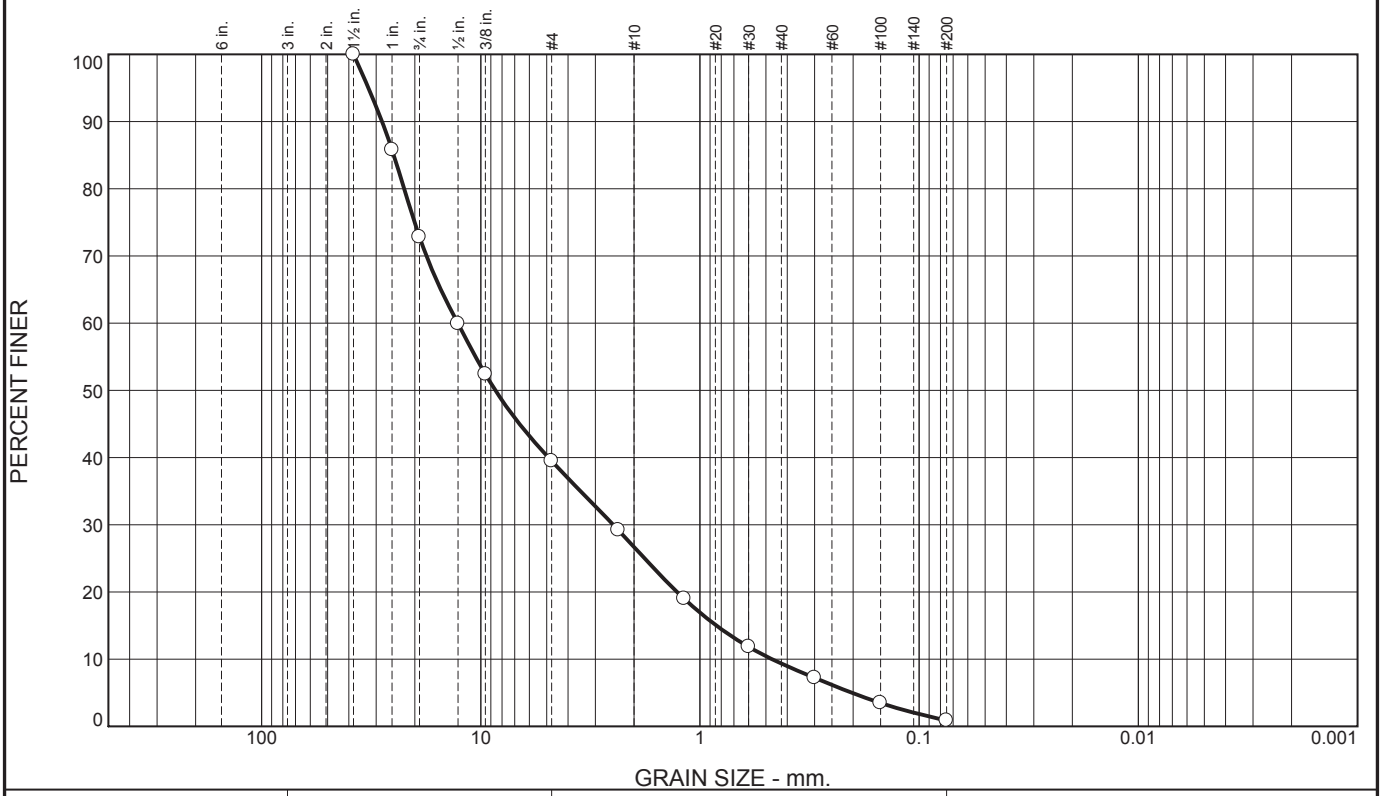
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Project: 132734-004 DePaul Technology Center, Morgan Hill, CA

Project No: 1181007C **Figure** 10

Tested By: M. Abueg **Checked By:** S. Poulos

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	27.2	33.3	12.8	17.4	8.4	0.9	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
1.5"	100.0		
1"	85.8		
.75"	72.8		
0.5"	59.9		
3/8"	52.4		
#4	39.5		
#8	29.2		
#16	19.0		
#30	11.8		
#50	7.2		
#100	3.5		
#200	0.9		

* (no specification provided)

Material Description

light brown gravel with sand

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 28.2252 D_{85}= 24.9498 D_{60}= 12.7382
D_{50}= 8.5802 D_{30}= 2.4898 D_{15}= 0.8418
D_{10}= 0.4688 C_u= 27.17 C_c= 1.04

Classification

USCS= GW AASHTO=

Remarks

Sampled by client on 12/19/18 and received on 12/19/18

Source of Sample: Native 12/19/18 **Depth:** 16.0
Sample Number: HA-05 bag

Date: 01/05/19

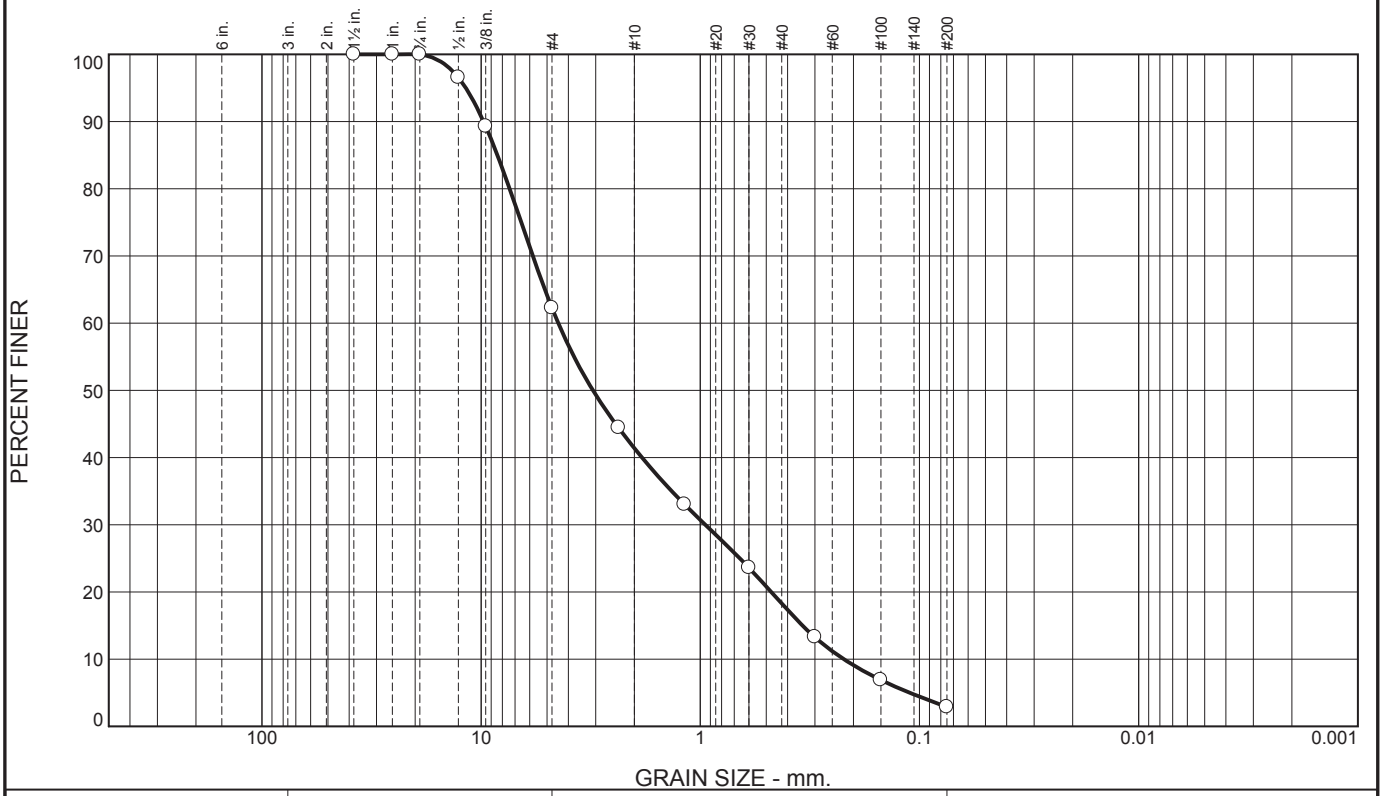
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Project No: 1181007C **Figure** 11

Tested By: M. Abueg **Checked By:** S. Poulos

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	37.7	20.9	23.1	15.4	2.9	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
1.5"	100.0		
1"	100.0		
0.75"	100.0		
0.5"	96.5		
3/8"	89.3		
#4	62.3		
#8	44.4		
#16	33.0		
#30	23.6		
#50	13.3		
#100	6.9		
#200	2.9		

* (no specification provided)

Material Description

Light brown sand with gravel

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 9.7456 D_{85}= 8.4291 D_{60}= 4.4444
D_{50}= 3.0886 D_{30}= 0.9491 D_{15}= 0.3409
D_{10}= 0.2219 C_u= 20.03 C_c= 0.91

Classification

USCS= SP AASHTO=

Remarks

Sampled by client on 12/19/18 and received on 12/19/18

Source of Sample: Native 12/19/18 **Depth:** 13.5
Sample Number: HA-06 bag

Date: 01/05/19

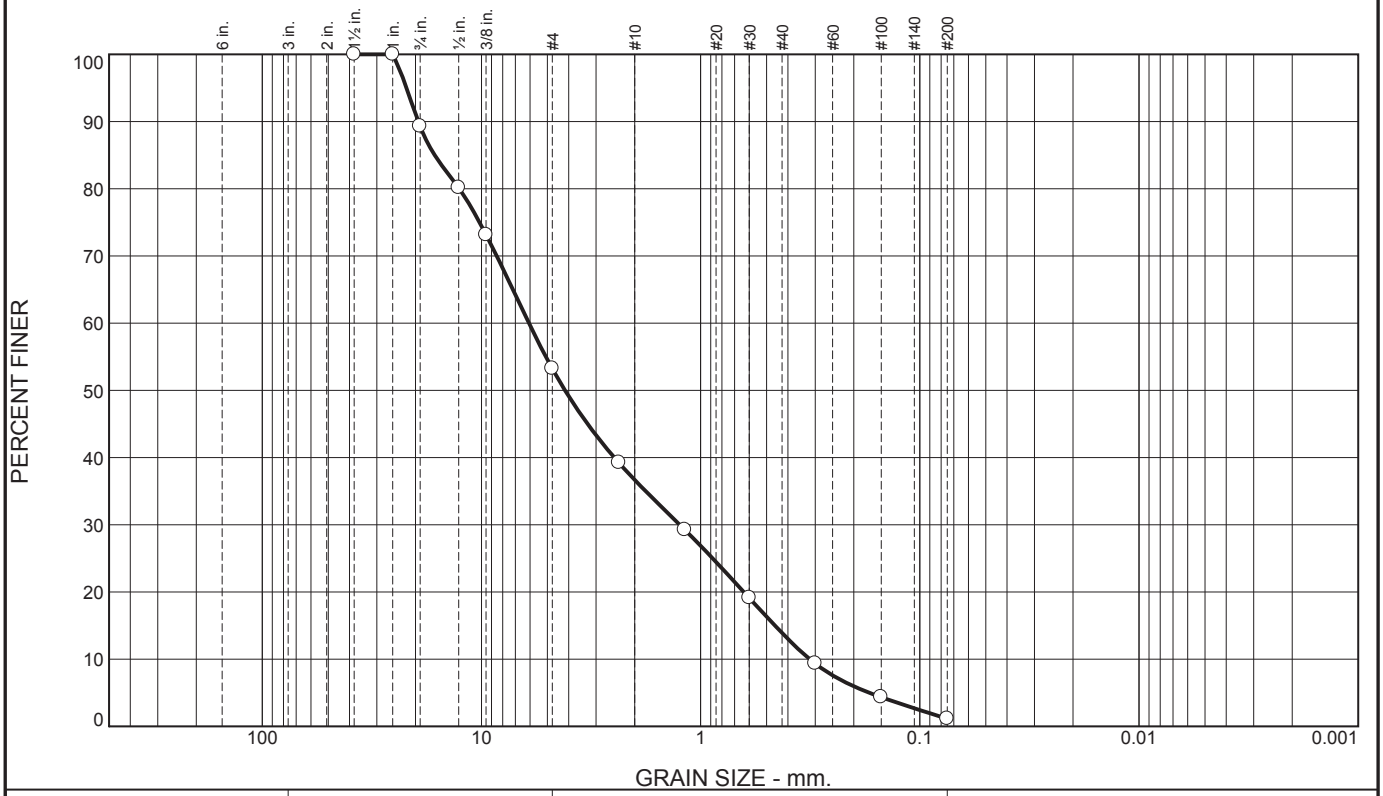
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Client: Haley and Aldrich
Project: 132734-004 DePaul Technology Center, Morgan Hill, CA

Project No: 1181007C **Figure** 12

Tested By: M. Abueg **Checked By:** S. Poulos

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	10.7	36.0	16.6	22.8	12.7	1.2	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
1.5"	100.0		
1"	100.0		
0.75"	89.3		
0.5"	80.1		
3/8"	73.1		
#4	53.3		
#8	39.2		
#16	29.2		
#30	19.1		
#50	9.4		
#100	4.4		
#200	1.2		

* (no specification provided)

Material Description

light brown sand with gravel

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 19.4222 D_{85}= 16.3468 D_{60}= 6.0670
D_{50}= 4.1559 D_{30}= 1.2466 D_{15}= 0.4589
D_{10}= 0.3178 C_u= 19.09 C_c= 0.81

Classification

USCS= SP AASHTO=

Remarks

Sampled by client on 12/19/18 and received on 12/19/18

Source of Sample: Native 12/19/18 **Depth:** 20.5
Sample Number: HA-07 tube

Date: 01/05/19

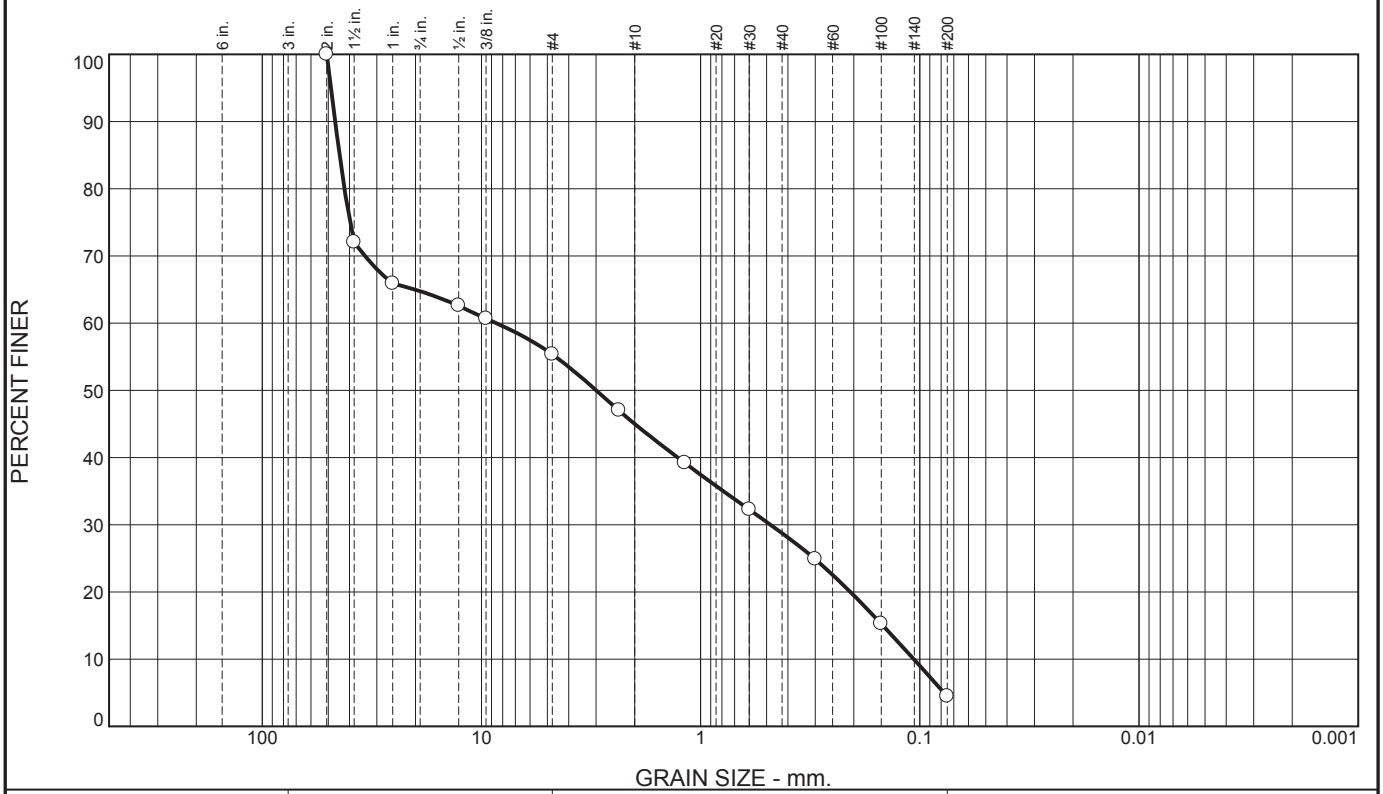
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Client: Haley and Aldrich
Project: 132734-004 DePaul Technology Center, Morgan Hill, CA

Project No: 1181007C **Figure** 13

Tested By: M. Abueg **Checked By:** S. Poulos

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	35.3	9.3	10.4	16.2	24.3	4.5	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
2"	100.0		
1.5"	72.0		
1"	65.9		
0.5"	62.6		
3/8"	60.7		
#4	55.4		
#8	47.0		
#16	39.2		
#30	32.2		
#50	24.9		
#100	15.3		
#200	4.5		

* (no specification provided)

Material Description

light brown sand with gravel

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 46.5032 D_{85}= 44.3747 D_{60}= 8.5591
D_{50}= 2.9988 D_{30}= 0.4798 D_{15}= 0.1474
D_{10}= 0.1066 C_u= 80.32 C_c= 0.25

Classification

USCS= SP AASHTO=

Remarks

Sampled by client on 12/19/18 and received on 12/19/18

Source of Sample: Native 12/19/18 **Depth:** 2.0
Sample Number: HA-08 bag

Date: 01/05/19

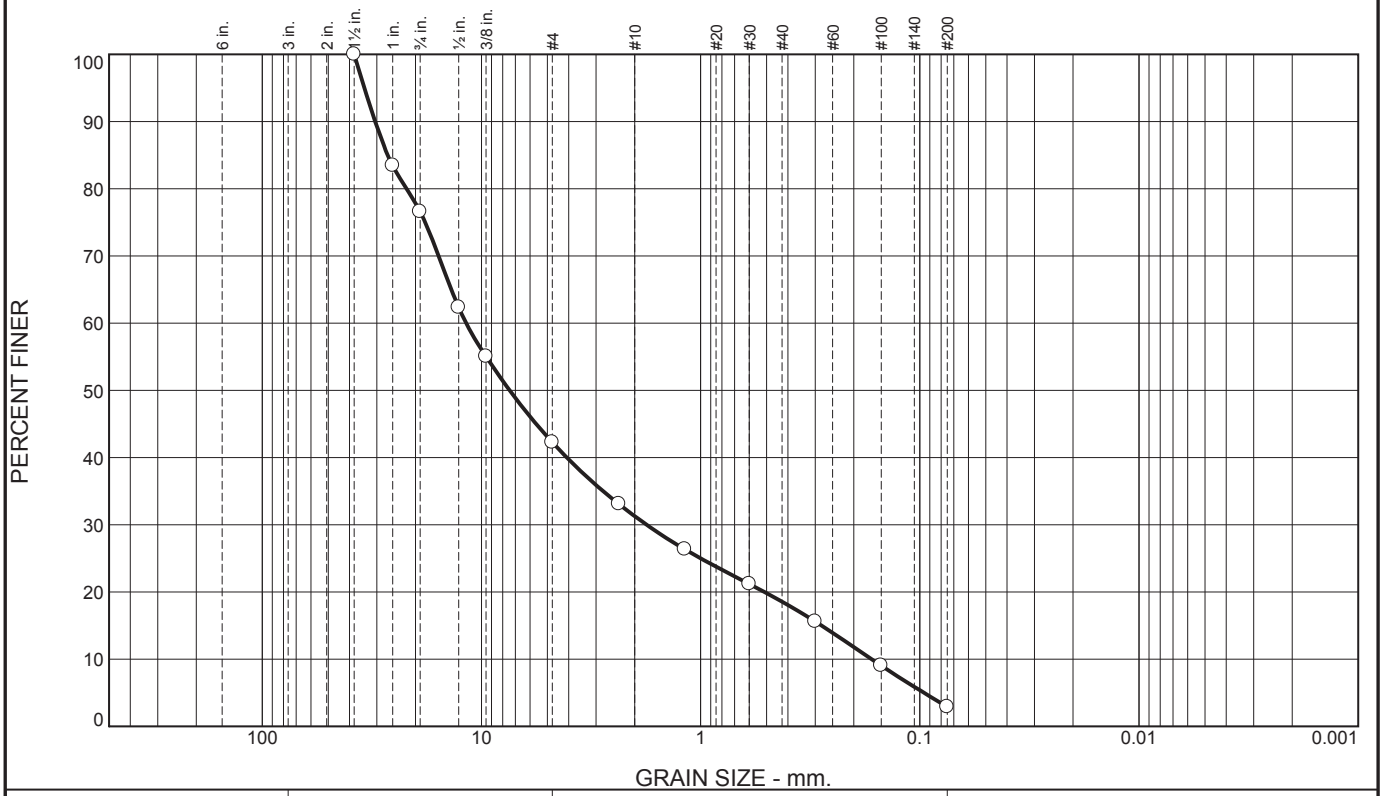
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Project: 132734-004 DePaul Technology Center, Morgan Hill, CA

Project No: 1181007C **Figure** 14

Tested By: M. Abueg **Checked By:** S. Poulos

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	23.4	34.3	11.0	12.8	15.6	2.9	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
1.5"	100.0		
1"	83.5		
0.75"	76.6		
0.5"	62.3		
3/8"	55.0		
#4	42.3		
#8	33.1		
#16	26.3		
#30	21.2		
#50	15.6		
#100	9.0		
#200	2.9		

* (no specification provided)

Material Description

light brown gravel with sand

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 30.5311 D_{85}= 26.7155 D_{60}= 11.7418
D_{50}= 7.4354 D_{30}= 1.7636 D_{15}= 0.2807
D_{10}= 0.1661 C_u= 70.69 C_c= 1.59

Classification

USCS= GW AASHTO=

Remarks

Sampled by client on 12/19/18 and received on 12/19/18

Source of Sample: Native 12/19/18 **Depth:** 5.0
Sample Number: HA-08 tube

Date: 01/05/19

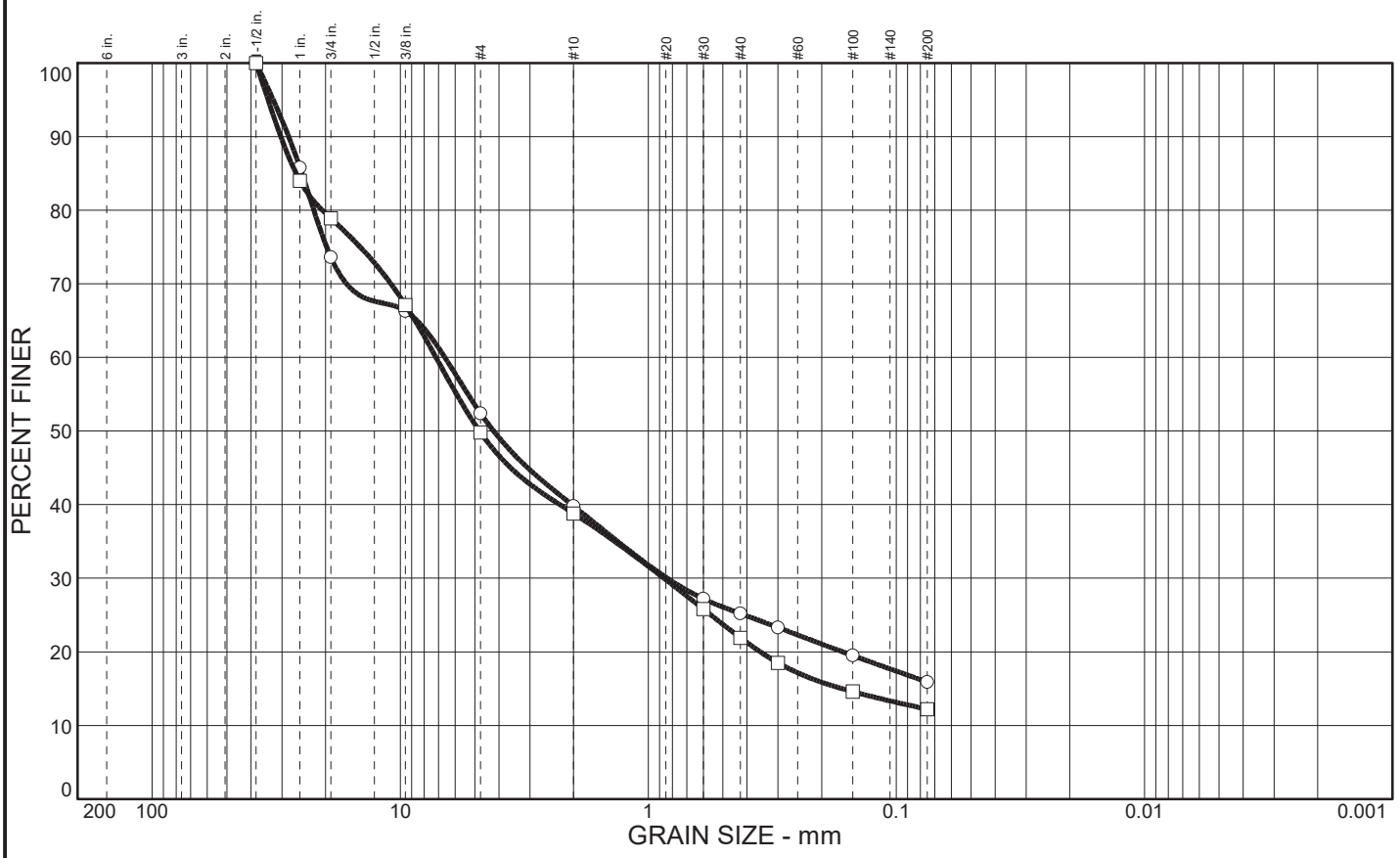
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Client: Haley and Aldrich
Project: 132734-004 DePaul Technology Center, Morgan Hill, CA

Project No: 1181007C **Figure** 15

Tested By: M. Abueg **Checked By:** S. Poulos

Particle Size Distribution Report



	% COBBLES	% GRAVEL	% SAND	% SILT	% CLAY	USCS	AASHTO	PL	LL
○		47.6	36.5	15.9					
□		50.2	37.6	12.2					

SIEVE inches size	PERCENT FINER ○	PERCENT FINER □
1.5"	100.0	100.0
1"	85.8	84.0
3/4"	73.6	78.9
3/8"	66.3	67.1
GRAIN SIZE		
D_{60}	6.61	7.18
D_{30}	0.839	0.866
D_{10}		
COEFFICIENTS		
C_c		
C_u		

SIEVE number size	PERCENT FINER ○	PERCENT FINER □
#4	52.4	49.8
#10	39.8	38.8
#30	27.2	25.8
#40	25.2	21.9
#50	23.3	18.5
#100	19.5	14.6
#200	15.9	12.2

SOIL DESCRIPTION

○ Brown Clayey GRAVEL w/ Sand

□ Yellowish Brown Clayey GRAVEL w/ Sand

REMARKS:

○ Due to the small sample size, relative to the largest particle size, this data should be considered to be approximate.

□ Due to the small sample size, relative to the largest particle size, this data should be considered to be approximate.

○ Source: HA-16 Elev./Depth: 10.0'

□ Source: HA-16 Elev./Depth: 21.0'

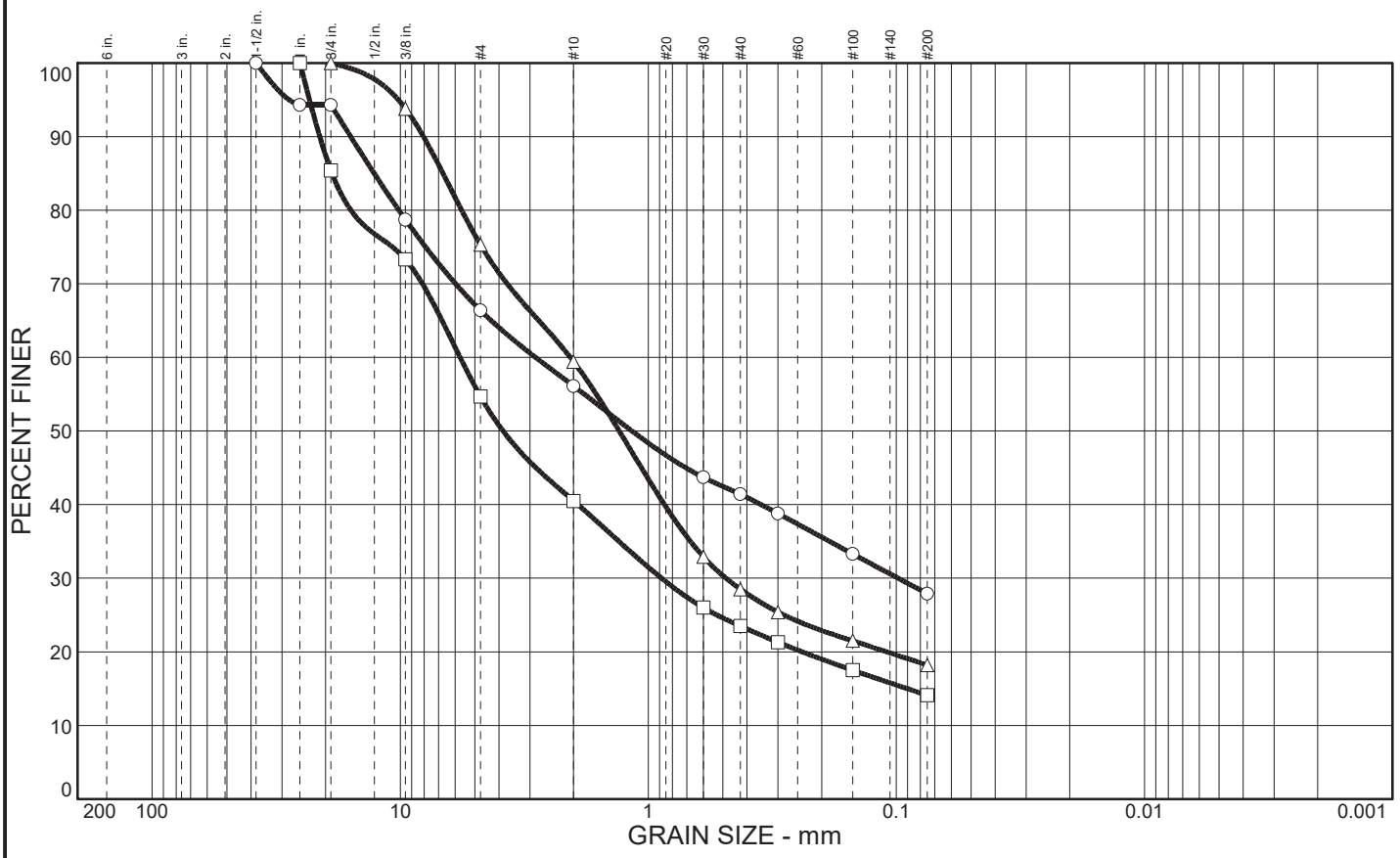
COOPER TESTING LABORATORY

Client: Haley & Aldrich

Project: Morgan Hill Tech Center, Morgan Hill - 132734-004

Project No.: 715-037 Figure

Particle Size Distribution Report



	% COBBLES	% GRAVEL	% SAND	% SILT	% CLAY	USCS	AASHTO	PL	LL
○		33.6	38.5	27.9					
□		45.3	40.6	14.1					
△		24.7	57.1	18.2					

SIEVE inches size	PERCENT FINER ○	□	△
1.5	100.0		
1	94.3	100.0	
3/4	94.3	85.4	100.0
3/8	78.7	73.3	93.8
	GRAIN SIZE		
D_{60}	2.85	5.74	2.06
D_{30}	0.0984	0.885	0.487
D_{10}			
	COEFFICIENTS		
C_c			
C_u			

SIEVE number size	PERCENT FINER ○	□	△
#4	66.4	54.7	75.3
#10	56.1	40.5	59.4
#30	43.7	26.0	32.9
#40	41.4	23.5	28.5
#50	38.8	21.3	25.4
#100	33.3	17.5	21.5
#200	27.9	14.1	18.2

SOIL DESCRIPTION

○ Yellowish Brown Clayey SAND w/ Gravel

□ Dark Brown Clayey GRAVEL w/ Sand

△ Dark Brown Clayey SAND w/ Gravel

REMARKS:

○ Due to the small sample size, relative to the largest particle size, this data should be considered to be approximate.

□ Due to the small sample size, relative to the largest particle size, this data should be considered to be approximate.

△

○ Source: HA-09 Elev./Depth: 3.1'

□ Source: HA-09 Elev./Depth: 13-13.5'

△ Source: HA-10 Elev./Depth: 5.5-6'

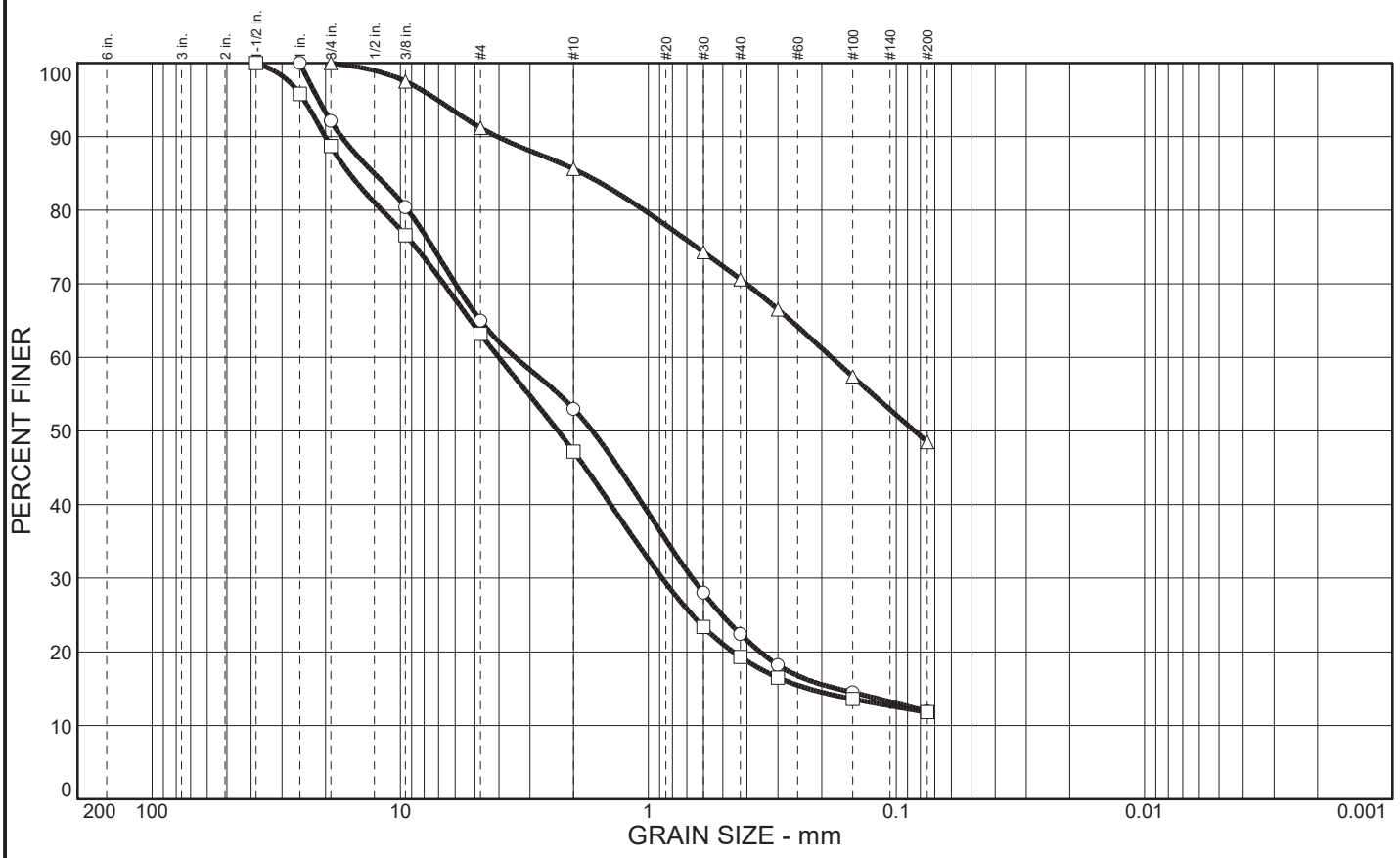
COOPER TESTING LABORATORY

Client: Haley & Aldrich

Project: Morgan Hill Tech Center, Morgan Hill - 132734-004

Project No.: 715-037 Figure

Particle Size Distribution Report



	% COBBLES	% GRAVEL	% SAND	% SILT	% CLAY	USCS	AASHTO	PL	LL
○		35.0	53.1	11.9					
□		36.8	51.4	11.8					
△		8.8	42.7	48.5					

SIEVE inches size	PERCENT FINER ○	□	△
1.5"		100.0	
1"	100.0	95.8	
3/4"	92.1	88.7	100.0
3/8"	80.4	76.6	97.5
GRAIN SIZE			
D_{60}	3.44	4.01	0.182
D_{30}	0.665	0.879	
D_{10}			
COEFFICIENTS			
C_c			
C_u			

SIEVE number size	PERCENT FINER ○	□	△
#4	65.0	63.2	91.2
#10	53.0	47.2	85.6
#30	28.0	23.4	74.3
#40	22.4	19.3	70.6
#50	18.2	16.5	66.5
#100	14.5	13.6	57.4
#200	11.9	11.8	48.5

SOIL DESCRIPTION

○ Yellowish Brown Poorly Graded SAND w/ Clay & Gravel

□ Grayish Brown Poorly Graded SAND w/ Clay & Gravel

△ Gray Clayey SAND

REMARKS:

○ Due to the small sample size, relative to the largest particle size, this data should be considered to be approximate.

□ Due to the small sample size, relative to the largest particle size, this data should be considered to be approximate.

△

○ Source: HA-10 Elev./Depth: 15.7'

□ Source: HA-10 Elev./Depth: 31-31.4'

△ Source: HA-11 Elev./Depth: 3.0-3.5'

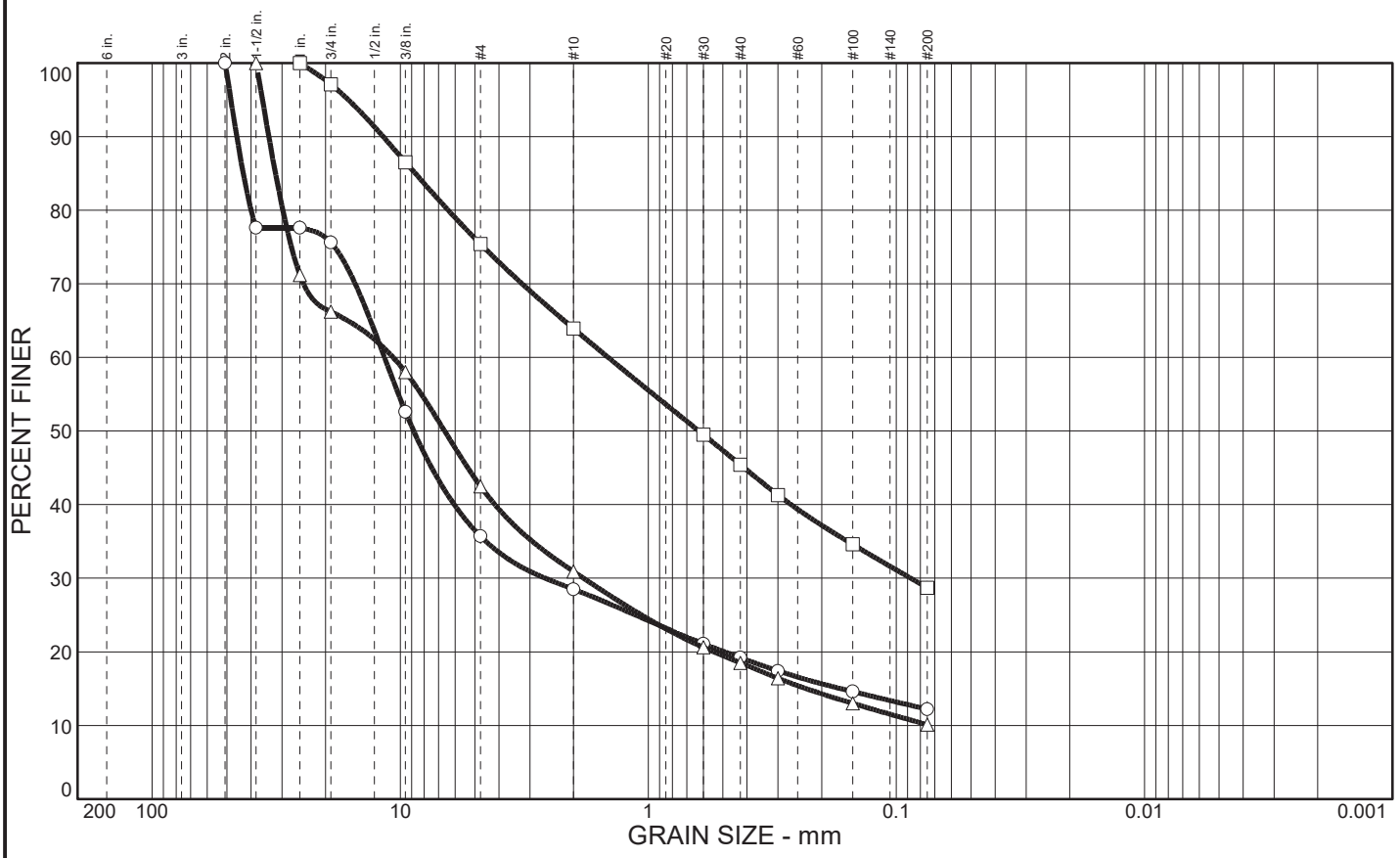
COOPER TESTING LABORATORY

Client: Haley & Aldrich

Project: Morgan Hill Tech Center, Morgan Hill - 132734-004

Project No.: 715-037 Figure

Particle Size Distribution Report



	% COBBLES	% GRAVEL	% SAND	% SILT	% CLAY	USCS	AASHTO	PL	LL
○		64.3	23.5	12.2					
□		24.6	46.7	28.7					
△		57.5	32.4	10.1					

SIEVE inches size	PERCENT FINER ○	□	△
2	100.0		
1.5"	77.6		100.0
1"	77.6	100.0	71.2
3/4	75.6	97.1	66.2
3/8	52.6	86.5	58.0
	GRAIN SIZE		
D_{60}	11.6	1.45	10.7
D_{30}	2.60	0.0876	1.82
D_{10}			
	COEFFICIENTS		
C_c			
C_u			

SIEVE number size	PERCENT FINER ○	□	△
#4	35.7	75.4	42.5
#10	28.5	63.9	30.9
#30	21.1	49.5	20.6
#40	19.2	45.4	18.5
#50	17.4	41.3	16.4
#100	14.6	34.6	13.0
#200	12.2	28.7	10.1

SOIL DESCRIPTION

○ Yellowish Brown Clayey GRAVEL w/ Sand

□ Yellowish Brown Clayey SAND w/ Gravel

△ Yellowish Brown Poorly Graded GRAVEL w/ Silt & Sand

REMARKS:

○ Due to the small sample size, relative to the largest particle size, this data should be considered to be approximate.

□ Due to the small sample size, relative to the largest particle size, this data should be considered to be approximate.

△ Due to the small sample size, relative to the largest particle size, this data should be considered to be approximate.

○ Source: HA-11 Elev./Depth: 23'

□ Source: HA-12 Elev./Depth: 20.5-21'

△ Source: HA-13 Elev./Depth: 3.0'

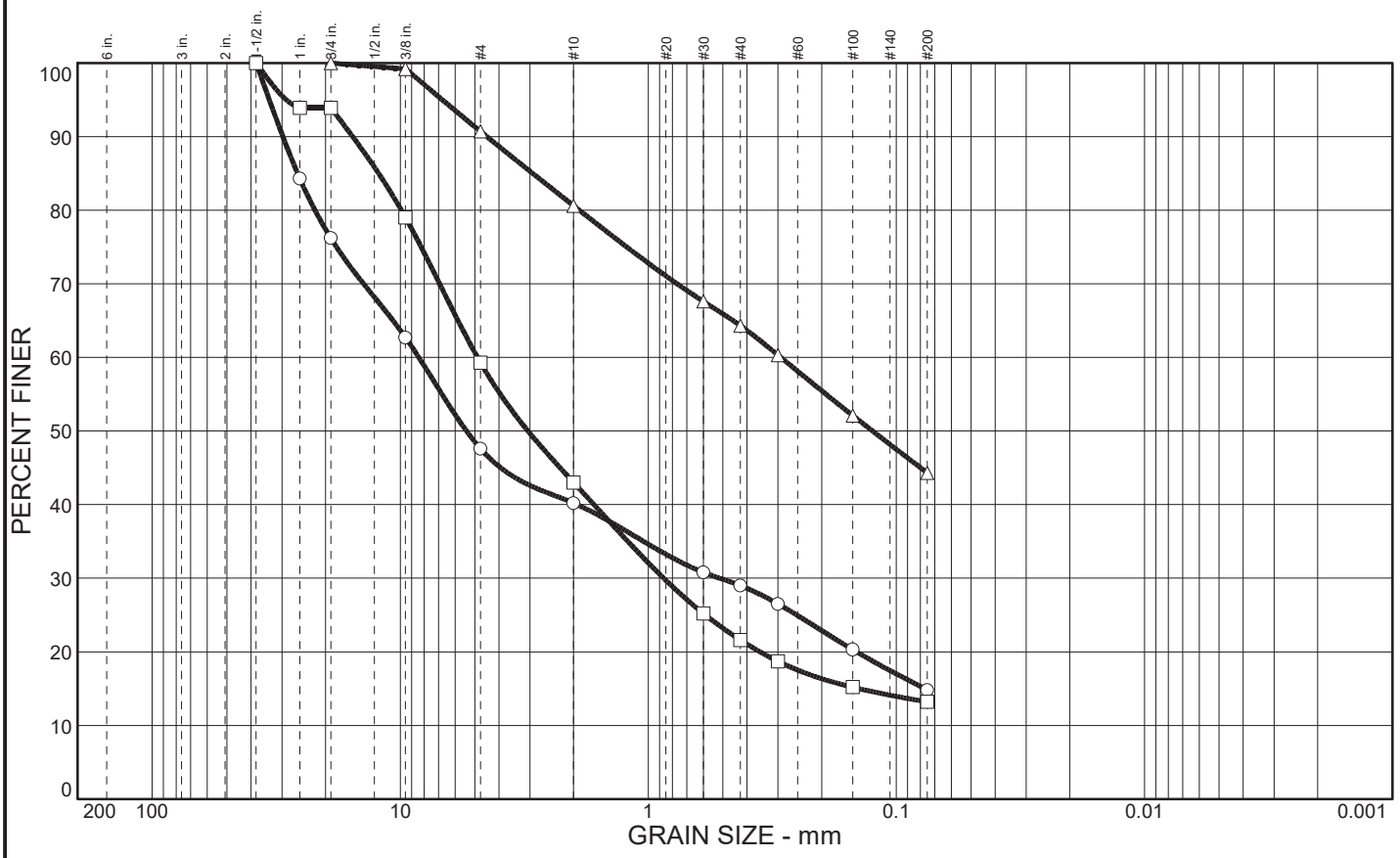
COOPER TESTING LABORATORY

Client: Haley & Aldrich

Project: Morgan Hill Tech Center, Morgan Hill - 132734-004

Project No.: 715-037 Figure

Particle Size Distribution Report



	% COBBLES	% GRAVEL	% SAND	% SILT	% CLAY	USCS	AASHTO	PL	LL
○		52.4	32.8	14.8					
□		40.7	46.1	13.2					
△		9.3	46.4	44.3					

SIEVE inches size	PERCENT FINER ○	□	△
1.5"	100.0	100.0	
1"	84.3	93.9	
3/4"	76.2	93.9	100.0
3/8"	62.7	79.0	99.2
	GRAIN SIZE		
D_{60}	8.42	4.88	0.293
D_{30}	0.515	0.867	
D_{10}			
	COEFFICIENTS		
C_c			
C_u			

SIEVE number size	PERCENT FINER ○	□	△
#4	47.6	59.3	90.7
#10	40.2	43.0	80.6
#30	30.8	25.2	67.6
#40	29.0	21.6	64.3
#50	26.5	18.7	60.3
#100	20.3	15.2	52.1
#200	14.8	13.2	44.3

SOIL DESCRIPTION

○ Dark Brown Silty GRAVEL w/ Sand

□ Yellowish Brown Clayey SAND w/ Gravel

△ Dark Reddish Brown Clayey SAND

REMARKS:

○ Due to the small sample size, relative to the largest particle size, this data should be considered to be approximate.

□ Due to the small sample size, relative to the largest particle size, this data should be considered to be approximate.

△

○ Source: HA-13 Elev./Depth: 5-5.6'

□ Source: HA-13 Elev./Depth: 23.2'

△ Source: HA-14 Elev./Depth: 5-5.5'

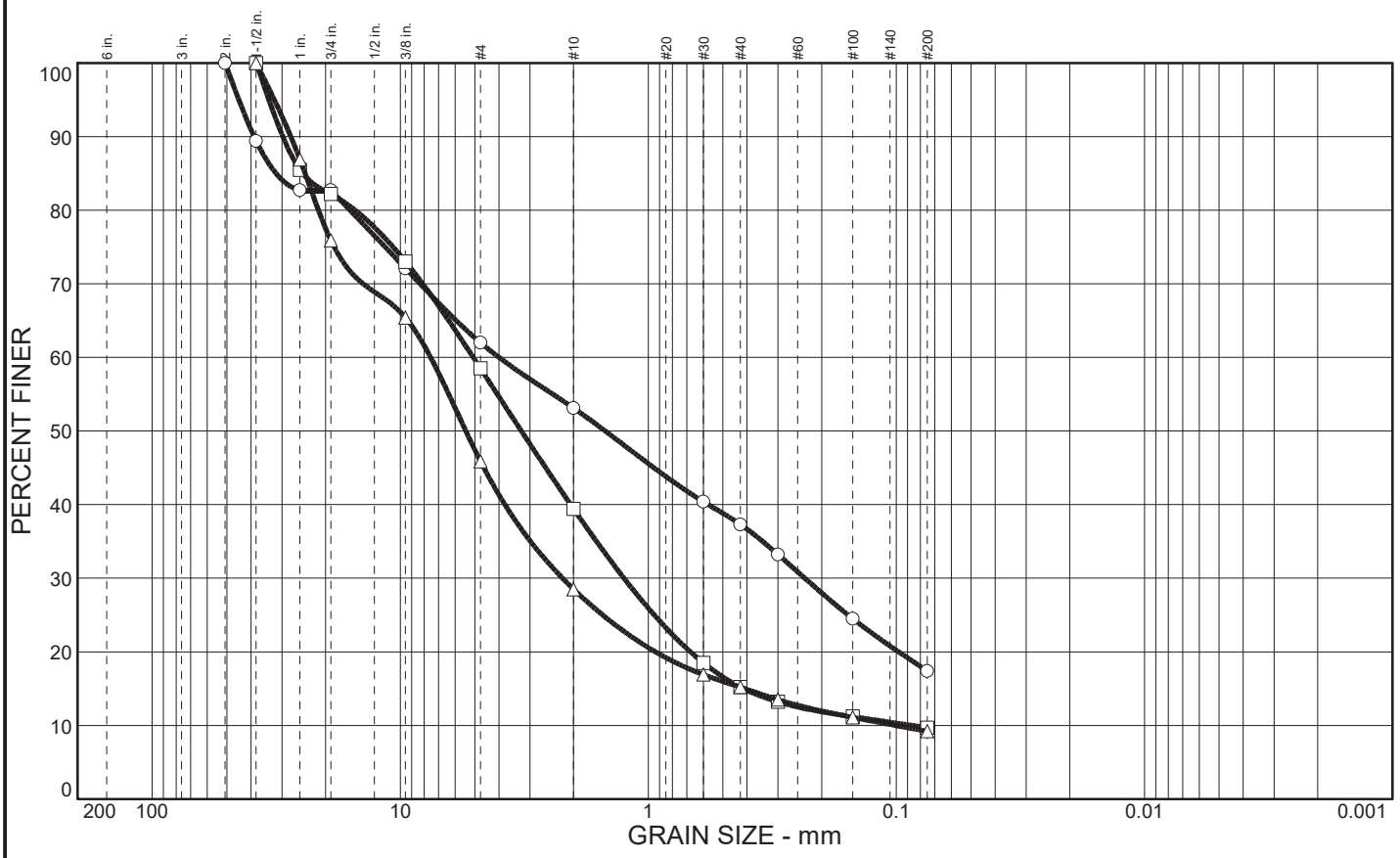
COOPER TESTING LABORATORY

Client: Haley & Aldrich

Project: Morgan Hill Tech Center, Morgan Hill - 132734-004

Project No.: 715-037 Figure

Particle Size Distribution Report



	% COBBLES	% GRAVEL	% SAND	% SILT	% CLAY	USCS	AASHTO	PL	LL
○		38.0	44.6	17.4					
□		41.5	48.8	9.7					
△		54.1	36.7	9.2					

SIEVE inches size	PERCENT FINER ○	□	△
2	100.0		
1.5"	89.4	100.0	100.0
1"	82.7	85.5	86.9
3/4"	82.7	82.2	75.9
3/8"	72.1	73.0	65.4
GRAIN SIZE			
D_{60}	4.00	5.08	7.54
D_{30}	0.234	1.25	2.22
D_{10}		0.0862	0.101
COEFFICIENTS			
C_c		3.60	6.46
C_u		58.96	74.76

SIEVE number size	PERCENT FINER ○	□	△
#4	62.0	58.5	45.9
#10	53.1	39.4	28.5
#30	40.4	18.5	16.9
#40	37.3	15.2	15.2
#50	33.2	13.2	13.5
#100	24.5	11.2	11.1
#200	17.4	9.7	9.2

SOIL DESCRIPTION

○ Yellowish Brown Clayey SAND w/ Gravel

□ Yellowish Brown Poorly Graded SAND w/ Clay & Gravel

△ Yellowish Brown Poorly Graded GRAVEL w/ Clay & Sand

REMARKS:

○ Due to the small sample size, relative to the largest particle size, this data should be considered to be approximate.

□ Due to the small sample size, relative to the largest particle size, this data should be considered to be approximate.

△ Due to the small sample size, relative to the largest particle size, this data should be considered to be approximate.

○ Source: HA-14 Elev./Depth: 10.75'

□ Source: HA-15 Elev./Depth: 18.5'

△ Source: HA-15 Elev./Depth: 28.75'

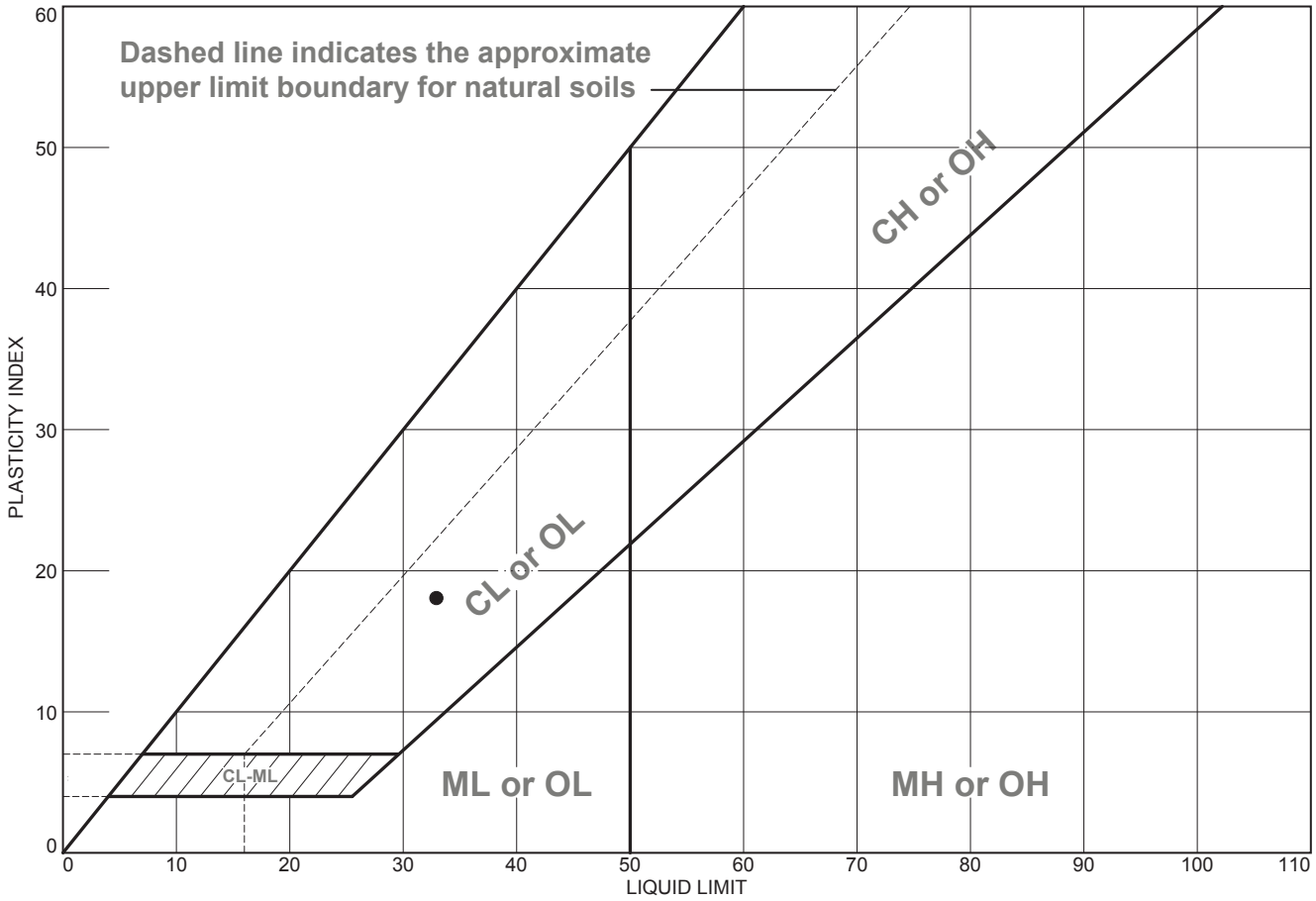
COOPER TESTING LABORATORY

Client: Haley & Aldrich

Project: Morgan Hill Tech Center, Morgan Hill - 132734-004

Project No.: 715-037 Figure

LIQUID AND PLASTIC LIMITS TEST REPORT



	MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
●	light brown silty clay	33	15	18			

Project No. 1181007C **Client:** Haley and Aldrich

Project: 132734-004 DePaul Technology Center, Morgan Hill, CA

●**Source of Sample:** Native 12/19/18 **Depth:** 6.0 **Sample Number:** HA-07

Remarks:

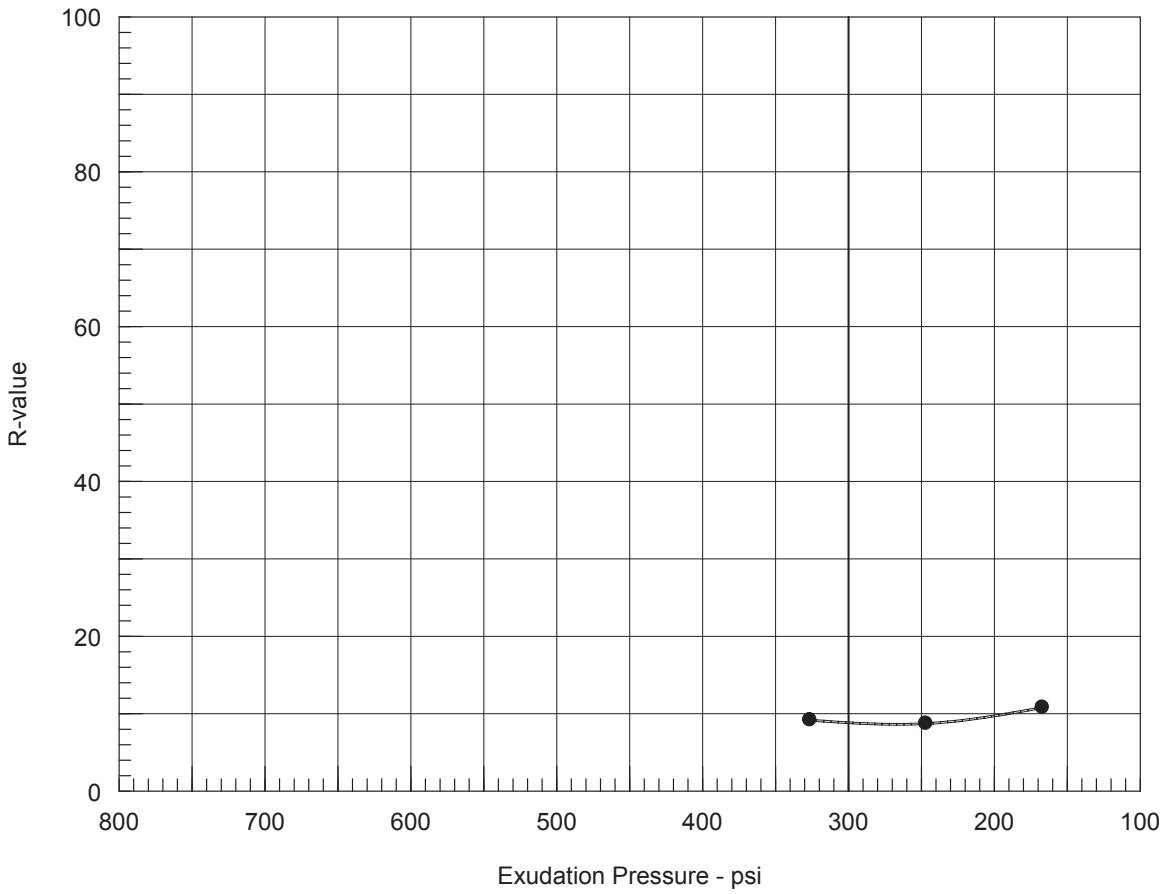
●Sampled by client on 12/19/18 and received on 12/19/18

Applied Materials & Engineering, Inc.
980 41st Street
Oakland, California

Figure 1

Tested By: S. Poulos **Checked By:** S. Poulos

R-VALUE TEST REPORT



Resistance R-Value and Expansion Pressure - Cal Test 301

No.	Compact. Pressure psi	Density pcf	Moist. %	Expansion Pressure psf	Horizontal Press. psi @ 160 psi	Sample Height in.	Exud. Pressure psi	R Value	R Value Corr.
1	170	118.3	13.6	0	135	2.68	326	8	9
2	80	117.0	14.6	0	134	2.62	167	10	11
3	80	118.1	14.3	0	135	2.30	247	10	9

Test Results	Material Description
R-value at 300 psi exudation pressure = 9	Silt

Project No.: 1181007C

Project: 132734-004 DePaul Technology Center, Morgan Hill, CA

Source of Sample: Native 12/14/18

Sample Number: HA-01,02,03,04 comp

Date: 1/16/2019

Tested by: S. Poulos

Checked by: S. Poulos

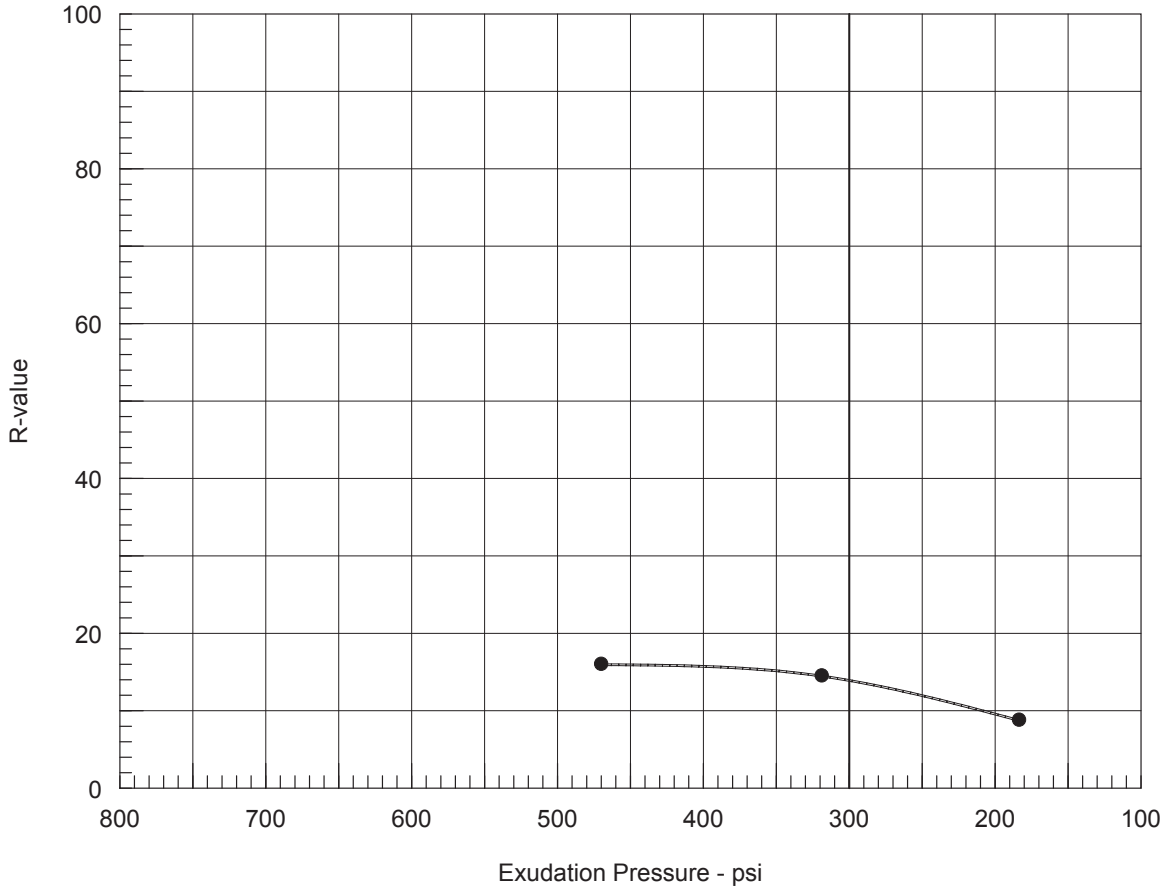
Remarks:
Sampled by client on12/14/18 and received 12/14/18

R-VALUE TEST REPORT

Applied Materials & Engineering, Inc.

Figure 1

R-VALUE TEST REPORT



Resistance R-Value and Expansion Pressure - Cal Test 301

No.	Compact. Pressure psi	Density pcf	Moist. %	Expansion Pressure psf	Horizontal Press. psi @ 160 psi	Sample Height in.	Exud. Pressure psi	R Value	R Value Corr.
1	90	123.0	13.1	0	125	2.39	318	16	14
2	90	118.2	13.6	0	138	2.51	183	9	9
3	90	113.0	13.0	0	113	2.51	470	16	16

Test Results	Material Description
R-value at 300 psi exudation pressure = 14	Light brown silt

Project No.: 1181007C

Project: 132734-004 DePaul Technology Center, Morgan Hill, CA

Source of Sample: Native 12/19/18

Sample Number: HA-05,06,07,08 comp.

Date: 1/16/2019

Tested by: S. Poulos

Checked by: S. Poulos

Remarks:
Sampled by client on 12/19/18 and received on 12/19/18

R-VALUE TEST REPORT

Applied Materials & Engineering, Inc.

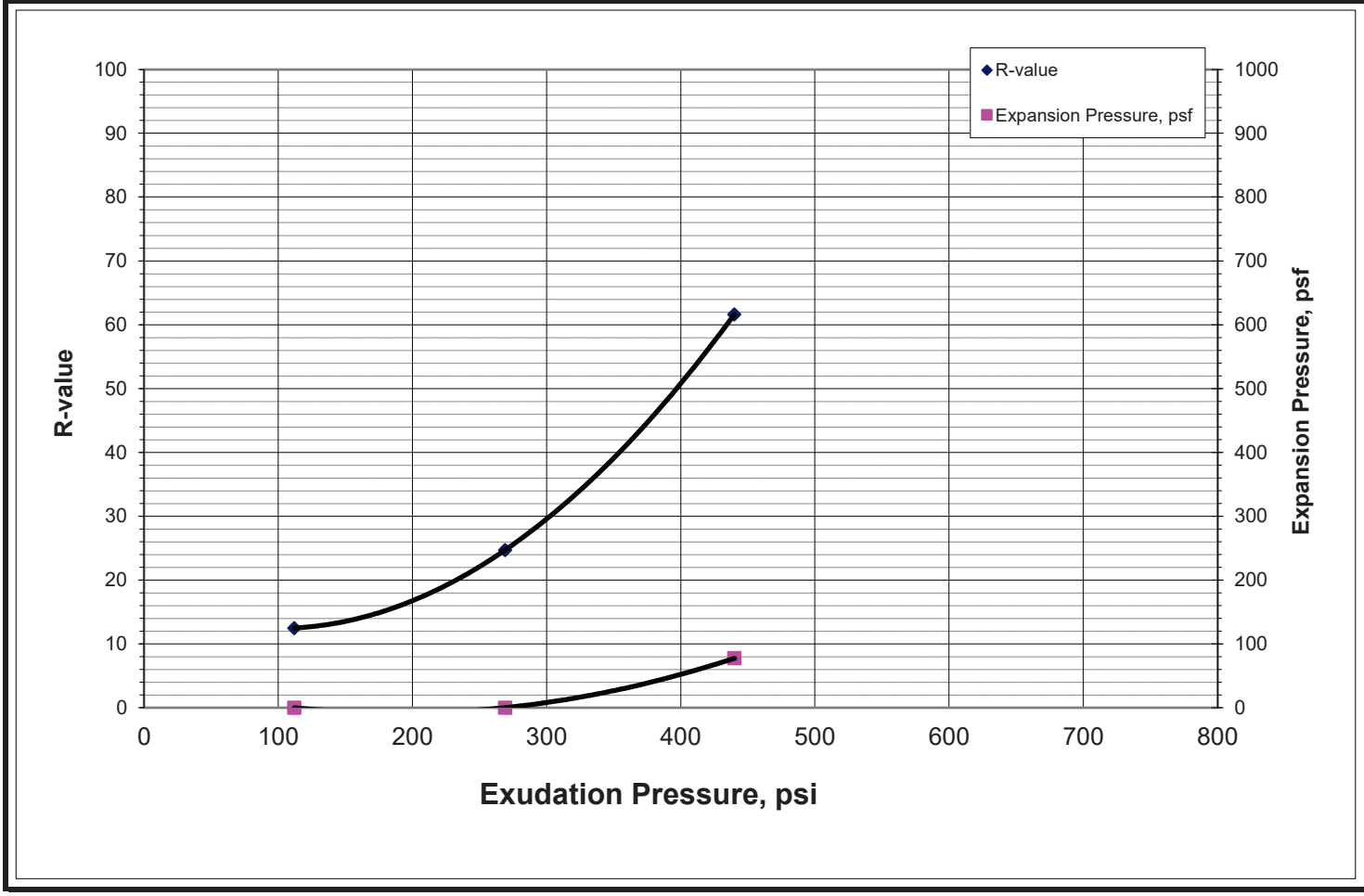
Figure 1

R-value Test Report (Caltrans 301)

Job No.:	715-037	**Date:**	03/08/19	**Initial Moisture,**	8.7
Client:	Haley & Aldrich	**Tested**	PJ	**R-value**	**30**
Project:	132734-004	**Reduced**	RU		
Sample	HA 09,10,12 & 13	**Checked**	DC	**Expansion Pressure**	**10** psf
Soil Type:	Olive Brown Clayey SAND w/ Gravel				

Specimen Number	A	B	C	D
Exudation Pressure, psi	112	269	440	
Prepaired Weight, grams	1200	1200	1200	
Final Water Added, grams/cc	50	30	15	
Weight of Soil & Mold, grams	3258	3227	3216	
Weight of Mold, grams	2113	2098	2098	
Height After Compaction, in.	2.57	2.55	2.41	
Moisture Content, %	13.2	11.4	10.1	
Dry Density, pcf	119.3	120.4	127.8	
Expansion Pressure, psf	0	0	77	
Stabilometer @ 1000				
Stabilometer @ 2000	127	105	44	
Turns Displacement	4.75	4.00	3.75	
R-value	12	25	62	

Remarks:



California State Certified Laboratory No. 2153

CERCO analytical
1100 Willow Pass Court, Suite A
Concord, CA 94520-1006
925 462 2771 Fax. 925 462 2775
www.cercoanalytical.com

2 January, 2019

Job No. 1812146
Cust. No. 12468

Mr. Dean Iwasa
Haley & Aldrich
2033 No. Main Street, Suite 309
Walnut Creek, CA 94596-7260

Subject: Project No.: 132734-004
Project Name: DePaul Technology Center, Morgan Hill, CA
Corrosivity Analysis – ASTM Test Methods

Dear Mr. Iwasa:

Pursuant to your request, CERCO Analytical has analyzed the soil samples submitted on December 19, 2018. Based on the analytical results, this brief corrosivity evaluation is enclosed for your consideration.

Based upon the resistivity measurements, both samples are classified as "moderately corrosive". All buried iron, steel, cast iron, ductile iron, galvanized steel and dielectric coated steel or iron should be properly protected against corrosion depending upon the critical nature of the structure. All buried metallic pressure piping such as ductile iron firewater pipelines should be protected against corrosion.

The chloride ion concentrations reflect none detected with a reporting limit of 15 mg/kg.

The sulfate ion concentrations reflect none detected & 69 mg/kg and are determined to be insufficient to damage reinforced concrete structures and cement mortar-coated steel at these locations.

The pH of the soils are 7.19 & 8.40, which does not present corrosion problems for buried iron, steel, mortar-coated steel and reinforced concrete structures.

The redox potentials are 200 & 260-mV. Sample No.001 is indicative of potentially "moderately corrosive" soils and Sample No.002 is indicative of potentially "slightly corrosive" soils resulting from anaerobic soil conditions.

This corrosivity evaluation is based on general corrosion engineering standards and is non-specific in nature. For specific long-term corrosion control design recommendations or consultation, please call *JDH Corrosion Consultants, Inc. at (925) 927-6630.*

We appreciate the opportunity of working with you on this project. If you have any questions, or if you require further information, please do not hesitate to contact us.

Very truly yours,
CERCO ANALYTICAL, INC.

J. Darby Howard, Jr., P.E.
President

JDH/jdl
Enclosure

California State Certified Laboratory No. 2153

CERCO analytical
1100 Willow Pass Court, Suite A
Concord, CA 94520-1006
925 462 2771 Fax. 925 462 2775
www.cercoanalytical.com

Client: Haley & Aldrich
Client's Project No.: 132734-004
Client's Project Name: DePaul Technology Center, Morgan Hill, CA
Date Sampled: 19-Dec-18
Date Received: 19-Dec-18
Matrix: Soil
Authorization: Signed Chain of Custody

Date of Report: 2-Jan-2019

Job/Sample No.	Sample I.D.	Redox (mV)	pH	Conductivity (umhos/cm)*	Resistivity (100% Saturation) (ohms-cm)	Sulfide (mg/kg)*	Chloride (mg/kg)*	Sulfate (mg/kg)*
1812146-001	HA-04 @ 2.5	200	8.40	-	2,200	-	N.D.	N.D.
1812146-002	HA-06 @ 4'	260	7.19	-	3,000	-	N.D.	69

Method:	ASTM D1498	ASTM D4972	ASTM D1125M	ASTM G57	ASTM D4658M	ASTM D4327	ASTM D4327
Reporting Limit:	-	-	10	-	50	15	15
Date Analyzed:	27-Dec-2018	27-Dec-2018	-	28-Dec-2018	-	27-Dec-2018	27-Dec-2018

Cheryl McMillen
Laboratory Director

* Results Reported on "As Received" Basis
N.D. - None Detected

Quality Control Summary - **All laboratory quality control parameters were found to be within established limits**

California State Certified Laboratory No. 2153

CERCO analytical
1100 Willow Pass Court, Suite A
Concord, CA 94520-1006
925 462 2771 Fax. 925 462 2775
www.cercoanalytical.com

27 February, 2019

Job No. 1902164
Cust. No. 12468

Mr. Dean Iwasa
Haley & Aldrich
2033 No. Main Street, Suite 309
Walnut Creek, CA 94596-7260

Subject: Project No.: 132734-004
Project Name: Morgan Hill Tech Center, Morgan Hill, CA
Corrosivity Analysis – ASTM Test Methods

Dear Mr. Iwasa:

Pursuant to your request, CERCO Analytical has analyzed the soil sample submitted on February 22, 2019. Based on the analytical results, this brief corrosivity evaluation is enclosed for your consideration.

Based upon the resistivity measurement, this sample is classified as "moderately corrosive". All buried iron, steel, cast iron, ductile iron, galvanized steel and dielectric coated steel or iron should be properly protected against corrosion depending upon the critical nature of the structure. All buried metallic pressure piping such as ductile iron firewater pipelines should be protected against corrosion.

The chloride ion concentration reflects none detected with a reporting limit of 15 mg/kg.

The sulfate ion concentration is 46 mg/kg and is determined to be insufficient to damage reinforced concrete structures and cement mortar-coated steel at this location.

The pH of the soil is 7.62, which does not present corrosion problems for buried iron, steel, mortar-coated steel and reinforced concrete structures.

The redox potential is 280-mV, which is indicative of potentially "slightly corrosive" soils resulting from anaerobic soil conditions.

This corrosivity evaluation is based on general corrosion engineering standards and is non-specific in nature. For specific long-term corrosion control design recommendations or consultation, please call *JDH Corrosion Consultants, Inc. at (925) 927-6630.*

We appreciate the opportunity of working with you on this project. If you have any questions, or if you require further information, please do not hesitate to contact us.

Very truly yours,
CERCO ANALYTICAL, INC.

J. Darby Howard, Jr., P.E.
President

JDH/jdl
Enclosure

California State Certified Laboratory No. 2153

CERCO analytical
1100 Willow Pass Court, Suite A
Concord, CA 94520-1006
925 462 2771 Fax. 925 462 2775
www.cercoanalytical.com

Client: Haley & Aldrich
Client's Project No.: 132734-004
Client's Project Name: Morgan Hill Tech Center, Morgan Hill, CA
Date Sampled: 22-Feb-19
Date Received: 22-Feb-19
Matrix: Soil
Authorization: Signed Chain of Custody

Date of Report: 27-Feb-2019

Job/Sample No.	Sample I.D.	Redox (mV)	pH	Conductivity (umhos/cm)*	Resistivity (100% Saturation) (ohms-cm)	Sulfide (mg/kg)*	Chloride (mg/kg)*	Sulfate (mg/kg)*
1902164-001	HA-15 @ 1'	280	7.62	-	3,700	-	N.D.	46

Method:	ASTM D1498	ASTM D4972	ASTM D1125M	ASTM G57	ASTM D4658M	ASTM D4327	ASTM D4327
Reporting Limit:	-	-	10	-	50	15	15
Date Analyzed:	25-Feb-2019	25-Feb-2019	-	27-Feb-2019	-	25-Feb-2019	25-Feb-2019

Cheryl McMillen
Laboratory Director

* Results Reported on "As Received" Basis
N.D. - None Detected

Quality Control Summary - All laboratory quality control parameters were found to be within established limits

APPENDIX C
Percolation Test Results

HALEY ALDRICH	PERCOLATION TEST DATA	File No.:	132734
		Sheet:	1 of 5
Client:	TC Morgan Hill Venture LLC	Date:	Feb. 2019
Project:	RedwoodTech @ 101, Morgan Hill, CA	Field Rep.	MAS
Subject:	Boring/Excavation Percolation Testing Field Log		

Boring/Test Number	HA-PERC-1		Length of Casing	64	inches
Diameter of Boring	6	inches	Depth of Casing Below	5.00	feet
Diameter of Casing	2	inches	Depth to Initial Water	40	inches

Reading Number	Time Start/End	Elapsed Time (min)	Final Water Depth (in)	Water Drop (in)	Direct Percolation Rate (in/hr)	Reduction Factor	Adjusted Percolation Rate (in/hr)
1	0735 0805	30	55.25	15.25	30.50	6.46	4.72
2	0805 0835	30	55.75	15.75	31.50	6.38	4.94
3	0835 0905	30	55.50	15.50	31.00	6.42	4.83
4	0905 0935	30	55.50	15.50	31.00	6.42	4.83
5	0935 1005	30	55.50	15.50	31.00	6.42	4.83
6	1005 1035	30	55.50	15.50	31.00	6.42	4.83
7	1035 1105	30	55.50	15.50	31.00	6.42	4.83
		Average of Last 3 Readings:			31.00	6.42	4.83

Reduction Factors

Rf =	6.42	*(Calculated as Rf = [(2d1 - Δd) / DIA] + 1)*
CF_v =	1.5	*(moderate site variability, low number of tests)*
CF_s =	2	*(moderate long-term siltation)*
CF_{total} =	19.3	*(product of Rf, CFv, and CFs)*

Design Percolation Rate

Unadjusted Percolation Rate (P_R) =	31.00	in/hour *(average of last three)*
Design Percolation Rate (P_R / Cf_{total}) =	1.61	in/hour
	(1.1E-03	*cm/s)*

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HALEY ALDRICH	PERCOLATION TEST DATA	File No.:	132734
		Sheet:	2 of 5
Client:	TC Morgan Hill Venture LLC	Date:	Feb. 2019
Project:	RedwoodTech @ 101, Morgan Hill, CA	Field Rep.	MAS
Subject:	Boring/Excavation Percolation Testing Field Log		

Boring/Test Number	HA-PERC-2		Length of Casing	64	inches
Diameter of Boring	6	inches	Depth of Casing Below	5.00	feet
Diameter of Casing	2	inches	Depth to Initial Water	40	inches

Reading Number	Time Start/End	Elapsed Time (min)	Final Water Depth (in)	Water Drop (in)	Direct Percolation Rate (in/hr)	Reduction Factor	Adjusted Percolation Rate (in/hr)
1	0730 0800	30	48.50	8.50	17.00	7.58	2.24
2	0800 0830	30	48.50	8.50	17.00	7.58	2.24
3	0830 0900	30	47.50	7.50	15.00	7.75	1.94
4	0900 0930	30	47.50	7.50	15.00	7.75	1.94
5	0930 1000	30	46.50	6.50	13.00	7.92	1.64
6	1000 1030	30	46.50	6.50	13.00	7.92	1.64
7	1030 1100	30	46.50	6.50	13.00	7.92	1.64
8	1100 1130	30	46.50	6.50	13.00	7.92	1.64
		Average of Last 3 Readings:			13.00	7.92	1.64

Reduction Factors

Rf =	7.92	*(Calculated as Rf = [(2d1 - Δd) / DIA] + 1)*
CF_v =	1.5	*(moderate site variability, low number of tests)*
CF_s =	2	*(moderate long-term siltation)*
CF_{total} =	23.8	*(product of Rf, CFv, and CFs)*

Design Percolation Rate

Unadjusted Percolation Rate (P_R) =	13.00	in/hour *(average of last three)*
Design Percolation Rate (P_R / Cf_{total}) =	0.55	in/hour
	(3.9E-04	*cm/s)*

\\haleyaldrich.com\share\CF\Projects\132734\132734-004\Analysis\[132734 Boring Perc Spreadsheet MAS_2022.xlsx]PERC-5

HALEY ALDRICH	PERCOLATION TEST DATA	File No.:	132734
		Sheet:	3 of 5
Client:	TC Morgan Hill Venture LLC	Date:	Feb. 2019
Project:	RedwoodTech @ 101, Morgan Hill, CA	Field Rep.	MAS
Subject:	Boring/Excavation Percolation Testing Field Log		

Boring/Test Number	HA-PERC-3		Length of Casing	64	inches
Diameter of Boring	6	inches	Depth of Casing Below	5.00	feet
Diameter of Casing	2	inches	Depth to Initial Water	40	inches

Reading Number	Time Start/End	Elapsed Time (min)	Final Water Depth (in)	Water Drop (in)	Direct Percolation Rate (in/hr)	Reduction Factor	Adjusted Percolation Rate (in/hr)
1	1052 1122	30	47.00	7.00	14.00	7.83	1.79
2	1122 1152	30	45.75	5.75	11.50	8.04	1.43
3	1152 1222	30	50.25	10.25	20.50	7.29	2.81
4	1222 1252	30	45.75	5.75	11.50	8.04	1.43
5	1252 1322	30	45.50	5.50	11.00	8.08	1.36
6	1322 1352	30	45.50	5.50	11.00	8.08	1.36
7	1352 1422	30	45.50	5.50	11.00	8.08	1.36
8	1422 1452	30	45.50	5.50	11.00	8.08	1.36
			Average of Last 3 Readings:		11.00	8.08	1.36

Reduction Factors

Rf =	8.08	*(Calculated as Rf = [(2d1 - Δd) / DIA] + 1)*
CF_v =	1.5	*(moderate site variability, low number of tests)*
CF_s =	2	*(moderate long-term siltation)*
CF_{total} =	24.3	*(product of Rf, CFv, and CFs)*

Design Percolation Rate

Unadjusted Percolation Rate (P_R) =	11.00	in/hour *(average of last three)*
Design Percolation Rate (P_R / Cf_{total}) =	0.45	in/hour
	(3.2E-04	*cm/s)*

\\haleyaldrich.com\share\CF\Projects\132734\132734-004\Analysis\[132734 Boring Perc Spreadsheet MAS_2022.xlsx]PERC-5

HALEY ALDRICH	PERCOLATION TEST DATA	File No.:	132734
		Sheet:	4 of 5
Client:	TC Morgan Hill Venture LLC	Date:	Feb. 2019
Project:	RedwoodTech @ 101, Morgan Hill, CA	Field Rep.	MAS
Subject:	Boring/Excavation Percolation Testing Field Log		

Boring/Test Number	HA-PERC-4		Length of Casing	64	inches
Diameter of Boring	6	inches	Depth of Casing Below	5.00	feet
Diameter of Casing	2	inches	Depth to Initial Water	40	inches

Reading Number	Time Start/End	Elapsed Time (min)	Final Water Depth (in)	Water Drop (in)	Direct Percolation Rate (in/hr)	Reduction Factor	Adjusted Percolation Rate (in/hr)
1	1300 1330	30	53.50	13.50	27.00	6.75	4.00
2	1330 1400	30	53.50	13.50	27.00	6.75	4.00
3	1400 1430	30	54.00	14.00	28.00	6.67	4.20
4	1430 1500	30	54.50	14.50	29.00	6.58	4.41
5	1500 1530	30	54.50	14.50	29.00	6.58	4.41
6	1530 1600	30	54.50	14.50	29.00	6.58	4.41
7	1600 1630	30	54.50	14.50	29.00	6.58	4.41
			Average of Last 3 Readings:		29.00	6.58	4.41

Reduction Factors

Rf =	6.58	*(Calculated as Rf = [(2d1 - Δd) / DIA] + 1)*
CF_v =	1.5	*(moderate site variability, low number of tests)*
CF_s =	2	*(moderate long-term siltation)*
CF_{total} =	19.8	*(product of Rf, CFv, and CFs)*

Design Percolation Rate

Unadjusted Percolation Rate (P_R) =	29.00	in/hour *(average of last three)*
Design Percolation Rate (P_R / Cf_{total}) =	1.47	in/hour
	(1.0E-03	*cm/s)*

HALEY ALDRICH	PERCOLATION TEST DATA	File No.:	132734
		Sheet:	5 of 5
Client:	TC Morgan Hill Venture LLC	Date:	Feb. 2019
Project:	RedwoodTech @ 101, Morgan Hill, CA	Field Rep.	MAS
Subject:	Boring/Excavation Percolation Testing Field Log		

Boring/Test Number	HA-PERC-5		Length of Casing	64	inches
Diameter of Boring	6	inches	Depth of Casing Below	5.00	feet
Diameter of Casing	2	inches	Depth to Initial Water	40	inches

Reading Number	Time Start/End	Elapsed Time (min)	Final Water Depth (in)	Water Drop (in)	Direct Percolation Rate (in/hr)	Reduction Factor	Adjusted Percolation Rate (in/hr)
1	0740 0810	30	61.50	21.50	43.00	5.42	7.94
2	0810 0840	30	61.00	21.00	42.00	5.50	7.64
3	0840 0910	30	61.50	21.50	43.00	5.42	7.94
4	0910 0940	30	61.50	21.50	43.00	5.42	7.94
5	0940 1010	30	61.50	21.50	43.00	5.42	7.94
6	1010 1040	30	61.50	21.50	43.00	5.42	7.94
7	1040 1110	30	61.25	21.25	42.50	5.46	7.79
8	1110 1140	30	61.50	21.50	43.00	5.42	7.94
		Average of Last 3 Readings:			42.83	5.43	7.89

Reduction Factors

Rf =	5.43	*(Calculated as Rf = [(2d1 - Δd) / DIA] + 1)*
CF_v =	1.5	*(moderate site variability, low number of tests)*
CF_s =	2	*(moderate long-term siltation)*
CF_{total} =	16.3	*(product of Rf, CFv, and CFs)*

Design Percolation Rate

Unadjusted Percolation Rate (P_R) =	42.83	in/hour *(average of last three)*
Design Percolation Rate (P_R / Cf_{total}) =	2.63	in/hour
	(1.9E-03	*cm/s)*

\\haleyaldrich.com\share\CF\Projects\132734\132734-004\Analysis\[132734 Boring Perc Spreadsheet MAS_2022.xlsx]PERC-5

APPENDIX D
MASW Shear Wave Study

J R ASSOCIATES

Engineering Geophysics
17040 Oak Leaf Drive
Morgan Hill, CA 95037
(408) 293-7390

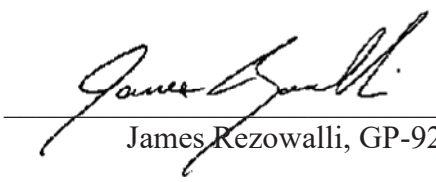
MASW SHEAR WAVE STUDY FOR THE 1040 COCHRANE ROAD SITE MORGAN HILL, CALIFORNIA

August 3, 2020

for

HALEY & ALDRICH, INC.
2033 North Main Street, Suite 309
Walnut Creek, CA 94596

by



James Rezowalli, GP-921

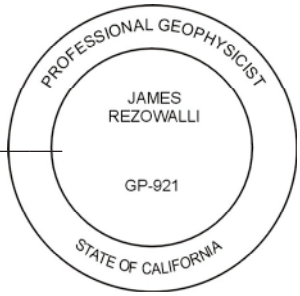


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Drawing 3 Shear Wave Velocity Profiles

I INTRODUCTION

This report presents the results of a multichannel analysis of surface waves (MASW) shear wave velocity study performed at an approximately 60-acre site in Morgan Hill, California. The investigation was performed for Haley Aldrich, Incorporated, by J R Associates. The purpose of the investigation was to measure the shear wave velocities of the upper 100 feet of soil at the site. James Rezowalli, Principal Geophysicist, and Brian Rezowalli, Technician, of J R Associates performed the field work in July of 2020.

A. Site Conditions

The site includes 1040 Cochrane Road and 1065 Half Road in Morgan Hill (Drawing 1). The site was bounded by Cochrane Road, Half Road, and US Highway 101. At the time of this investigation the site was used as a nursery specializing in mature trees. Other than a house and shed in the northeast corner of the site, the site was undeveloped flat land.

II METHODOLOGY

A. Field Procedures

We used the multichannel analysis of surface waves (MASW) method to collect shear wave velocities. The MASW method calculates shear wave velocity changes with depth from surface waves generated at a shot point. We collected data at five locations (Drawing 2). The locations were kept to the middle and northwestern side of the property to avoid noise from the freeway on the southwest side. At each location an array consisting of two shot points and a string of 24 geophones was used to collect data. The geophones were spaced 10 feet apart and one shot point, the forward shot, was placed in-line 30 feet from the first geophone and the second shot point, the reversed shot, was placed in-line 30 feet from the last geophone. Eight seismic records were taken and stacked at each shot point to reduce the noise from the nearby freeway. For each of the five locations, two profiles of shear wave velocity were obtained using software developed by the University of Kansas. One profile was calculated from the stack of forward shots and one profile from the stack of reversed shots.

B. Data Reduction

The program Surfseis developed by the Kansas Geological Survey was used to process the seismic records into S-wave profiles. From each stacked seismic recording a fundamental-mode dispersion curve was extracted. The dispersion curve is related to the shear wave velocities of the different wave lengths contained in the surface wave. Longer wave lengths are related to the S-wave velocity of deeper soils and shorter wave lengths are related to the S-wave velocities of near surface soils. The dispersion curves are inverted into a series of one-dimensional S-wave velocity profiles. More information of the MASW method can be found at the Kansas Geological Survey's web site at www.kgs.edu/software/surfseis/.

III RESULTS

A. Shear Wave Results

The results of the MASW shear wave profiling are presented in Drawing 3. The shear wave velocity ranged from 800 fps to 2500 fps. From the ground surface to approximately 33 feet the shear wave velocity increase from 800 fps to 1900 fps. From 33 feet to about 47 to 55 feet the shear wave velocity decreases from 1900 fps to 1400 fps. From 55 feet to the depth of the investigation, 100 feet, the velocity increased from 1400 fps to 2400 fps. There was some variation in the shear wave profiles from the forward and reversed shots but they both showed the same general velocity profiles.

B. Summary

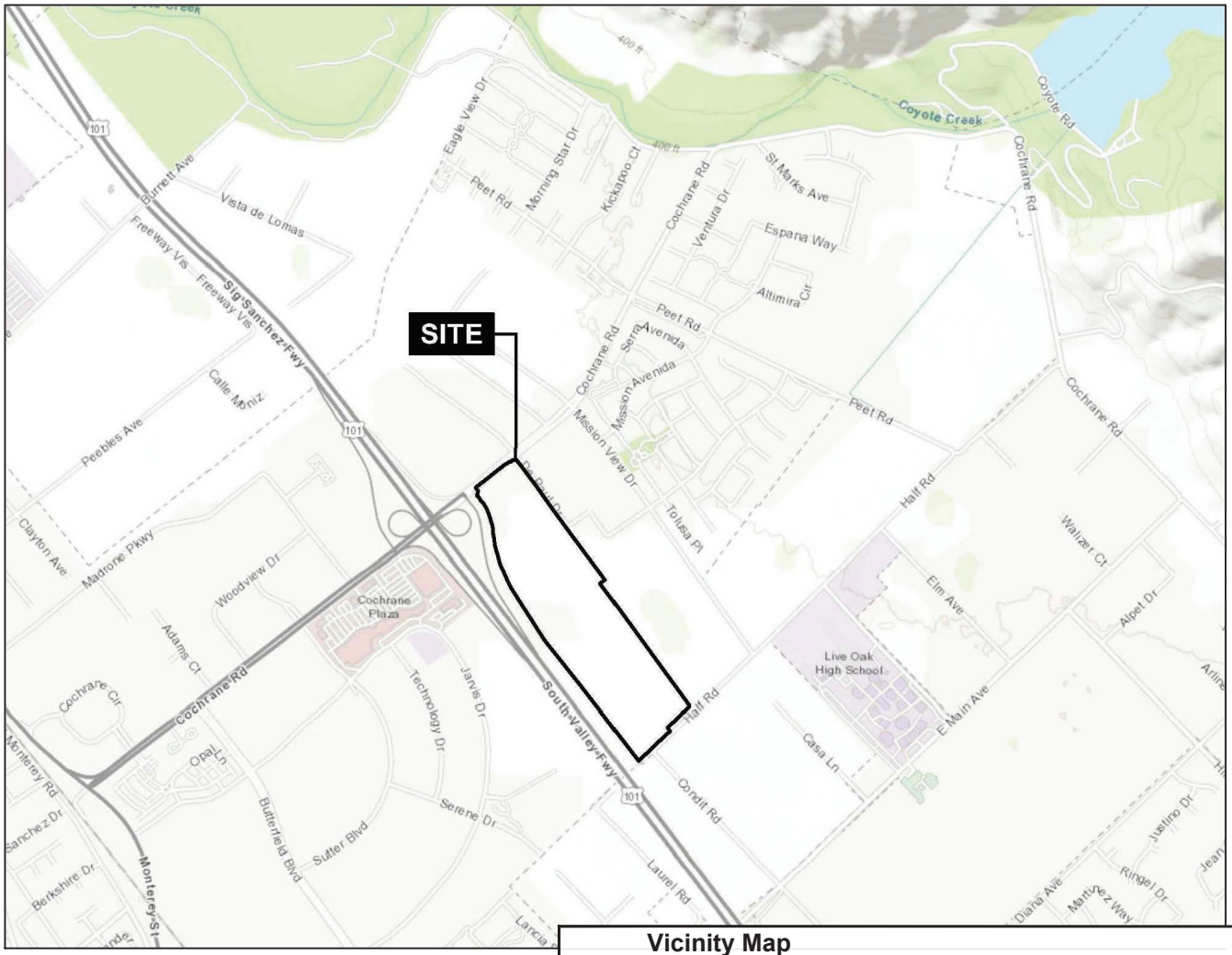
The velocity profiles are indicative of four seismic layers, a near surface layer that extends down to around 15 feet with low shear wave velocity with a midrange of around 1000 fps. From around 15 feet to 45 feet there is a higher velocity layer with an S-wave velocity with a midrange of around 1800 fps. From 45 to around 70 feet there is a slightly lower velocity layer with a midrange velocity of around 1400 fps. Below 70 feet the velocities increase again up to 2400 fps with a midrange around 2000 fps.

C. Limitations

Seismic layers do not always correspond directly to lithologic changes that might be found in borehole or trenching data. A seismic layer is an interface between materials with different P- or S-wave velocities. Factors such as weathering, cementation, induration, and saturation as well as lithologic changes can create changes in seismic velocities. There can be lithologic changes

without velocity changes. However, our field experience indicates that seismic layers often correspond to major changes in lithology or saturation to within ±20% of the depth to the interface. Our data should be compared with available geologic and other data before conclusions are drawn.

IV DRAWINGS



Vicinity Map
1040 Cochrane Road and 1065 Half Road
Morgan Hill, California

SCALE: No Scale			DRAWN BY: J.J.R.
DATE: 8-03-2020	JOB NUMBER:	145-349-20	REVISED:

J R Associates Civil and Environmental Geophysics
17040 Oak Leaf Drive Morgan Hill, CA (408) 293-7390

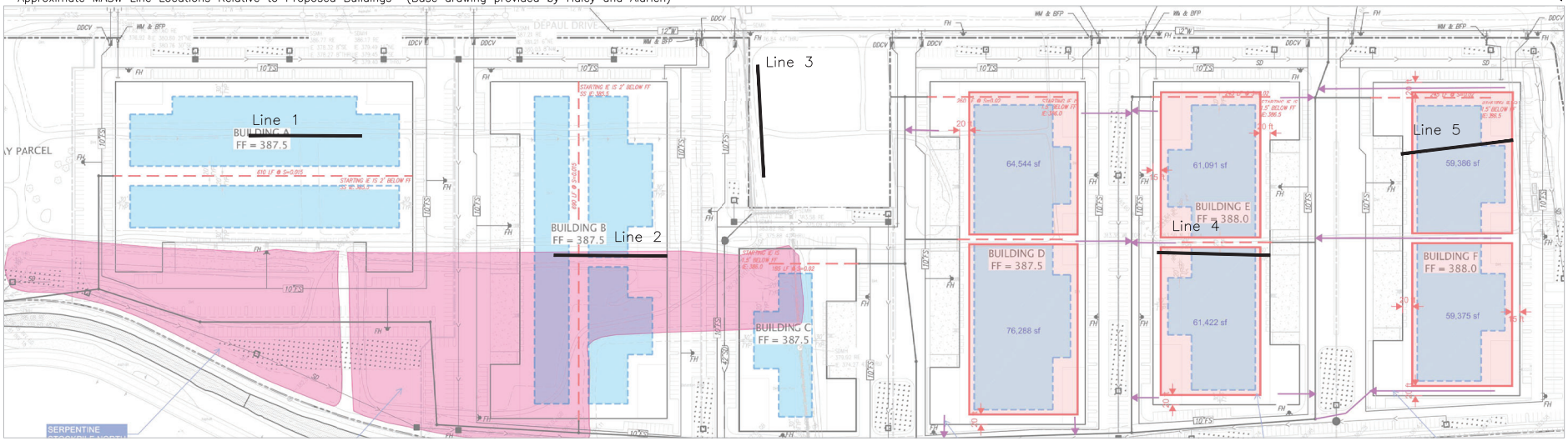
DRAWING NUMBER: 1 of 3

*Figure is not OCR compatible.

MASW Line Locations (Air Photo 7–30–2020)



Approximate MASW Line Locations Relative to Proposed Buildings (Base drawing provided by Haley and Aldrich)



MASW Line Locations
1040 Cochrane Road and 1065 Half Road
Morgan Hill, California

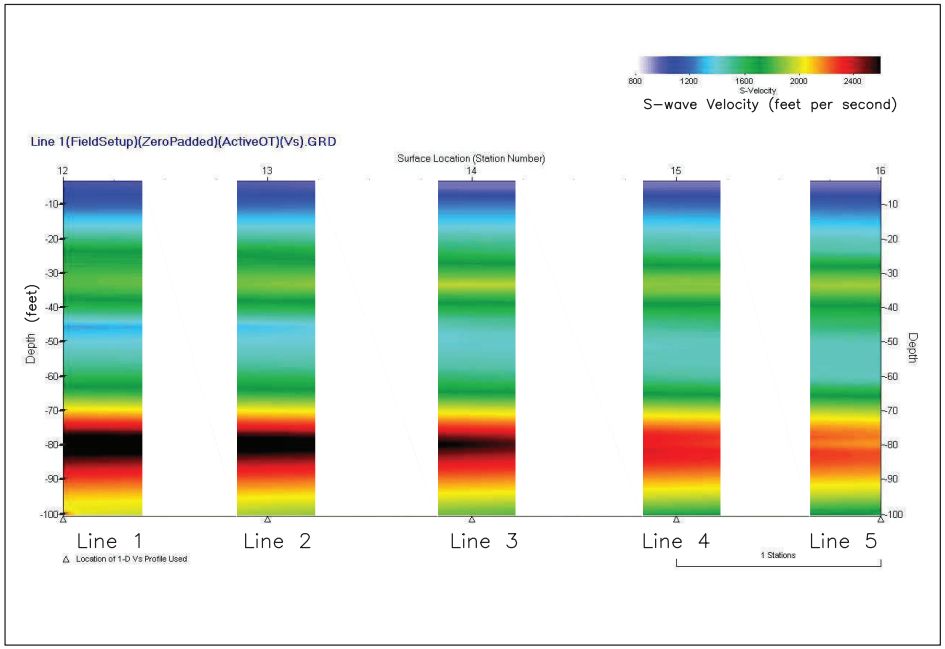
SCALE: 1" = 100' | DRAWN BY: J.J.R.
DATE: 8-03-2020 | JOB NUMBER: 145-349-20 | REVISED:

J R Associates Civil and Environmental Geophysics
17040 Oak Leaf Drive, Morgan Hill, CA (408) 293-7390

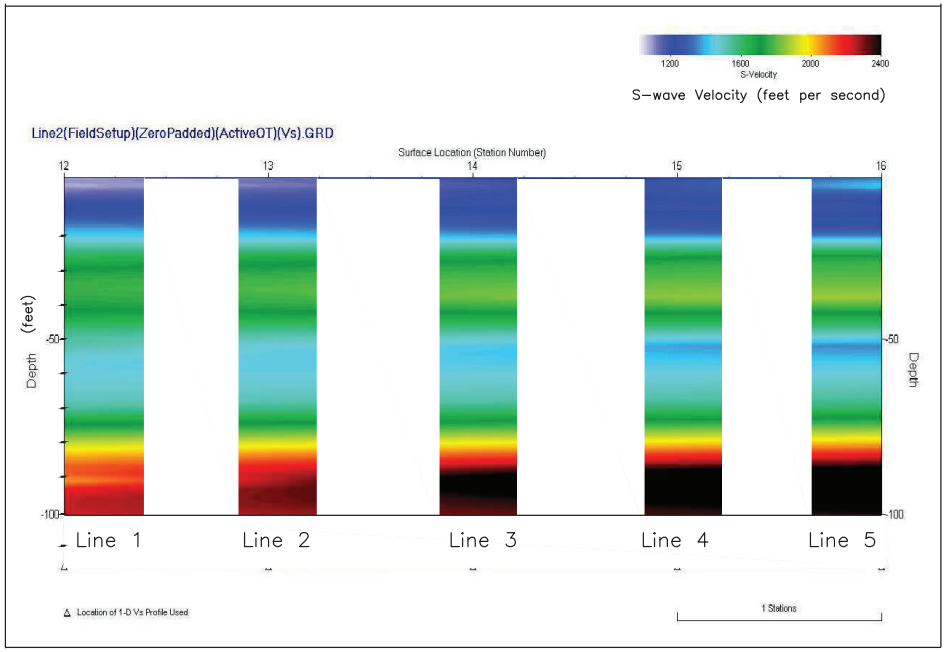
DRAWING NUMBER: 2 of 3

*Figure is not OCR compatible.

Forward Shots



Reversed Shots



Smoothed Shear Wave Velocity Profiles
1040 Cochrane Road and 1065 Half Road
Morgan Hill, California

SCALE: See Diagrams			DRAWN BY: J.J.R.
DATE: 8-03-2020	JOB NUMBER:	145-349-20	REVISED:

J R Associates Civil and Environmental Geophysics
17040 Oak Leaf Drive Morgan Hill, CA (408) 293-7390

DRAWING NUMBER: 3 of 3

*Figure is not OCR compatible.

Appendix B

Phase I Environmental Site Assessment

HALEY ALDRICH

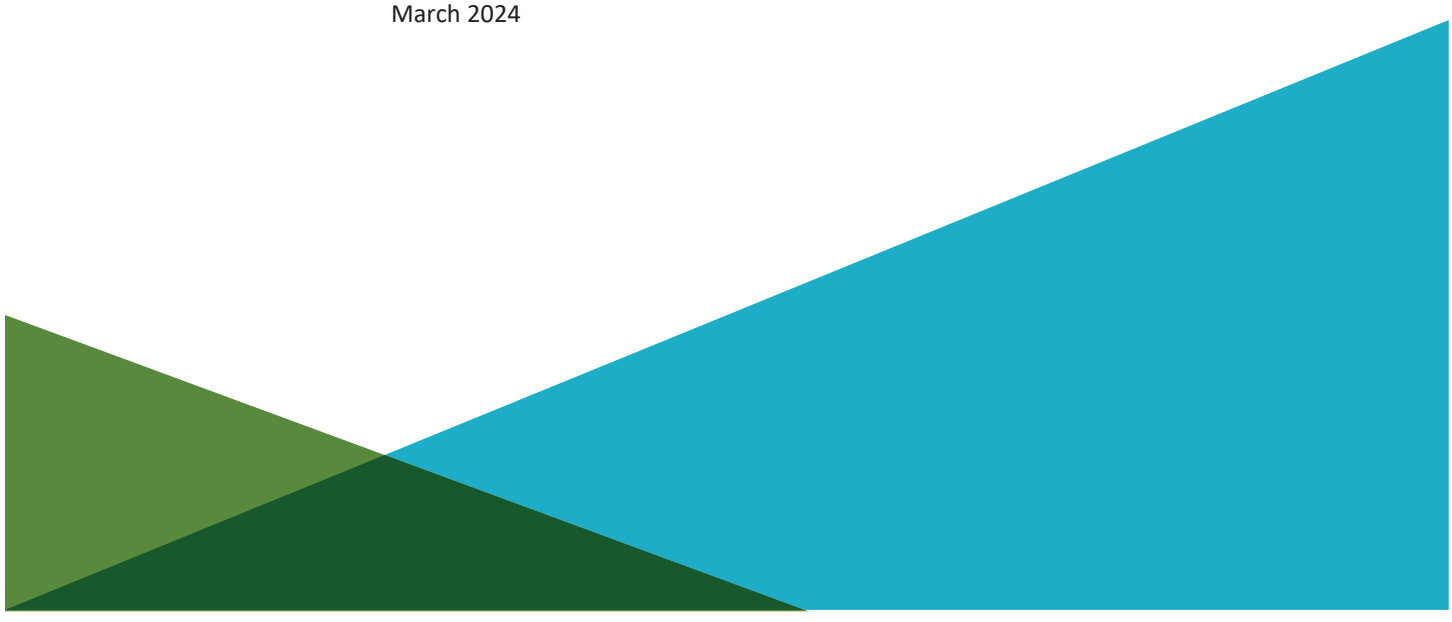
www.haleyaldrich.com

ASTM PHASE I ENVIRONMENTAL SITE ASSESSMENT
20-ACRE PORTION OF APNS 728-31-017 AND 728-31-019
MORGAN HILL, CALIFORNIA

by
Haley & Aldrich, Inc.
Walnut Creek, California

for
High Street No. Cal. Development, Inc.
San Francisco, California

File No. 132734-008
March 2024



HALEY & ALDRICH, INC.
2033 N. Main Street
Suite 309
Walnut Creek, CA 94596
925.949.1012

22 March 2024
File No. 132734-008

High Street No. Cal. Development, Inc.
415 Mission Street
45th Floor
San Francisco, California 94105

Attention: Curtis Tubbs
Senior Vice President

Subject: ASTM Phase I Environmental Site Assessment
20-Acre Portion of APNs 728-31-017 and 728-31-019
Morgan Hill, California

Dear Mr. Tubbs:

The enclosed report presents the results of a Phase I Environmental Site Assessment (Phase I) conducted at the above-referenced property, which consists of a 20-acre portion of Santa Clara County Assessor Parcel Numbers (APNs) 728-31-017 and 728-31-019 located in Morgan Hill, California (herein referred to as the "subject property"). This work was performed by Haley & Aldrich, Inc. (Haley & Aldrich), in accordance with our proposal to Trammell Crow Company dated 26 February 2024 as authorized on 26 February 2024 ("Agreement"); the Trammell Crow Company Scope of Work for Performance of Phase I Environmental Site Assessments, dated 13 February 2023; and the scope and limitations of the ASTM International (ASTM) E1527-21 Standard Practice for Environmental Site Assessments.[1]

The objective of a Phase I is to assess whether known and/or suspect recognized environmental conditions (RECs), controlled RECs (CRECs), or historical RECs (HRECs) are associated with the subject property, as defined in the ASTM E1527-21 Standard.

This Phase I has revealed evidence of one REC and one other environmental finding associated with the subject property.

[1] The ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E1527-21 Standard) as referenced in Code of Federal Regulations Title 40 Part 312 (the All Appropriate Inquiries Rule).

Thank you for the opportunity to perform these services for you. Please do not hesitate to contact us if you have any questions or comments.

Sincerely yours,
HALEY & ALDRICH, INC.

Akash Caveney
Project Environmental Scientist

Jason Grant, P.E. (CA)
Senior Technical Expert

Enclosures

Executive Summary

Haley & Aldrich, Inc. (Haley & Aldrich) has performed a Phase I Environmental Site Assessment (Phase I) of the property consisting of a 20-acre portion of Santa Clara County Assessor Parcel Numbers (APNs) 728-31-017 and 728-31-019 located in Morgan Hill, California (herein referred to as the "subject property"; Figure 1). The scope of work is described and conditioned by our proposal dated 26 February 2024 as authorized on 26 February 2024. This Phase I was performed for High Street No. Cal. Development, Inc. in support of the proposed sale of the subject property and future plans to redevelop for residential use. This Phase I was performed in conformance with the scope and limitations of the ASTM International (ASTM) E1527-21 Standard and All Appropriate Inquiries (AAI) Rule and Trammell Crow Company's "Scope of Work for Performance of Phase I Environmental Site Assessments," dated 13 February 2023.

SUBJECT PROPERTY DESCRIPTION

As shown on Figure 2, the subject property is comprised of a portion of APNs 728-31-017 and 728-31-019, totaling approximately 20 acres. The subject property is currently owned by TC Morgan Hill Venture LLC and consists of vacant, undeveloped land currently being used as staging area for the adjacent property to the south currently being constructed.

OBJECTIVE

The objective of a Phase I is to assess whether recognized environmental conditions (RECs), controlled RECs (CRECs), or historical RECs (HRECs) are associated with the subject property. Our conclusions are intended to help the user evaluate the business environmental risk associated with the subject property. Our opinion regarding a REC's potential impact on the subject property is based on the scope of our work, the information obtained during the course of our work, the conditions prevailing at the time our work was performed, the applicable regulatory requirements in effect at the time our work was performed, our experience evaluating similar sites, and on our understanding of the client's intention to sell the subject property.

SIGNIFICANT DATA GAPS

Our ability to identify and evaluate RECs at the subject property is conditioned upon significant data gaps identified as part of this Phase I. The ASTM E1527-21 Standard defines a significant data gap as a data gap that affects the ability of the Environmental Professional to identify a REC.

No significant data gaps were identified during the performance of this Phase I. Thus, it is our opinion that sufficient information was obtained to identify subject property conditions indicative of releases or threatened releases of hazardous substances and petroleum hydrocarbons. Our opinion is limited by the conditions prevailing at the time our work is performed and the applicable regulatory requirements in effect.

RECOGNIZED ENVIRONMENTAL CONDITIONS

The ASTM E1527-21 Standard defines a REC as: (1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely

release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment.

The following REC was identified in connection with the subject property.

REC #1: Soil present on the subject property contains 4,4-DDT at concentrations exceeding the Tier 1 Environmental Screening Level (ESL) established by the San Francisco Bay Regional Water Quality Control Board (RWQCB), dated July 2019 (Rev 2).

Soil samples were collected from the subject property to assess potential concerns associated with its historical agricultural use. Samples were collected at depths up to 2.5 feet below ground surface (bgs) and submitted for laboratory analysis of arsenic and organochlorine pesticides. 4,4-DDTwas detected in samples collected at 0.5 and 1.0 feet bgs at concentrations exceeding the Tier 1 ESLs, which for 4,4-DDT is established to assess potential terrestrial habitat concerns. None of the detected concentrations exceeded the residential and construction worker direct exposure human health ESLs, and the collected 2.5 feet bgs samples did not detect concentrations greater than the laboratory reporting limit. Therefore, the detected 4,4-DDT concentrations are limited and bounded in depth and do not represent a risk to the subject property's planned residential development or to future construction workers.

CONTROLLED RECOGNIZED ENVIRONMENTAL CONDITIONS

The ASTM E1527-21 Standard defines a CREC as a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

CRECs were not identified in connection with the subject property.

HISTORICAL RECOGNIZED ENVIRONMENTAL CONDITIONS

The ASTM E1527-21 Standard defines an HREC as a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls. A historical recognized environmental condition is not a recognized environmental condition.

HRECs were not identified in connection with the subject property.

OTHER ENVIRONMENTAL FINDING

The subject property's native soil contains serpentine pebbles with naturally occurring asbestos (NOA) at concentrations greater than 1 percent. Given the presence of the NOA-containing serpentine pebbles and the subject property is greater than 1 acre, prior to performing any soil disturbing activities, a site-specific Asbestos Dust Mitigation Plan is required to be prepared and approved by the Bay Area Air Quality Management District to satisfy the requirements of the Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying and Surface Mining Operations.[2] The subject property's

[2] California Code of Regulations, Title 17, Section 93105 (17 CCR 93105).

native soil is planned to be stabilized with a vegetive cover (i.e., hydroseeding). The western portion of the subject property has already been hydroseeded.

NON-SCOPE CONSIDERATIONS

The ASTM E1527-21 Standard includes the following list of "additional issues" that are non-scope considerations outside of the scope of the ASTM Phase I practice: asbestos-containing materials (ACM), biological agents, cultural and historic resources, ecological resources, endangered species, health and safety, indoor air quality related to release of hazardous substances or petroleum products into the environment, industrial hygiene, lead-based paint unrelated to releases into the environment, lead in drinking water, mold or microbial growth conditions, polychlorinated biphenyl (PCB)-containing materials, naturally occurring radon, regulatory compliance, substances not defined as hazardous substances (emerging compounds), and wetlands. Trammell Crow Company's "Scope of Work for Performance of Phase I Environmental Site Assessments," dated 13 February 2023, requires review of four non-ASTM scope elements: 1) summary of existing ACM survey(s); 2) visual overview inspection for the presence of mold and moisture; 3) desktop review of the national wetlands database and inventory; and 4) summary of the United States Environmental Protection Agency (USEPA) radon testing results. Concerns related to these four non-ASTM scope elements are discussed below. The remaining items were not included in this Phase I prepared for the subject property.

Asbestos-Containing Material (ACM)

No buildings or other construction materials are currently located on the subject property, and therefore, ACM associated with building materials is not a concern. The subject property does contain serpentine pebbles with NOA in the native soil.

Visual Mold Inspection

A visual inspection for the presence of mold was conducted as part of the Phase I site reconnaissance. The presence of mold was not observed nor was anticipated as there are no structures at the subject property.

National Wetlands Database and Inventory

The "National Wetlands Inventory" website maintained by the United States Fish & Wildlife Service was reviewed to determine whether any wetlands or jurisdictional waters are present on the subject property. The subject property is not located in any of these areas.

Radon

The Radon Zones established by USEPA were reviewed for the subject property. This review identified that the county in which the subject property is located, Santa Clara County, is categorized as a Radon Zone 2, which indicates this county is predicted to contain average indoor radon screening levels from 2 to 4 picocuries per liter (pCi/L). This predicted range does not exceed the USEPA's radon action level of 4 pCi/L for when mitigation measures are recommended.

SUMMARY AND RECOMMENDATIONS

In summary, Haley & Aldrich identified one REC and one other environmental finding associated with the subject property during this Phase I. The remainder of this report contains additional information regarding the Phase I, the resulting findings summarized above, and limitations affecting this report.

Continued Viability of Environmental Site Assessment

In accordance with the ASTM E1527-21 Standard, the following components of the Phase I Report must be conducted or updated within 180 days prior to the date of acquisition or prior to the date of the transaction:

1. Interviews with owners, operators, and occupants. Completed on: 29 February 2024.
2. Searches for recorded environmental cleanup liens (a user responsibility). Completed on: 27 February 2024.
3. Reviews of federal, tribal, state, and local government records. Completed on: 27 February 2024.
4. Visual inspections of the subject property and of adjoining properties. Completed on: 29 February 2024.
5. The declaration by the Environmental Professional responsible for the assessment or update (refer to Section 9). Completed on: 01 April 2024.

\\haleyaldrich.com\share\CF\Projects\132734\008 Cochrane Village\Deliverables\Phase I ESA\2024-0322_TCC_ASTM Phase I_CochraneVillageMorganHill_F.docx

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E	Subject Property Photographs

1. Introduction

This report presents the results of an ASTM International (ASTM) Phase I Environmental Site Assessment (Phase I) conducted at the 20-acre portion of Santa Clara County Assessor Parcel Numbers (APNs) 728-31-017 and 728-31-019 located in Morgan Hill, California (herein referred to as the "subject property"). The approximately 20-acre subject property consists of vacant, undeveloped land as shown on the Project Locus, Figure 1. This Phase I was conducted for High Street No. Cal. Development, Inc. (High Street) in support of the proposed sale of the subject property and future plans to redevelop for residential use.

1.1 OBJECTIVE

The objective of a Phase I is to assess whether recognized environmental conditions (RECs), controlled RECs (CRECs), or historical RECs (HRECs) are associated with the subject property by evaluating site history, interviews, existing observable conditions, current site use, and current and former uses of adjoining properties, as well as potential releases at surrounding properties that may impact the subject property. Our conclusions are intended to help the user evaluate the business environmental risk associated with the subject property.

The ASTM E1527-21 Standard defines a REC as: (1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment. The definitions of RECs, CRECs, and HRECs are included in the Glossary section of this report.

1.2 SCOPE OF SERVICES

This Phase I was performed by Haley & Aldrich, Inc. (Haley & Aldrich) in conformance with the scope and limitations of the ASTM E1527-21 Standard and All Appropriate Inquiries (AAI) Rule; The Trammell Crow Company Scope of Work for Performance of Phase I Environmental Site Assessments, dated 13 February 2013; and in accordance with our proposal dated 26 February 2024 as authorized on 26 February 2024. The Phase I limitations are attached hereto as Appendix A.

As part of this Phase I, Haley & Aldrich conducted visual observations of site conditions and of abutting property use, and interviewed a key site manager (subject property reconnaissance); reviewed federal, state, tribal, and local environmental database information, federal and state environmental files, previous reports (if identified and provided), and site historical use records; and formulated conclusions regarding the potential presence and impact of RECs.

1.3 NON-SCOPE CONSIDERATIONS

The ASTM E1527-21 Standard includes the following list of "additional issues" that are non-scope considerations outside of the scope of the ASTM Phase I practice: asbestos-containing materials (ACM), biological agents, cultural and historic resources, ecological resources, endangered species, health and safety, indoor air quality related to release of hazardous substances or petroleum products into the environment, industrial hygiene, lead-based paint unrelated to releases into the environment, lead in

drinking water, mold or microbial growth conditions, polychlorinated biphenyl (PCB)-containing materials, naturally-occurring radon, regulatory compliance, substances not defined as hazardous substances (emerging compounds[3]), and wetlands. Trammell Crow Company's "Scope of Work for Performance of Phase I Environmental Site Assessments," dated 13 February 2023, requires review of four non-ASTM scope elements: 1) summary of existing ACM survey(s); 2) visual overview inspection for the presence of mold and moisture; 3) desktop review of the national wetlands database and inventory; and 4) summary of the United States Environmental Protection Agency (USEPA) radon testing results. Concerns related to these four non-ASTM scope elements are discussed in Section 7.6. The remaining items were not included in this Phase I prepared for the subject property.

The assessment of the presence of PCBs is limited to those potential sources specified in the ASTM E1527-21 Standard as "electrical or hydraulic equipment known or likely to contain PCBs…to the extent visually and or physically observed or identified from the interview or records review."

1.4 LIMITING CONDITIONS/DEVIATIONS

Haley & Aldrich completed this Phase I in substantial conformance with the ASTM E1527-21 Standard. In our opinion, no additions were made to, or deviations or deletions made from, the ASTM work scope in completing this Phase I.

1.5 USER RESPONSIBILITIES

The completion of this Phase I is only one component of the process required to satisfy the AAI Rule. In addition, the user must adhere to a set of user responsibilities as defined by the ASTM E1527-21 Standard and the AAI Rule. User responsibilities are discussed in Section 6.6 of this report. A user seeking protection from Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) liability as an innocent landowner, bona fide prospective purchaser, or contiguous property owner must complete all components of the AAI process in addition to meeting ongoing obligations. AAI components, CERCLA liability relief, and ongoing obligations are discussed in the AAI Rule and in Appendix X1 of the ASTM E1527-21 Standard.

[3] Per- and Polyfluoroalkyl Substances (PFAS) are examples of emerging compounds.

2. Site Description

A description of the subject property is detailed in the sections below. Refer to Figure 1 for a project locus and Figure 2 for a site plan showing relevant subject property features and adjacent properties.

2.1 SITE OWNERSHIP, LOCATION, AND VICINITY DESCRIPTION

Site Description		
Owner	TC Morgan Hill Venture LLC	
Occupant	None	
Current Subject Property Use	Vacant undeveloped land	
Size	Approximately 20 acres	
Building Square Footage	Not applicable	
USGS 7.5-Minute Topographic Map	50003383 Morgan Hill, CA, 2021	
Site County	Santa Clara County	
Zoning	Planned Unit Development (PUD), Highway Commercial (CH), and Administrative Office (AO)	
Parcel Information	APN: portions of 728-31-017 and 728-31-019	
Utilities	Water:	Not applicable
	Sewerage:	Not applicable
	Electricity:	Not applicable
	Gas/Oil/LPG:	Not applicable
Heating/Cooling System	Not applicable	

Site Vicinity Description		
General Area Description	Agricultural, commercial, and residential	
Adjoining Property Description	North:	Vacant land followed by Cochrane Road and commercial properties.
	East:	Madrone channel trail followed by Highway 101 and commercial properties.
	South:	Active construction site.
	West:	Depaul drive followed by residential homes, a medical facility, and a senior living center.

2.2 PHYSICAL SETTING

Subsurface explorations and/or hydrogeologic investigations were not performed for this Phase I. Subject property geology and hydrology were evaluated on the basis of readily available public information or references, and/or based upon our experience and understanding of subsurface conditions in the vicinity of the subject property. It is unknown to what extent localized variations in groundwater depth and flow occur on the subject property.

Physical Setting		Source
Topography Summary	The subject property generally slopes gently towards the southwest.	1, 2
Subject Property Elevation (El.)	Approximately 385 feet above mean sea level (msl).	1, 2
Overburden Soils	The subject property is underlain by Arbuckle gravelly loam, described as a well-drained, coarse-grained soil consisting of sands, sands with fines and silty sand, to approximately 5 feet below ground surface (bgs).	1, 3
Bedrock Formation	The subject property is underlain by Holocene-age alluvial gravel, sands and clays.	3
Depth to Bedrock	Depth to bedrock was not determined for this Phase I.	
Depth to Groundwater	During a September 2012 quarterly groundwater sampling event at a location approximately 1¼ miles southwest of the subject property, shallow groundwater was encountered at depths between 30.94 and 34.14 feet bgs.	4
Surface Water Flow Direction	Surface water flow direction is assumed to be towards the southwest based on surface topography.	1, 2
Regional Groundwater Flow Direction	Regional groundwater appears to flow towards the northeast based on regional topography.	1, 2
Nearest Surface Water Body	The Santa Clara Valley Flood Control Madrone Channel is located along the southwestern property line, and Anderson Lake is located approximately 1½ miles northeast of the subject property.	2
Floodplain	The subject property is located within a 500-year flood zone. The areas immediately surrounding the Santa Clara Valley Flood Control Channel, adjacent to the southwest of the subject property, is within a 100-year flood zone.	1
Mapped Wetlands	The subject property is not located within a state or national wetlands area. The areas immediately surrounding the Santa Clara Valley Flood Control Channel, adjacent to the southwest of the subject property, is within a national wetland area.	1

Physical Setting		Source
Hazardous Liquid and Gas Transmission Pipelines	A natural gas pipeline (Pipeline ID 0822-01_0) operated by Pacific Gas & Electric Company is located along Cochrane Road, immediately adjacent to the north of the subject property. There are no reported accidents or incidents related to releases from this pipeline within 1 mile of the subject property.	5

***Sources**:*

1. Environmental Data Resources Inc., The EDR Radius Map Report, dated 27 February 2024.
2. USGS 7.5 Minute Topographic Map, Morgan Hill, California Quadrangle, 2021.
3. AEI Consultants, *Phase I Environmental Site Assessment, 1040-1045 Cochrane Road and 1065-1105 Half Road, Morgan Hill, Santa Clara County, California,* 6 June 2018.
4. Conestoga-Rovers & Associates, *Groundwater Monitoring Report – Third Quarter 2012, Former Shell Service Station, 17905 Monterey Street, Morgan Hill, California,* 31 October 2012.
5. National Pipeline Mapping System, Public Map Viewer (www.npms.phmsa.dot.gov).

3. Previous Reports

The following reports previously prepared for the subject property and the adjoining properties to the south and north were reviewed for this Phase I. Relevant excerpts from these reports are included in Appendix B. Pertinent issues identified in those reports are summarized below.

- AEI Consultants (AEI), Phase I Environmental Site Assessment, 1040-1045 Cochrane Road and 1065-1105 Half Road, Morgan Hill, Santa Clara County, California, 6 June 2018.
- AEI, Limited Phase II Agricultural Investigation-Draft, 1040-1045 Cochrane Road, Morgan Hill, California, 20 September 2018.
- AEI, Additional Investigation of Lead in Soil, 1040-1045 Cochrane Road, Morgan Hill, California, 30 October 2018.
- Berlogar, Stevens & Associates (BSA), 2018, CARB 435 Testing, Fry's Property, 1040-1045 Cochrane Road and 1065-1105 Half Road, Morgan Hill, California, 12 November 2018.
- Haley & Aldrich, ASTM Phase I Environmental Site Assessment, 1040 Cochrane Road and 1065 Half Road, Assessor Parcel Numbers 728-30-006, 008, -009; 728-31-014, -015 and -016, Morgan Hill, California, 17 December 2018.
- Haley & Aldrich, Limited Phase II Environmental Investigation, Assessor Parcel Numbers 728-30-006, -009; 728-31-014, - 015, and -016, Morgan Hill, California, 21 December 2018.
- Haley & Aldrich, Soil Management Plan, RedwoodTech@101, Morgan Hill, California, 26 October 2022.
- SCA Environmental, Inc., Asbestos Dust Mitigation Plan, Redwood Tech at 101 Project, 1040-1045 Cochrane Road and 1065-1105 Half Road, Morgan Hill, CA 95307, 27 May 2022.

3.1 2018 AEI PHASE I

A Phase I was prepared for an 87.6-acre property that encompassed the subject property and the adjoining properties to the south and north. The Phase I was conducted in conformance with the scope and limitations of the ASTM E 1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. At the time of the site reconnaissance on 4 June 2018, the greater property was developed with two residential structures (not located on the subject property) and the property's agricultural use consisted of a tree farm, cherry orchard and hay cultivation. The Santa Clara Valley Water District (SCVWD) had been using a portion of the property along Half Road as a staging area for construction equipment (not located on the subject property). AEI concluded that there were no RECs, HRECs or CRECs identified for the property. Other Environmental Considerations (OECs) were identified related to current and historical use of the property for agricultural purposes, and the potential presence of asbestos-containing building materials and lead-based paint (LBP) in two residential structures that were reported to have been constructed circa 1974.[4]

3.2 2018 AEI LIMITED PHASE II AND ADDITIONAL INVESTIGATION

A limited agricultural investigation was conducted to assess potential impacts to the 87.6-acre property that encompassed the subject property and the adjoining properties to the south and north from

[4] Residential structures were not located on the subject property.

current and historical use of agricultural chemicals such as pesticides, herbicides, and fertilizers. The investigation also included assessment of potential shallow soil lead and arsenic impacts from former and current agricultural operations, and shallow lead impacts surrounding the residential structures (not located on the subject property) from deteriorating LBP that may have been applied to the structures. The shallow soil sampling activities were performed by AEI on 10 September 2018 following the protocol outlined in the State of California Department of Toxic Substances Control (DTSC) *Interim Guidance for Sampling Agricultural Properties (Third Revision*), dated 7 August 2008. The soil sampling consisted of the collection of 15, four-point composited samples, including six composite groups representing areas within the subject property, to evaluate shallow soil conditions for potential pesticide impacts from former and current agricultural operations, 15 discrete near-surface soil samples to evaluate for potential lead and arsenic impacts from former and current agricultural operations, and eight discrete near-surface soil samples to evaluate potential lead impacts near the structures. The composited soil samples were analyzed for organochlorine pesticides (OCPs) using USEPA Method 8081A and the discrete soil samples were analyzed for lead and arsenic using USEPA Method 6020. The analytical results were compared to the then-current San Francisco Bay Regional Water Quality Control Board (RWQCB) Environmental Screening Levels (ESLs) for Direct Contact under a residential land use scenario.

Based on review of the analytical results of the soil samples collected, AEI reported the following conclusions:

- No OCPs analyzed exceeded their corresponding ESLs for residential or commercial direct contact scenarios.
- Concentrations of arsenic detected in soil samples ranged from 0.91 milligrams per kilogram (mg/kg) to 10 mg/kg, which was determined to be consistent with typical background concentrations.
- Lead was detected in three soil samples surrounding a residential structure at concentrations exceeding the residential ESL, which is typically associated with the presence of LBP.

Given the detected lead concentrations, AEI conducted an additional investigation to further assess the conditions of the soil surrounding the residential structure. During this investigation AEI also identified the presence of non-native serpentine rock-containing fill material situated in the western portion of the subject property.

3.3 2018 BERLOGAR, STEVENS & ASSOCIATES SERPENTINE-DERIVED FILL ASSESSMENT

Berlogar, Stevens & Associates (BSA) performed an assessment of the fill area with serpentine rock in November 2018 to determine its extent (BSA, 2018). BSA excavated 20 test pits within the greater property area with a subset of test pits located within the subject property. One soil sample was collected from each test pit. The soil samples were collected at depth intervals ranging from 0 to 2 feet bgs and 0 to 7 feet bgs. Chrysotile asbestos fibers were detected in each of the 20 soil samples at concentrations ranging between 0.25 percent and 1.75 percent asbestos, with an average of approximately 1.0%. Therefore, this serpentine rock was identified to contain naturally occurring asbestos (NOA). BSA estimated the average depth of the serpentine derived fill was approximately 5 feet bgs, and the volume of the NOA-containing fill was estimated to be between 65,000 and 70,000 cubic yards. Between February and May 2023, this stockpile was removed and transported off the subject property (see Section 3.6).

3.4 2018 HALEY & ALDRICH PHASE I

A Phase I was prepared for five parcels of land (728-30-006, -008, -009; 728-31-014, -015 and -016) totaling approximately 58 acres that encompassed the subject property and the adjoining properties to the south and north.[5] The Phase I was conducted in conformance with the scope and limitations of the ASTM E 1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. At the time of the site reconnaissance on 7 December 2018, the northern portion of the greater property area was used as a nursery to store mature trees in wooden boxes and the southern portion of the greater property area was used to grow and cultivate hay. A house with a storage shed was located in the northern portion of the greater property area, and one irrigation well was located in the southern portion. The property also included a storm water detention pond and an equipment staging area utilized by SCVWD. With the exception of the onsite storm water detention pond, these features were located in the greater property area and not on the subject property. No evidence of RECs, HRECs, or CRECs in connection with the property were found.

3.5 2018 HALEY & ALDRICH PHASE II

To address potential concerns with commercial redevelopment of the 58-acre property, Haley & Aldrich conducted a Limited Phase II Environmental Investigation. Soil samples were collected from 22 boring locations, including five locations within the subject property, at 0.5 feet and 2.5 feet bgs and submitted for laboratory analysis of lead, arsenic and OCPs. The detected concentrations were compared against the then-current ESLs, established to assess potential direct exposure human health risks for shallow soil at commercial/industrial properties. Results were as follows:

- Detected OCPs included 4,4'-DDD, 4,4'-DDE, 4,4'-DDT, alpha-chlordane, gamma-chlordane, chlordane, and dieldrin. None of the detected OCPs were at concentrations exceeding their respective commercial/industrial ESL.
- Arsenic was detected at concentrations exceeding its commercial/industrial ESL, but not exceeding the San Francisco Bay Area natural background concentration of 11 mg/kg[6].
- Lead was not detected at concentrations exceeding its commercial/industrial ESL.

Given the results of the Limited Phase II Environmental Investigation, Haley & Aldrich concluded there were no potential concerns associated with the future commercial development of the property.

3.5.1 Current Evaluation of 2018 Phase II Findings

The results of the AEI and Haley & Aldrich 2018 Phase II Investigations for the soil samples collected on the subject property were compared against the current ESLs established by the RWQCB, dated July 2019 (Rev 2). The AEI Phase II investigation included the collection of groups of four-point composite samples, with the areas represented by two of these groups containing samples entirely within the subject property (SS-12 COMP and SS-13 COMP), and the areas represented by four of these groups containing samples crossing into the subject property (SS-8 COMP, SS-11 COMP, SS-14 COMP, and SS-15 COMP). None of the detected concentrations exceeded the RWQCB ESLs, dated July 2019 (Rev 2), except for the following:

[5] The subject property is located within current APNs 728-31-017 and 728-31-019. These two APNs are within former APNs 728-31-014 and 728-31-016.

[6] Duvergé, 2011. *Establishing Background Arsenic in Soil of the Urbanized San Francisco Bay Region*. December.

- Arsenic was detected at concentrations up to 8.9 mg/kg, which exceeds the ESL but is below the RWQCB-accepted arsenic background concentration of 11 mg/kg.
- p,p-DDT[7] was detected at a concentrations up to 0.019 mg/kg, which exceeds the Tier 1 ESL of 0.0011 mg/kg established to assess potential terrestrial habitat concerns but is below the residential and construction worker direct exposure human health ESLs of 1.9 mg/kg and 57 mg/kg, respectively.

The Haley & Aldrich Phase II investigation included the collection of discrete soil samples, with samples collected from five locations within the subject property (HA-5, HA-6, HA-7, HA-11, and HA-12). None of the detected concentrations exceeded the RWQCB ESLs, dated July 2019 (Rev 2), except for the following:

- Arsenic was detected at concentrations up to 7.9 mg/kg, which exceeds the ESL but is below the RWQCB-accepted arsenic background concentration of 11 mg/kg.
- 4,4-DDT was detected at a concentration of 2.8 micrograms per kilogram (µg/kg) in the 0.5 feet bgs sample collected from HA-7 and 3.5 µg/kg in the 0.5 feet bgs sample collected from HA-11, which exceeds the Tier 1 ESL of 1.1 µg/kg established to assess potential terrestrial habitat concerns but is below the residential and construction worker direct exposure human health ESLs of 1,900 µg/kg and 57,000 µg/kg, respectively. 4,4-DDT was not detected at a concentration greater than the laboratory reporting limit in the 2.5 feet bgs samples collected from both of these locations, nor in any of the other discrete soil samples collected at both 0.5 and 2.5 feet bgs.

3.6 2022 SOIL MANAGEMENT PLAN AND ASBESTOS DUST MITIGATION PLAN

Haley & Aldrich prepared a Soil Management Plan (SMP) for the larger 58-acre property which encompassed the subject property and the adjoining properties to the south and north. One purpose of this SMP was to provide procedures to be followed by the contractors constructing the RedwoodTech@101 commercial development when handling and relocating the soil stockpile with NOA-containing serpentine rock. Between February and May 2023, this soil stockpile was removed and transported off the subject property.

Given the presence of NOA-containing serpentine rock in this soil stockpile with asbestos concentrations greater than 1 percent, an Asbestos Dust Mitigation Plan (ADMP) was required to be prepared to satisfy the requirements of the Asbestos Airborne Toxic Control Measures (ATCM) for Construction, Grading, Quarrying and Surface Mining Operations.[8] The ADMP was submitted to and approved by the Bay Area Air Quality Management District (BAAQMD). Following the removal of this stockpile, per the ADMP confirmation soil samples were collected from native soil beneath the former stockpile area and analyzed for asbestos, with greater than 1 percent detected in some of the samples. Upon further inspection, serpentine pebbles were identified in the native soil and it was determined these pebbles contain NOA which was the source of the detected asbestos. As these serpentine pebbles are within the native soil throughout the subject property, following the completion of the RedwoodTech@101 construction project, to meet the requirements of the ADMP the subject property will be stabilized with a vegetative cover (i.e., hydroseeding). The former stockpile area has already been hydroseeded.

[7] Also identified as 4,4-DDT.

[8] California Code of Regulations, Title 17, Section 93105 (17 CCR 93105)

4. Subject Property History

Haley & Aldrich assessed past usage of the subject property and adjoining properties through a review of:

- Topographic maps dated 1917, 1939, 1955, 1968/1971, 1973, 1978/1980, 2012, 2015, 2018, and 2021;
- Aerial photographs dated 1939, 1940, 1948, 1950, 1956, 1963, 1968, 1970, 1974, 1982, 1998, 2006, 2009, 2012, 2016, and 2020;
- City directories dated between 1964 and 2020. The listings for the subject site addresses were for residential listings in 1975, 1986 and 1995; and
- Previous Reports.

Sanborn fire insurance maps did not provide coverage of the subject property area. Copies of information obtained from historical references reviewed are included in Appendix C. Unless otherwise noted below, per the ASTM standard, sources were reviewed dating back to 1940 or first developed use, whichever is earlier, and at 5-year intervals if the use of the property has changed within the time period.

4.1 SUBJECT PROPERTY

The table below provides a detailed summary of pertinent information from the historical sources reviewed.

Dates	Description of Subject Property	Sources
1930s-1980s	The subject property was used for agricultural purposes, primarily as an orchard. No structures appear on the subject property.	Topographic maps and aerial photographs
1990s	By 1998, the orchards no longer appeared and the subject property remained undeveloped.	Topographic maps and aerial photographs
2000s-Present day	The subject property remains undeveloped as no structures are visible in the subject property in the 2021 topographic map or the 2020 aerial photograph.	Topographic map and aerial photograph

4.2 ADJOINING PROPERTIES

The table below provides a summary of pertinent information from the historical sources reviewed regarding adjacent properties:

Dates	Description of Adjacent Properties	Sources
1910s	On the 1917 topographic map, “Cochran Road” is depicted immediately to the north of the subject property, and an improved road, currently Half Road, is depicted immediately to the south of the subject property. Several small structures are depicted on the adjoining properties.	Topographic map

Dates	Description of Adjacent Properties	Sources
1930s-1970s	The surrounding properties have similar use to the subject property, agricultural use with small residential structures and/or farmhouses. In the 1974 aerial photograph, Highway 101 is visible to the southwest of the subject property. The 1939 through 1978/1980 topographic maps depict similar symbols for agriculture use on the surrounding properties, with Highway 101 depicted to the southwest on the 1973 and 1978/1980 topographic maps.	Topographic maps and aerial photographs
1980s-1990s	The adjoining properties to the north, east and south are used for agricultural purposes. In the 1998 aerial photograph, the adjoining property to the northeast of the northern portion of the subject property is commercially developed (currently De Paul Health Center). In the 1982 aerial photograph, the properties west of Highway 101 appear to be in the early stages of future commercial development, and in the 1998 aerial photograph, some of the present-day commercial development is visible west of Highway 101.	Aerial photographs
2000s-Present	Vacant land is still present north of the subject property with development currently ongoing southeast of the subject property.	Aerial photographs, site visit

5. Environmental Records Review

5.1 ENVIRONMENTAL DATABASE RECORDS SEARCH

Haley & Aldrich used an electronic database service,[9] to complete the environmental records review. The database search was used to identify properties that may be listed in the referenced agency records, located within the ASTM-specified approximate minimum search distances as shown in the table below. A description of each database searched is provided in Section 11.2 of this report. The complete environmental database report is provided in Appendix D. Pertinent information obtained from the database is summarized in Section 5.3.

Database Searched	Approximate Minimum Search Distance	Subject Property Listed?	Number of Sites within Search Distance[1]
1. NPL Sites	1 mile	No	0
2. Delisted NPL Sites	0.5 miles	No	0
3. CERCLIS/SEMs[2] Sites	0.5 miles	No	0
4. CERCLIS-NFRAP/SEMs[2] Sites	0.5 miles	No	0
5. Federal ERNS	Site only	No	Not Applicable
6. RCRA non-CORRACTS TSD Facilities	0.5 miles	No	0
7. RCRA CORRACTS TSD Facilities	1 mile	No	0
8. RCRA Generators	Site & Adjoining	No	2
9. Federal Institutional/Engineering Controls	Site Only	No	Not Applicable
10. State/Tribal Equivalent NPL Sites	1 mile	No	0
11. Lists of state and tribal hazardous waste facilities[2]	0.5 miles	No	8
12. State/Tribal Registered Storage Tanks	Site & Adjoining	No	5
13. State/Tribal Landfills and Solid Waste Disposal Sites	0.5 miles	No	0
14. State/Tribal Leaking Storage Tanks	0.5 miles	No	1
15. State/Tribal Institutional Controls/Engineering Controls	Site Only	No	Not Applicable
16. State/Tribal Voluntary Cleanup Sites	0.5 miles	No	0
17. State/Tribal Brownfield Sites	0.5 miles	No	0
18. Orphan Site List[3]	Site & Adjoining	No	0
19. CERS HAZ WASTE[4]	0.25 miles	No	5
20. CERS TANKS[4]	Site & Adjoining	No	2

Notes:

1. *Some sites may be included on multiple databases.*
2. *Formerly the CERCLIS database.*
3. *Haley & Aldrich also searched the Orphan Site List provided in the database report for the subject property and sites adjoining the subject property. Orphan sites are those that, due to incorrect or incomplete addresses, could not be mapped.*
4. *If applicable, other relevant databases, not specifically required by ASTM were included in the database review.*

[9] Examples of electronic database services are EDR/Lightbox and ERIS.

5.2 ADDITIONAL ENVIRONMENTAL RECORDS OR FILE REVIEW

To supplement the environmental record search, we contacted the following state and local government agencies and searched applicable online databases. If copies of the documents reviewed were obtained, pertinent material is included in Appendix D. Relevant information obtained is included in the appropriate sections of the report and/or discussed in Section 5.3. Adjacent properties were also included in requests for additional information if a significant incident or release was identified.

Agency	Request Sent or Files Searched		Files Exist and Are Available for Review	Files Reviewed
	Subject Property	Adjoining Properties		
Department of Toxic Substances Control (DTSC)[1]	Yes	Yes	No	No
San Francisco Bay Regional Water Quality Control Board (RWQCB)[2]	Yes	Yes	No	No
Bay Area Air Quality Management District (BAAQMD)[3]	Yes	No	No	No
Santa Clara County Department of Environmental Health (SCCDEH)[4]	Yes	Yes	No	No
Santa Clara Valley Water District (SCVWD)[5]	Yes	Yes	No	No

***Notes**:*

1. *The DTSC maintains records related to site cleanups, hazardous waste and underground storage tanks (USTs).*
2. *The RWQCB maintains information regarding water, monitoring wells, USTs and cleanups.*
3. *The BAAQMD maintains information regarding indoor air, asbestos, equipment permitting and violations related to air quality.*
4. *The SCCDEH maintains records related to hazardous materials and waste, USTs and site mitigation.*
5. *The SCVWD maintains information related to groundwater production wells.*

5.3 DETAILED DESCRIPTION OF RELEVANT INFORMATION

5.3.1 Subject Property

The subject property is not listed in the EDR® database report.

On 18 March 2024, Haley & Aldrich accessed the DTSC's EnviroStor and RWQCB's GeoTracker databases. The GeoTracker database identifies the subject property as the George Chiala Farms, Inc. – Tuscany in the Irrigated Lands Regulatory Program with the program status reported as "Terminated." There are no records for the subject property on EnviroStor.

According to EDR's Building Permit Report dated 27 February 2024, the only permit on file with the City of Morgan Hill is for 1040 Cochrane Road. The permit (BLD2007-00995) is dated 5 October 2007 and is for a "Grading and Stockpile Permit (Fill 66,000 cubic yards)." It is suspected this stockpile was the former fill area with NOA-containing serpentine rock that has been removed from the subject property. Zoning information obtained from the Planning Department and information obtained from the Santa Clara County Assessor's website have been summarized in Section 2.1 of this report.

5.3.2 Nearby Sites

Several sites were listed in the database report within the applicable search radii or identified in regulatory records reviews. Due to their location with respect to the subject property (on the opposite side of a hydrogeologic barrier, distance from the site, location of the site relative to inferred groundwater flow, subsurface utilities and building levels, etc.), or their status (closed-out release, etc.), several of the sites are not likely to adversely affect the subject property and are not discussed herein. Only those sites adjacent to the subject property and sites with a potential to have impacted the subject property are discussed below. The complete database report and relevant records review information is included in Appendix D.

Property Name & Location	Database / Record Identified	Description	Potential Impact to Subject Site
Ulta Beauty #1434 1027 Cochrane Rd. (adjoining northwest) EDR Map ID 1	CERS HAZ WASTE	This facility is reported as a generator of hazardous waste. No violations are reported. It is Haley & Aldrich's opinion that this listing is not an environmental concern to the subject property.	None
Cochrane 76 1107 Cochrane Rd. (adjoining north) EDR Map ID A2, A3	CERS HAZ WASTE, CERS TANKS, CERS, UST	This facility is reported as a generator of hazardous waste although no hazardous wastes were observed during a 5 March 2018 Compliance Evaluation Inspection and no violations were reported. This facility is a new gasoline station with a 20,000-gallon UST containing gasoline, a 12,000-gallon UST containing gasoline and an 8,000-gallon UST containing diesel fuel, all with leak detection. A Compliance Evaluation Inspection on the USTs was completed on 2 March 2018 upon initial installation of the USTs and no violations were found. It is Haley & Aldrich's opinion that these listings are not an environmental concern to the subject property.	None
Saint Louise Hospital & Health Center 18500 St. Louise Dr. (adjoining northeast) EDR Map ID B5	RCRA-SQG	This facility is reported as a small quantity generator of hazardous waste (SQG) as of 1 December 1989. No violations related to generation or disposal are reported. It is Haley & Aldrich's opinion that this listing is not an environmental concern to the subject property.	None

Property Name & Location	Database / Record Identified	Description	Potential Impact to Subject Site
De Paul Medical Center 18500 De Paul Rd. (adjoining northeast) EDR Map ID B11	CERS TANKS, CERS, UST	This facility has an 8,000-gallon UST containing diesel fuel that is associated with an emergency generator. The facility has multiple reported violations noted during Compliance Evaluation Inspections by SCCDEH. It is Haley & Aldrich's opinion that since no releases have been reported and the facility's UST is enrolled in the SCCDEH UST program and undergoing regular Compliance Evaluation Inspections, these listings are not an environmental concern to the subject property.	None
Crosswinds 1105 Half Road (southeast)	GeoTracker	This property is located adjacent to the property adjoining the subject property to the south and is receiving oversight from the SCCDEH. Elevated lead and dieldrin concentrations were detected in shallow soil in 2018. Additional soil sampling conducted in 2023 determined the lead concentrations were associated with LBP on this property's former residential structure and the dieldrin was found to not be a leaching concern. Given the detected lead concentrations, a remedial soil excavation was completed.	None

5.4 VAPOR MIGRATION

The ASTM E1527-21 Standard states that "for the purposes of this practice, "migrate" and "migration" refer to the movement of hazardous substances or petroleum products in any form, including, for example, solid and liquid at the surface or subsurface, and vapor in the subsurface." Thus, this section specifies whether or not we perceive a risk of vapor migration to the subject property.

To assess a vapor migration risk, Haley & Aldrich conducted a detailed review and analysis of the site-specific environmental database report and/or other reasonably ascertainable records to assess whether:

1. Off-site properties have documented chlorinated volatile organic compound contamination located within 100 feet of the subject property boundary; or
2. Off-site properties have a documented volatile petroleum hydrocarbon contamination plume within 30 feet of the subject property boundary.

Based on our records review, it is unlikely that a potential source of vapor migration currently exists beneath the subject property.

5.5 ENVIRONMENTAL LIENS

According to the EDR Environmental Lien and AUL Search Report dated 28 February 2024, there are no environmental liens or Activity and Use Limitations (AULs) for the subject property. This research was completed by EDR using the subject property's APNs provided by Haley & Aldrich: 728-31-017 and 728-31-019. Copies of the Environmental Lien and AUL Search Reports and associated Grant Deed Exhibits are included in Appendix D.

6. Subject Property Reconnaissance and Key Personnel Interview(s)

A site visit to observe subject property conditions was conducted by Akash Caveney of Haley & Aldrich on 29 February 2024. Access to the subject property was provided by Mike Cinotti of Millie and Severson.

Haley & Aldrich personnel observed accessible areas of the subject property, including the stormwater retention pond and outfall and standby area.

Haley & Aldrich also observed the exterior portions of the subject property, including the property boundaries, and observed adjoining property conditions from the subject property boundaries and/or public thoroughfares. No weather-related conditions or other conditions that would limit our ability to observe the subject property or adjoining properties occurred during our site visit. Rainfall was observed during the site visit.

An interview with Mike Cinotti of Millie and Severson, the key site manager, was performed in conjunction with the site visit. The site is vacant, therefore, an interview with a representative of the tenant of the subject property was not conducted.

Per the ASTM Standard, past owners, operators, and occupants of the subject property who are likely to have material information regarding the potential for contamination at the subject property shall be contacted to the extent that they can be identified and that the information likely to be obtained is not duplicative of information already obtained from other sources. Haley & Aldrich was not provided with contact information to interview past owners and/or operators at the subject property. Based upon historical data collected from other sources, this potential data gap is not expected to adversely impact the results of this assessment.

The findings of the site visit and interviews are discussed below. Subject property photographs are included in Appendix E.

ASTM E1527-21 Standard Section 10.8 requires that, prior to the site visit, the current subject property owner or key site manager and user, if different from the current owner or key site manager, be asked if there are any helpful documents that can be made available for review. Previously prepared documents were provided and have been reviewed and summarized in Section 3 of this report.

6.1 CURRENT USE OF THE SUBJECT PROPERTY

The eastern portion of the subject property is used as a standby area to store materials and equipment associated with the redevelopment of the adjacent properties to the southeast. The stormwater detention pond and outfall are located in the southern portion of the subject property. The rest of the property is vacant undeveloped land. Minor construction work is ongoing at the southern boundary of the subject property. The former stockpile area has been hydroseeded.

6.2 GENERAL DESCRIPTION OF STRUCTURES

No structures exist at the subject property.

6.3 USE, STORAGE, AND DISPOSAL OF PETROLEUM PRODUCTS AND HAZARDOUS MATERIALS

Petroleum products and/or hazardous materials were observed or reported to be used, stored, and/or disposed of at the subject property. Three large Caterpillar grading and excavating machines were observed at the subject property.

6.4 OTHER SUBJECT PROPERTY OBSERVATIONS

The table below summarizes items that were observed and/or reported at the subject property during the site visit other than those items related to use, storage, and/or disposal of petroleum or hazardous materials (described in Section 6.3 above). If items were observed or reported, they are further described either in the table or below.

Description	Observed or Reported at Time of Site Visit	Observations/Comments
Potable Water Supply	No	
Nearest Drinking Water Source	No	
Sewage Disposal System	N/A	
Septic System	N/A	
Unidentified Storage Containers	No	
Wastewater Discharge	No	
Stormwater Discharge	Yes	Stormwater retention pond
Odors	No	
PCBs Associated with Electrical or Hydraulic Equipment	No	
Elevators (Traction or Hydraulic)	N/A	
Vehicle Maintenance Lifts	N/A	
Emergency Generators	No	
Sprinkler System Pumps	No	
Heating System	N/A	
Cooling System	N/A	
Stains or Corrosion on Floors, Walls, or Ceilings	No	
Floor Drains	No	
Sumps	No	
Catch Basins	Yes	Stormwater retention pond
Pits, Ponds, Lagoons, and Pools of Liquid	Yes	Pools of water from recent rainfall observed on the subject property.
Stained Soil or Pavement	No	
Stressed Vegetation	No	
Solid Waste and Evidence of Waste Filling	No	
Dry Wells	No	
Monitoring Wells	No	
Water Supply Wells	No	

Description	Observed or Reported at Time of Site Visit	Observations/Comments
Irrigation Wells	No	
Injection Wells	No	
Abandoned Wells	No	
***Notes**:* 1. *N/A items are those that were not observed or reported and/or not anticipated to be present given the nature of the subject property (e.g., building features not present on an undeveloped property).*		

6.5 ADJOINING PROPERTY OBSERVATIONS

It is Haley & Aldrich's opinion that the observed adjoining properties are unlikely to have an adverse environmental impact on the subject property.

6.6 USER RESPONSIBILITIES

The AAI Rule requires that the user of the report consider the following:

- Whether the user has specialized knowledge about previous ownership or uses of the subject property that may be material to identifying RECs;
- Whether the user has determined that the subject property's title contains environmental liens or other information related to the environmental condition of the property, including engineering and institutional controls and Activity and Use Limitations (AULs), as defined by ASTM;
- Whether the user is aware of commonly known or reasonably ascertainable information about the subject property including whether or not the presence of contamination is likely on the subject property and to what degree it can be detected; and
- Whether the user has prior knowledge that the price of the subject property has been reduced for environmentally-related reasons.

While such information is not required to be provided to the Environmental Professional(s), the information can assist the Environmental Professional in identifying RECs. The AAI Final Rule (Code of Federal Regulations Title 40 [40 CFR] Part 312) requires that these tasks be performed by or on behalf of a party seeking to qualify for one of the Landowner Liability Protections (LLPs) to CERCLA liability.

Haley & Aldrich conducted an interview with Mr. Curtis Tubbs, representative of High Street, on 19 March 2024. Mr. Tubbs indicated he had no specialized knowledge regarding the subject property not already known to the environmental professional.

7. Findings and Opinions

7.1 SIGNIFICANT DATA GAPS

Our ability to identify and evaluate RECs at the subject property is conditioned upon significant data gaps identified as part of this Phase I. The ASTM E1527-21 Standard defines a significant data gap as a data gap that affects the ability of the Environmental Professional to identify a REC.

No significant data gaps were identified during the performance of this Phase I. Thus, it is our opinion that sufficient information was obtained to identify subject property conditions indicative of releases or threatened releases of hazardous substances and petroleum hydrocarbons. Our opinion is limited by the conditions prevailing at the time our work is performed and the applicable regulatory requirements in effect.

7.2 RECOGNIZED ENVIRONMENTAL CONDITIONS

The ASTM E1527-21 Standard defines a REC as: (1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment.

Our opinion regarding a REC's potential impact on the subject property is based on the scope of our work, the information obtained during the course of our work, the conditions prevailing at the time our work was performed, the applicable regulatory requirements in effect at the time our work was performed, our experience evaluating similar sites, and on our understanding of the client's intended use for the subject property.

The following REC was identified in connection with the subject property.

REC #1: Soil present on the subject property contains 4,4-DDT at concentrations exceeding the Tier 1 ESL established by the RWQCB, dated July 2019 (Rev 2).

Soil samples were collected from the subject property to assess potential concerns associated with its historical agricultural use. Samples were collected at depths up to 2.5 feet bgs and submitted for laboratory analysis of arsenic and organochlorine pesticides. 4,4-DDT was detected in samples collected at 0.5 and 1.0 feet bgs at concentrations exceeding the Tier 1 ESL, which for 4,4-DDT is established to assess potential terrestrial habitat concerns. None of the detected concentrations exceeded the residential and construction worker direct exposure human health ESLs, and the collected 2.5 feet bgs samples did not detect concentrations greater than the laboratory reporting limit. Therefore, the detected 4,4-DDT concentrations are limited and bounded in depth and do not represent a risk to the subject property's planned residential development or to future construction workers.

7.3 CONTROLLED RECOGNIZED ENVIRONMENTAL CONDITIONS

The ASTM E1527-21 Standard defines a CREC as a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable

regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

CRECs were not identified in connection with the subject property.

7.4 HISTORICAL RECOGNIZED ENVIRONMENTAL CONDITIONS

The ASTM E1527-21 Standard defines an HREC as "a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls. A historical recognized environmental condition is not a recognized environmental condition.

HRECs were not identified in connection with the subject property.

7.5 DE MINIMIS CONDITIONS

The ASTM E1527-21 Standard defines a *de minimis* condition as a condition related to a release that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. The ASTM E1527-21 Standard notes that conditions determined to be *de minimis* are not recognized environmental conditions.

De minimis conditions were not identified in connection with the subject property.

7.6 OTHER ENVIRONMENTAL FINDING

The subject property's native soil contains serpentine pebbles with NOA at concentrations greater than 1 percent. Given the presence of the NOA-containing serpentine pebbles and the subject property is greater than 1 acre, prior to performing any soil disturbing activities, a site-specific ADMP is required to be prepared and approved by the BAAQMD to satisfy the requirements of the Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying and Surface Mining Operations.[10] In addition, all soil disturbing work shall be performed per the requirements of California Division of Occupational Safety and Health Class II Work Procedures. The subject property's native soil is planned to be stabilized with a vegetive cover (i.e., hydroseeding).

7.7 NON-SCOPE CONSIDERATIONS

The ASTM E1527-21 Standard contains a list of "additional issues" that are non-scope considerations outside of the scope of the ASTM Phase I practice. The list includes asbestos-containing materials (ACMs), biological agents, radon, lead-based paint (LBP), lead in drinking water, wetlands regulatory compliance, cultural and historic resources, industrial hygiene health and safety, ecological resources, endangered species, indoor air quality unrelated to releases of hazardous substances or petroleum products into the environment, substances not defined as hazardous substances (emerging compounds) and mold. Trammell Crow Company's "Scope of Work for Performance of Phase I Environmental Site Assessments," dated 13 February 2023, requires review of four non-ASTM scope elements: 1) summary of existing ACM survey(s); 2) visual overview inspection for the presence of mold and moisture; 3)

[10] California Code of Regulations, Title 17, Section 93105 (17 CCR 93105).

desktop review of the national wetlands database and inventory; and 4) summary of the United States Environmental Protection Agency (USEPA) radon testing results. Concerns related to these four non-ASTM scope elements are discussed below. The remaining items were not included in this Phase I prepared for the subject property.

7.7.1 Asbestos-Containing Material (ACM)

No buildings or other construction materials are currently located on the subject property, and therefore, ACM associated with building materials is not a concern. The subject property does contain serpentine pebbles with NOA in the native soil.

7.7.2 Visual Mold Inspection

A visual inspection for the presence of mold was conducted as part of the Phase I site reconnaissance. The presence of mold was not observed nor was anticipated as there are no structures at the subject property.

7.7.3 National Wetlands Database and Inventory

The "National Wetlands Inventory" website maintained by the United States Fish & Wildlife Service was reviewed to determine whether any wetlands or jurisdictional waters are present on the subject property. The subject property is not located in any of these areas.

7.7.4 Radon

The Radon Zones established by USEPA were reviewed for the subject property. This review identified that the county in which the subject property is located, Santa Clara County, is categorized as a Radon Zone 2, which indicates this county is predicted to contain average indoor radon screening levels from 2 to 4 picocuries per liter (pCi/L). This predicted range does not exceed the USEPA's radon action level of 4 pCi/L for when mitigation measures are recommended.

8. Conclusions

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of the ASTM Practice E1527 of the 20-acre portion of Santa Clara County Assessor Parcel Numbers (APNs) 728-31-017 and 728-31-019 located in Morgan Hill, California, the subject property. Any exceptions to or deletions from this practice are described in Section 1.4 of this report.

This assessment revealed one REC and one other environmental finding in connection with the subject property. We do not recommend additional assessment at this time.

9. Environmental Professional Certification

The undersigned declare the following:

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in §312.10 of 40 CFR Part 312; and

I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.



Jason Grant, P.E. (CA)
Senior Technical Expert| Engineer

10. Credentials

This Phase I report was prepared by Jason Grant who served as the Environmental Professional for this project. Qualification information for the project personnel is provided below.

Jason Grant, P.E. (CA)
Senior Technical Expert

Mr. Grant is a senior project manager and environmental engineer with more than 20 years of environmental consulting experience. Mr. Grant has designed, managed and implemented environmental investigations on a variety of project sites, including commercial/industrial facilities and research complexes, dry cleaning facilities, gas stations, electric substations, waterways, ports and harbors, lumber yards, and landfills.

11. Glossary and Other Descriptions

11.1 GLOSSARY

All Appropriate Inquiry (AAI) — that inquiry constituting "all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice" as defined in CERCLA, 42 U.S.C. §9601(35)(B), that will qualify a party to a commercial real estate transaction for one of threshold criteria for satisfying the LLPs to CERCLA liability (42 U.S.C. §9601(35)(A) & (B), §9607(b)(3), §9607(q); and §9607(r)), assuming compliance with other elements of the defense.

Business Environmental Risk — a risk which can have a material environmental or environmentally-driven impact on the business associated with the current or planned use of a parcel of commercial real estate, not necessarily limited to those environmental issues required to be investigated in this practice. Consideration of business environmental risk issues may involve addressing one or more non-scope considerations.

Controlled Recognized Environmental Condition (CREC) — a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

Significant Data Gap — a data gap that affects the ability of the Environmental Professional to identify a recognized environmental condition.

De Minimis Conditions — a condition related to a release that generally does not present those conditions which "do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies." The ASTM E1527-21 Standard notes that conditions determined to be *de minimis* are not recognized environmental conditions.

Environmental Professional — a person meeting the education, training, and experience requirements as set forth in 40 CFR §312.10(b).

Historical Recognized Environmental Condition (HREC) — a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls. A historical recognized environmental condition is not a recognized environmental condition.

Key Site Manager — the person identified by the owner or operator of a subject property as having good knowledge of the uses and physical characteristics of the subject property.

Material Threat — an obvious threat which is likely to lead to a release and that, in the opinion of the Environmental Professional, would likely result in impact to public health or the environment.

Orphan Site — (not ASTM E1527-21 definition) — sites that could not be mapped due to poor or inadequate address information.

Recognized Environmental Condition (REC) — (1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not RECs.

11.2 DESCRIPTIONS OF DATABASES SEARCHED

Numerous regulatory databases were searched during this Phase I. Each database reviewed is described in the database report presented in Appendix D. Those databases required by the E1527-21 Standard are identified below.

1. **NPL Sites:** The National Priorities List (NPL) is a list of contaminated sites that are considered the highest priority for cleanup by the U.S. Environmental Protection Agency (USEPA).
2. **Delisted NPL Sites:** The Delisted NPL is a list of formal NPL sites formerly considered the highest priority for cleanup by the USEPA that met the criteria of the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) for deletion from the NPL because a no further response was appropriate.
3. **CERCLIS Sites:** The Comprehensive Environmental Response, Compensation, and Liability Act Information System (CERCLIS) list identifies sites which are suspected to have contamination and require additional investigation to assess whether they should be considered for inclusion on the NPL.
4. **CERCLIS-NFRAP Sites:** CERCLIS-NFRAP status indicates that a site was once on the CERCLIS List but has No Further Response Actions Planned (NFRAP). Sites on the CERCLIS-NFRAP List were removed from the CERCLIS List in February 1995 because, after an initial investigation was performed, no contamination was found, contamination was removed quickly, or the contamination was not significant enough to warrant NPL status.
5. **Federal ERNS:** The Federal Emergency Response Notification System (ERNS) list tracks information on reported releases of oil and hazardous materials.
6. **RCRA non-CORRACTS TSD facilities:** The Resource Conservation and Recovery Act (RCRA) non-CORRACTS TSD Facilities List tracks facilities which treat, store, or dispose of hazardous waste and are not associated with corrective action activity.
7. **RCRA CORRACTS TSD facilities:** The RCRA CORRACTS TSD Facilities list catalogues facilities that treat, store, or dispose of hazardous waste and have been associated with corrective action activity.
8. **RCRA Generators:** The RCRA Generator list is maintained by the USEPA to track facilities that generate hazardous waste.
9. **Federal Institutional Controls/Engineering Controls:** The Federal Institutional Control list and Engineering Control list are maintained by the USEPA. Some Institutional Control and Engineering Control information may not be made publicly available and therefore will not be included on this registry.

10. **State and Tribal Equivalent NPL/CERCLIS Sites:** The ASTM E1527-21 Standard requires searching "State and Tribal Equivalent NPL Sites." In California, the equivalent NPL is the RESPONSE database, which is maintained by the DTSC.

11. **State and Tribal Equivalent CERCLIS Sites:** The ASTM E1527-21 Standard requires searching "State and Tribal Equivalent CERCLIS Sites." In California, the equivalent CERCLIS is the ENVIROSTOR, which is maintained by the DTSC.

12. **State and Tribal Registered Storage Tanks:** In California, local regulatory agencies (e.g., County health departments and fire departments) and the SWRCB maintain lists of aboveground and underground storage tanks registered with those agencies (e.g., County health departments). For tribal property, USEPA Region 9 maintains a list of underground storage tanks on Indian land.

13. **State and Tribal Landfills and Solid Waste Disposal Sites:** In California, the SWRCB in coordination with the Regional Water Quality Control Boards (RWQCB), and the integrated Waste Management Board (IWMB) maintain lists of regulated waste disposal sites.

14. **State and Tribal Leaking Storage Tanks:** In California, the SWRCB in coordination with the RWQCBs maintains a list of Leaking Storage Tanks (LUST/LAST). The LUST/LAST lists are a listing of release sites that have an Underground or Aboveground Storage Tank listed as the source. For tribal property, the USEPA Region 9 maintains a list of leaking USTs on Indian land.

15. **State and Tribal Institutional Controls/Engineering Controls:** The USEPA maintains a list of sites with Institutional or Engineering controls in place. In addition, DTSC maintains a list of environmental deed restrictions.

16. **State and Tribal Voluntary Cleanup Sites:** In California, the DTSC, RWQCBs, and local regulatory agencies (e.g., County health departments) maintains a list of Voluntary Cleanup sites.

17. **State and Tribal Brownfield Sites:** In California, the DTSC maintains a list of Brownfield sites which includes properties where redevelopment or reuse may be compromised by the presence or presumed presence of hazardous materials or petroleum.

18. Other site-specific relevant databases searched:

    - **CERS HAZ WASTE** – List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.
    - **RCRA NonGen / NLR** – RCRA - Non Generators / No Longer Regulated RCRAInfo is EPA's comprehensive information system, providing access to data supporting the RCRA of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the RCRA. Non-Generators do not presently generate hazardous waste.
    - **HAZNET** – Facility and Manifest Data. Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction,

and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

12. References

1. AEI Consultants (AEI), 2018a. *Phase I Environmental Site Assessment, 1040-1045 Cochrane Road and 1065-1105 Half Road, Morgan Hill, Santa Clara County, California,* 6 June.

2. AEI, 2018b. *Limited Phase II Agricultural Investigation - DRAFT, 1040-1045 Cochrane Road, Morgan Hill, California,* 20 September.

3. AEI, 2018c. *Additional Investigation of Lead in Soil, 1040-1045 Cochrane Road, Morgan Hill, California*, 30 October.

4. Berlogar, Stevens & Associates (BSA), 2018. *Draft-CARB 435 Testing, Fry's Property, 1040-1045 Cochrane Road and 1065-1105 Half Road, Morgan Hill, California,* 12 November.

5. Conestoga-Rovers & Associates, 2012. *Groundwater Monitoring Report – Third Quarter 2012, Former Shell Service Station, 17905 Monterey Street, Morgan Hill, California,* 31 October.

6. Environmental Data Resources, Inc., 2024. Database Report, 27 February.

7. Haley & Aldrich, Inc. (Haley & Aldrich), 2018. *ASTM Phase I Environmental Site Assessment 1040 Cochrane Road and 1065 Half Road Assessor Parcel Numbers 728-30-006, -008, -009; 728-31-014, -015 and -016, Morgan Hill, California*, 17 December.

8. Haley & Aldrich, 2018. *Results of Limited Phase II Environmental Investigation Assessor Parcel Numbers 728-30-006, -009; 728-31-014, - 015, and -016 Morgan Hill, California*, 21 December.

9. Haley & Aldrich, 2022. *Soil Management Plan, RedwoodTech@101, Morgan Hill, California*, 26 October.

10. Haley & Aldrich, site visit conducted by Akash Caveney on 29 February 2024.

11. Mike Cinotti of Millie Severson, interview with Haley & Aldrich, 29 February 2024.

12. National Pipeline Mapping System, Public Map Viewer (www.npms.phmsa.dot.gov).

13. San Francisco Bay Regional Water Quality Control Board, 2019. Environmental Screening Levels, July (Rev. 2).

14. SCA Environmental, Inc., 2022. *Asbestos Dust Mitigation Plan, Redwood Tech at 101 Project, 1040-1045 Cochrane Road and 1065-1105 Half Road, Morgan Hill, CA 95307*, 27 May.

15. Topographic Map, 50003383 Morgan Hill, CA, United States Geological Survey 7.5-minute series, 2021.

16. United States Fish & Wildlife Service, "National Wetlands Inventory" website.

FIGURES

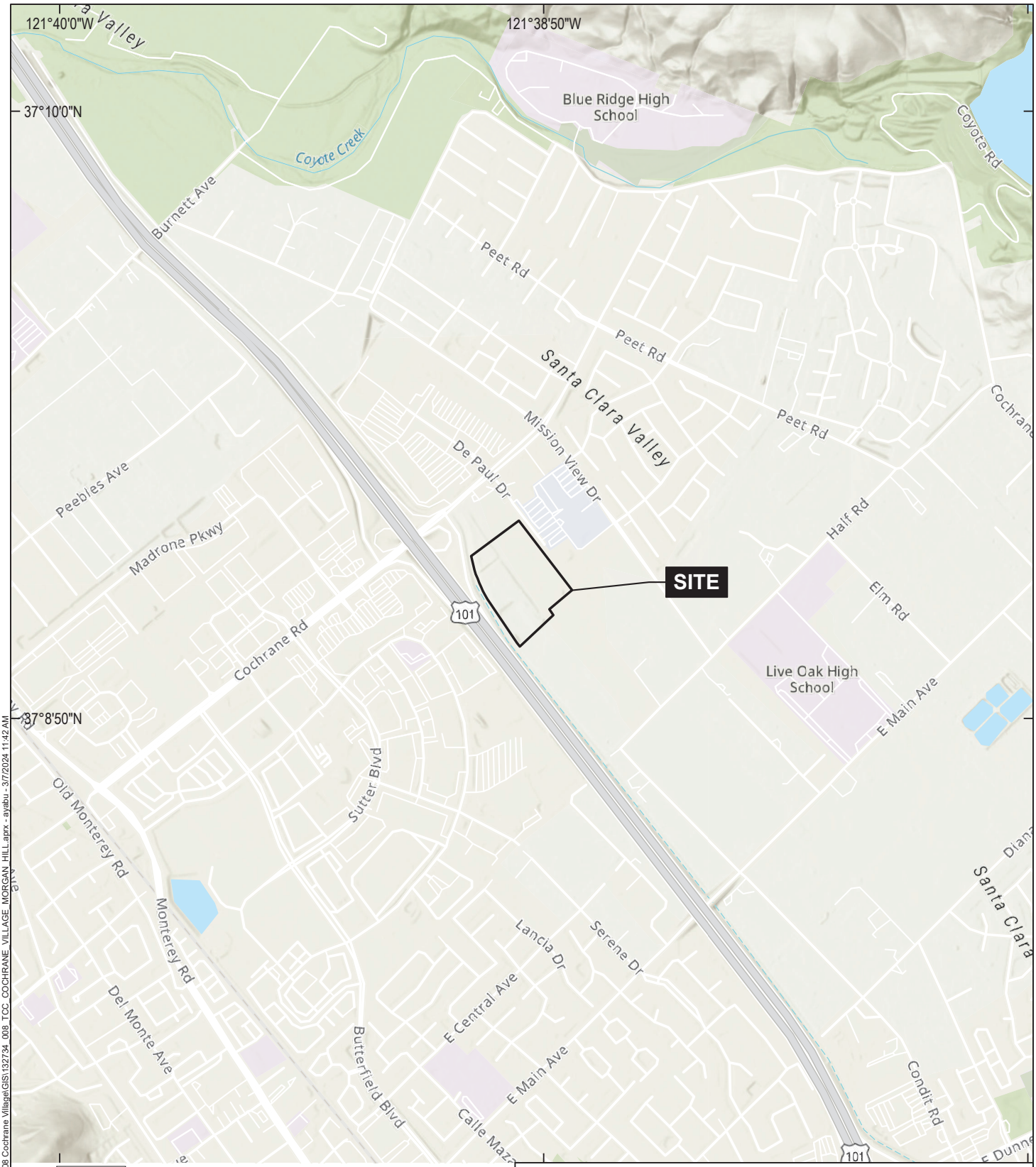


*Figure is not OCR compatible.



LEGEND

- SOIL BORING (2018)
- FORMER SERPENTINE STOCKPILE AREA
- SITE BOUNDARY
- PARCEL BOUNDARY

NOTES

1. ALL LOCATIONS AND DIMENSIONS ARE APPROXIMATE.
2. ASSESSOR PARCEL DATA SOURCE: SANTA CLARA COUNTY
3. AERIAL IMAGERY SOURCE: NEARMAP, 8 JULY 2023

0 300 600
SCALE IN FEET

HALEY ALDRICH

ASTM PHASE I ENVIRONMENTAL SITE ASSESSMENT
COCHRANE VILLAGE
APNS 728-31-017 AND 728-31-019
MORGAN HILL, CALIFORNIA

SITE PLAN

MARCH 2024

FIGURE 2

GIS FILE PATH: I:\haleyaldrich.com\share\GIS\Projects\132734.008_Cochrane Village\GIS\132734_008_TCC_COCHRANE_VILLAGE_MORGAN_HILL.aprx , USER: gyabu , LAST SAVED: 3/7/2024 1:41 PM

*Figure is not OCR compatible.

APPENDIX A
Limitations

APPENDIX A

Haley & Aldrich, Inc. Limitations

Environmental site assessment (Phase I Environmental Site Assessment) reports prepared by Haley & Aldrich are for the sole and exclusive use of its Client. Haley & Aldrich represents that the Phase I Environmental Site Assessment was prepared in accordance with the ASTM International (ASTM) Standard E1527-21 entitled "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process" (ASTM E1527-21). The findings, opinions, conclusions, and information contained in the ASTM E1527-21 Phase I Environmental Site Assessment are limited to, and solely based upon, information reasonably ascertainable by Haley & Aldrich at the time the ASTM E1527-21 Phase I Environmental Site Assessment was completed.

All users of this E1527-21 Phase I Environmental Site Assessment are bound to the terms and conditions and limitations contained in the accompanying Proposal, Terms and Conditions, and Limitations for this ASTM E1527-21 Phase I Environmental Site Assessment. The findings, opinions, conclusions, and information contained in this report are based solely on the Scope of Services provided pursuant to the Proposal and its attachments and the information reasonably ascertainable by Haley & Aldrich at the time the ASTM E1527-21 Phase I Environmental Site Assessment was completed. Haley & Aldrich has not performed any additional observations, investigations, studies, or other testing not specified in the Scope of Services. Haley & Aldrich shall not be liable for the existence of any condition the discovery of which would have required the performance of services not authorized under the Scope of Services.

This ASTM E1527-21 Phase I Environmental Site Assessment is prepared for the exclusive use of Haley & Aldrich's client in connection with the subject property for the purpose of assessing the potential or existing environmental contamination liabilities associated with the subject property. There are no intended beneficiaries other than Haley & Aldrich's client. Haley & Aldrich shall owe no duty whatsoever to any other person or entity by issuing the ASTM E1527-21 Phase I Environmental Site Assessment. Use of this ASTM E1527-21 Phase I Environmental Site Assessment by any person or entity, including by Haley & Aldrich's client, for a purpose other than for the purpose of assessing the potential or existing environmental contamination liabilities associated with the subject property is expressly prohibited unless such person or entity obtains written authorization from Haley & Aldrich indicating that the ASTM E1527-21 Phase I Environmental Site Assessment is adequate for such other use. Use of this ASTM E1527-21 Phase I Environmental Site Assessment by any person or entity for such other purpose without written authorization by Haley & Aldrich shall be at such person's or entity's sole risk and shall be without legal exposure or liability to Haley & Aldrich.

Haley & Aldrich may authorize third-party reliance on the ASTM E1527-21 Phase I Environmental Site Assessment by providing reliance letters to third party(ies) provided that the third party(ies) agree: (1) to use the ASTM E1527-21 Phase I Environmental Site Assessment only for the purpose of assessing the potential or existing environmental contamination liabilities associated with real property; (2) to be bound by the terms and conditions and limitations contained in the ASTM E1527-21 Phase I Environmental Site Assessment report and the proposal and its Attachments, Terms and Conditions, and Limitations; (3) to accept the form and substance of Haley & Aldrich's reliance letter; and (4) to deliver to Haley & Aldrich a signed copy of a reliance letter by an authorized representative of the relying party, within thirty (30) days after said reliance letter is provided to the relying party, signifying the relying party's acceptance of the aforementioned conditions. Upon Haley & Aldrich's receipt of the signed reliance letter by the relying party(ies), the relying party(ies) will be authorized to rely on Haley &

Aldrich's ASTM E1527-21 Phase I Environmental Site Assessment for the limited purpose of identifying potential or existing environmental contamination liabilities associated with the subject property. The relying party(ies) agree(s) to bind each of its respective successors and assigns to the aforementioned Terms and Conditions.

This ASTM E1527-21 Phase I Environmental Site Assessment reflects subject property conditions observed and described by records available to Haley & Aldrich as of the date of ASTM E1527-21 Phase I Environmental Site Assessment preparation. The passage of time may result in significant changes in subject property conditions, technology, or economic conditions, which could alter the findings and/or recommendations of the ASTM E1527-21 Phase I Environmental Site Assessment. Accordingly, Haley & Aldrich's client and any other party to whom the ASTM E1527-21 Phase I Environmental Site Assessment is provided recognize and agree that Haley & Aldrich shall bear no liability for deviations from observed conditions or available records after the time of ASTM E1527-21 Phase I Environmental Site Assessment preparation. Haley & Aldrich makes no express or implied representation that the information contained in the E1527-21 Phase I Environmental Site Assessment has continued viability after 180 days of the ASTM E1527-21 Phase I Environmental Site Assessment's completion date, and any use or reliance on the ASTM E1527-21 Phase I Environmental Site Assessment after 180 days of the ASTM E1527-21 Phase I Environmental Site Assessment's completion date by Haley & Aldrich's client or any other authorized person or entity will be at that party's sole risk and without liability to Haley & Aldrich.

Notwithstanding anything contained herein, Haley & Aldrich shall not be liable for any claim or damage arising from environmental contamination liabilities that occurred on the subject property after the effective date of the ASTM E1527-21 Phase I Environmental Site Assessment. Likewise, Haley & Aldrich shall not be liable for any existing or future property owner's failure to satisfy any continuing obligation for CERCLA liability protection or under the Federal Environmental Protection Agency's All Appropriate Inquiries rule.

APPENDIX B
Previous Reports

TABLE 1: SOIL SAMPLE PESTICIDE DATA SUMMARY
1040 - 1045 Cochrane Road, Morgan Hill, California 95037

Location ID	Date	Depth (feet bgs)	Chlordane (Technical) (mg/kg)	a-Chlordane (mg/kg)	g-Chlordane (mg/kg)	p,p-DDD (mg/kg)	p,p-DDE (mg/kg)	p,p-DDT (mg/kg)	Dieldrin (mg/kg)	Other Pesticides (mg/kg)
SS-1 COMP	9/10/2018	1.0	<0.050	<0.0020	<0.0020	<0.0020	<0.0020	<0.0020	<0.0020	<RL
SS-2 COMP	9/10/2018	1.0	0.16	0.018	0.015	<0.0020	0.050	0.019	0.0068	<RL
SS-3 COMP	9/10/2018	1.0	<0.050	<0.0020	<0.0020	<0.0020	0.0067	0.0033	<0.0020	<RL
SS-4 COMP	9/10/2018	1.0	<0.025	<0.0010	<0.0010	<0.0010	0.0020	<0.0010	<0.0010	<RL
SS-5 COMP	9/10/2018	1.0	<0.025	<0.0010	<0.0010	<0.0010	0.011	0.0043	0.0016	<RL
SS-6 COMP	9/10/2018	1.0	<0.025	<0.0010	<0.0010	<0.0010	0.015	0.0062	<0.0010	<RL
SS-7 COMP	9/10/2018	1.0	<0.025	<0.0010	<0.0010	<0.0010	<0.0010	<0.0010	<0.0010	<RL
SS-8 COMP	9/10/2018	1.0	<0.050	<0.0020	<0.0020	<0.0020	0.042	0.0049	<0.0020	<RL
SS-9 COMP	9/10/2018	1.0	<0.050	<0.0020	<0.0020	<0.0020	0.0063	0.0064	<0.0020	<RL
SS-10 COMP	9/10/2018	1.0	<0.025	<0.0010	<0.0010	<0.0010	0.0077	0.0037	<0.0010	<RL
SS-11 COMP	9/10/2018	1.0	<0.050	<0.0020	<0.0020	<0.0020	0.0026	0.0020	<0.0020	<RL
SS-12 COMP	9/10/2018	1.0	<0.025	<0.0010	<0.0010	<0.0010	0.0035	0.0017	<0.0010	<RL
SS-13 COMP	9/10/2018	1.0	<0.12	<0.0050	<0.0050	<0.0050	0.020	0.013	<0.0050	<RL
SS-14 COMP	9/10/2018	1.0	<0.050	<0.0020	<0.0020	0.012	0.075	0.019 P	<0.0020	<RL
SS-15 COMP	9/10/2018	1.0	<0.050	<0.0020	<0.0020	<0.0020	0.011	0.0075 P	0.0038	<RL
Comparison Values:										
ESL - Residential Shallow Soil			0.48	0.48	0.48	2.7	1.9	1.9	0.038	Various
ESL - Commercial Shallow Soil			2.2	2.2	2.2	12	8.1	8.1	0.14	Various

Notes:

mg/kg	milligrams per kilogram
<RL	less than the laboratory reporting limit
bgs	below ground surface
DDD	Dichlorodiphenyldichloroethane
DDE	Dichlorodiphenyldichloroethylene
DDT	Dichlorodiphenyltrichloroethane
Bold	Result exceeds a regulatory screening
P	Agreement between quantitative confirmation results exceed method recommended limits

Comparison Values:
ESL Direct Contact: Direct Exposure Human Health for Residential Shallow Soil Exposure; Environmental Screening Levels (ESLs) from February 2016 (Rev. 3) ESL Summary Tables, prepared by the San Francisco Bay Regional Water Quality Control Board

TABLE 2: SOIL SAMPLE ARSENIC AND LEAD DATA SUMMARY
1040 - 1045 Cochrane Road, Morgan Hill, California 95037

Location ID	Date	Depth (feet bgs)	Arsenic (mg/kg)	Lead (mg/kg)
SS-1A	9/10/2018	1.0	**6.0**	9.6
SS-2A	9/10/2018	1.0	**7.8**	42
SS-3A	9/10/2018	1.0	**7.8**	12
SS-4A	9/10/2018	1.0	**6.2**	9.3
SS-5A	9/10/2018	1.0	**8.8**	16
SS-6A	9/10/2018	1.0	**8.7**	10
SS-7A	9/10/2018	1.0	**8.9**	11
SS-8A	9/10/2018	1.0	**7.1**	14
SS-9A	9/10/2018	1.0	**8.4**	13
SS-10A	9/10/2018	1.0	**9.1**	14
SS-11A	9/10/2018	1.0	**8.9**	14
SS-12A	9/10/2018	1.0	**8.6**	15
SS-13A	9/10/2018	1.0	**4.0**	8.8
SS-14A	9/10/2018	1.0	**6.9**	14
SS-15A	9/10/2018	1.0	**0.91**	0.87
SS-R-16A	9/10/2018	1.0	**5.7**	**120**
SS-R-16B	9/10/2018	1.0	**4.1**	39
SS-R-16C	9/10/2018	1.0	**6.3**	62
SS-R-16D	9/10/2018	1.0	**6.9**	**170**
SS-R-17A	9/10/2018	1.0	**6.4**	23
SS-R-17B	9/10/2018	1.0	**10**	**200**
SS-R-17C	9/10/2018	1.0	**8.5**	17
SS-R-17D	9/10/2018	1.0	**6.4**	24
Comparison Values:				
ESL - Residential Shallow Soil			0.067 [1]	80
ESL - Com Shallow Soil			0.31 [1]	320

Notes:

mg/kg	milligrams per kilogram
<RL	less than the laboratory reporting limit
bgs	below ground surface
Bold	Result exceeds a regulatory screening
[1]	Arsenic concentrations from Geochemical and Mineralogical Maps for the Conterminous United States, a map completed in 2014 by the USGS indicate background levels of arsenic of soil onsite has background upper limit of 8.4 mg/kg.

Comparison Values:

ESL Direct Contact: Direct Exposure Human Health for Residential Shallow Soil Exposure; Environmental Screening Levels (ESLs) from February 2016 (Rev. 3) ESL Summary Tables, prepared by the San Francisco Bay Regional Water Quality Control Board



LEGEND

- Approximate Property Boundary
- Shallow Soil Sample for OC Pesticides
- Discrete Shallow Soil Sample for OC Pesticides and Arsenic and Lead
- Set of Four (4) Shallow Soil Samples for Discrete Lead

AEI Consultants
2500 Camino Diablo, Walnut Creek, California

SAMPLE LOCATION MAP

1040 - 1045 Cochrane Road
Morgan Hill, California

FIGURE 3
Project No. 393757

*Figure is not OCR compatible.

TABLE 1
SUMMARY OF ANALYTICAL RESULTS
Limited Phase II Environmental Investigation
Morgan Hill, California

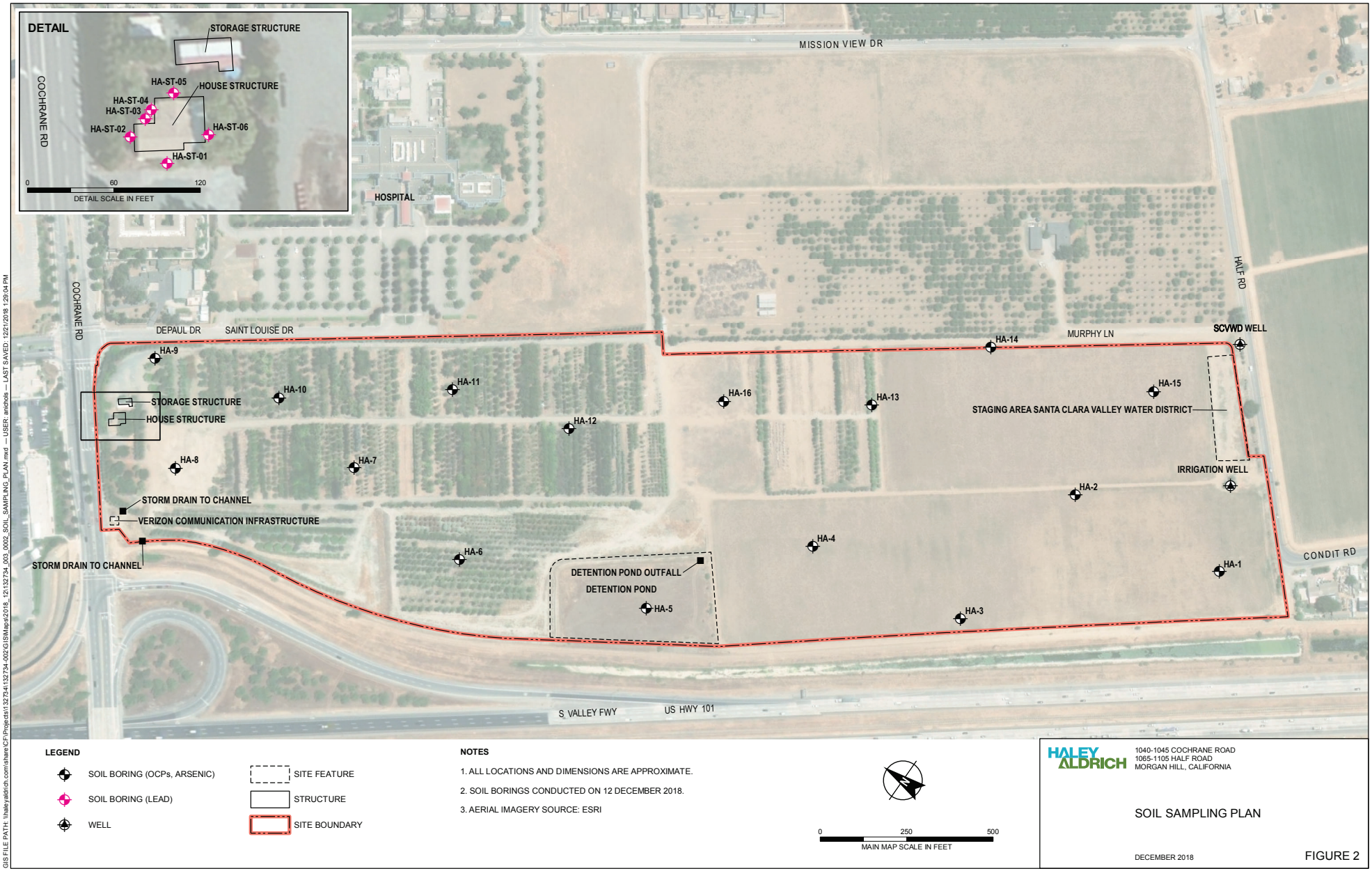
Location ID	Tier 1 ESL	Commercial/ Industrial ESL	HA-05	HA-05	HA-06	HA-06	HA-07	HA-07
Sample Date			12/12/2018	12/12/2018	12/12/2018	12/12/2018	12/12/2018	12/12/2018
Sample Depth (ft bgs)			0.5	2.5	0.5	2.5	0.5	2.5
Inorganic Compounds (mg/kg)								
Arsenic [1]	0.067	0.31	**7.9**	**6.4**	**1.8**	**5.8**	**6.3**	**5.6**
Lead	80	320	--	--	--	--	--	--
Organochlorine Pesticides (µg/kg)								
4,4'-DDD	2700	12000	< 0.61	< 0.61	< 0.61	< 0.61	< 0.61	< 0.61
4,4'-DDE	1900	8500	< 0.42	< 0.42	< 0.42	< 0.42	**4.8**	< 0.42
4,4'-DDT	1900	8500	< 0.41	< 0.41	< 0.41	< 0.41	**2.8**	< 0.41
Aldrin	36	160	< 0.50	< 0.50	< 0.50	< 0.50	< 0.50	< 0.50
alpha-BHC	--	--	< 0.55	< 0.55	< 0.55	< 0.55	< 0.55	< 0.55
alpha-Chlordane	--	--	< 0.40	< 0.40	< 0.40	< 0.40	< 0.40	< 0.40
beta-BHC	--	--	< 0.36	< 0.36	< 0.36	< 0.36	< 0.36	< 0.36
Chlordane	480	2200	< 3.2	< 3.2	< 3.2	< 3.2	< 3.2	< 3.2
delta-BHC	--	--	< 0.44	< 0.44	< 0.44	< 0.44	< 0.44	< 0.44
Dieldrin	0.17	170	< 0.59	< 0.59	< 0.59	< 0.59	< 0.59	< 0.59
Endosulfan I	--	--	< 0.32	< 0.32	< 0.32	< 0.32	< 0.32	< 0.32
Endosulfan II	--	--	< 0.49	< 0.49	< 0.49	< 0.49	< 0.49	< 0.49
Endosulfan sulfate	--	--	< 0.38	< 0.38	< 0.38	< 0.38	< 0.38	< 0.38
Endrin	0.65	290000	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46
Endrin aldehyde	--	--	< 0.63	< 0.63	< 0.63	< 0.63	< 0.63	< 0.63
Endrin ketone	--	--	< 0.33	< 0.33	< 0.33	< 0.33	< 0.33	< 0.33
gamma-BHC (Lindane)	9.8	2500	< 0.63	< 0.63	< 0.63	< 0.63	< 0.63	< 0.63
gamma-Chlordane	--	--	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46
Heptachlor	0.77	600	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46
Heptachlor epoxide	0.42	300	< 0.35	< 0.35	< 0.35	< 0.35	< 0.35	< 0.35
Hexachlorobenzene	340	1500	< 2.0	< 2.0	< 2.0	< 2.0	< 2.0	< 2.0
Methoxychlor	19000	4800000	< 0.68	< 0.68	< 0.68	< 0.68	< 0.67	< 0.68
Toxaphene	0.42	2200	< 6.8	< 6.8	< 6.8	< 6.8	< 6.8	< 6.8

Notes:
Non-detected data is reported to the method detection limit (< MDL).
Detects are **bolded**.
ESL = Environmental Screening Level, established by the San Francisco Bay Regional Water Quality Control Board (RWQCB), February 2016 (Rev 3)
ft bgs = feet below ground surface
mg/kg = milligrams per kilogram
µg/kg = micrograms per kilogram
[1] = natural background concentration for arsenic established by the RWQCB is 11 mg/kg
Concentration exceeds Tier 1 ESL
Concentration exceeds Commercial/Industrial ESL

TABLE 1
SUMMARY OF ANALYTICAL RESULTS
Limited Phase II Environmental Investigation
Morgan Hill, California

Location ID	Tier 1 ESL	Commercial/ Industrial ESL	HA-11	HA-11	HA-12	HA-12
Sample Date			12/12/2018	12/12/2018	12/12/2018	12/12/2018
Sample Depth (ft bgs)			0.5	2.5	0.5	2.5
Inorganic Compounds (mg/kg)						
Arsenic [1]	0.067	0.31	**6.4**	**5.6**	**4.6**	**6.9**
Lead	80	320	--	--	--	--
Organochlorine Pesticides (µg/kg)						
4,4'-DDD	2700	12000	< 0.61	< 0.61	< 0.61	< 0.61
4,4'-DDE	1900	8500	**3.5**	< 0.42	< 0.42	< 0.42
4,4'-DDT	1900	8500	**3.5**	< 0.41	< 0.41	< 0.41
Aldrin	36	160	< 0.50	< 0.50	< 0.50	< 0.50
alpha-BHC	--	--	< 0.55	< 0.55	< 0.55	< 0.55
alpha-Chlordane	--	--	< 0.40	< 0.40	< 0.40	< 0.40
beta-BHC	--	--	< 0.36	< 0.36	< 0.36	< 0.36
Chlordane	480	2200	< 3.2	< 3.2	< 3.2	< 3.2
delta-BHC	--	--	< 0.44	< 0.44	< 0.44	< 0.44
Dieldrin	0.17	170	< 0.59	< 0.59	< 0.59	< 0.59
Endosulfan I	--	--	< 0.32	< 0.32	< 0.32	< 0.32
Endosulfan II	--	--	< 0.49	< 0.49	< 0.49	< 0.49
Endosulfan sulfate	--	--	< 0.38	< 0.38	< 0.38	< 0.38
Endrin	0.65	290000	< 0.46	< 0.46	< 0.46	< 0.46
Endrin aldehyde	--	--	< 0.63	< 0.63	< 0.63	< 0.63
Endrin ketone	--	--	< 0.33	< 0.33	< 0.33	< 0.33
gamma-BHC (Lindane)	9.8	2500	< 0.63	< 0.63	< 0.63	< 0.63
gamma-Chlordane	--	--	< 0.46	< 0.46	< 0.46	< 0.46
Heptachlor	0.77	600	< 0.46	< 0.46	< 0.46	< 0.46
Heptachlor epoxide	0.42	300	< 0.35	< 0.35	< 0.35	< 0.35
Hexachlorobenzene	340	1500	< 2.0	< 2.0	< 2.0	< 2.0
Methoxychlor	19000	4800000	< 0.68	< 0.68	< 0.68	< 0.68
Toxaphene	0.42	2200	< 6.8	< 6.8	< 6.8	< 6.8

Notes:
Non-detected data is reported to the method detection limit (< MDL).
Detects are **bolded**.
ESL = Environmental Screening Level, established by the San Francisco Bay Regional Water Quality Control Board (RWQCB), February 2016 (Rev 3)
ft bgs = feet below ground surface
mg/kg = milligrams per kilogram
µg/kg = micrograms per kilogram
[1] = natural background concentration for arsenic established by the RWQCB is 11 mg/kg
Concentration exceeds Tierl 1 ESL
Concentration exceeds Commercial/Industrial ESL



LEGEND

- SOIL BORING (OCPs, ARSENIC)
- SOIL BORING (LEAD)
- WELL
- SITE FEATURE
- STRUCTURE
- SITE BOUNDARY

NOTES

1. ALL LOCATIONS AND DIMENSIONS ARE APPROXIMATE.
2. SOIL BORINGS CONDUCTED ON 12 DECEMBER 2018.
3. AERIAL IMAGERY SOURCE: ESRI

0 250 500
MAIN MAP SCALE IN FEET

HALEY ALDRICH

1040-1045 COCHRANE ROAD
1065-1105 HALF ROAD
MORGAN HILL, CALIFORNIA

SOIL SAMPLING PLAN

DECEMBER 2018

FIGURE 2

GIS FILE PATH: \\haleyaldrich.com\share\CF\Projects\132734\132734-002\GIS\Maps\2018_12\132734_003_0002_SOIL_SAMPLING_PLAN.mxd — USER: amchols — LAST SAVED: 12/21/2018 1:29:04 PM

*Figure is not OCR compatible.

APPENDIX C
Historical Research Documentation

TCC Cochrane Village

Depaul Drive and US Highway 101

MORGAN HILL, CA 95037

Inquiry Number: 7579882.4

February 27, 2024

EDR Historical Topo Map Report

with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

02/27/24

Site Name:

TCC Cochrane Village
Depaul Drive and US Highway
MORGAN HILL, CA 95037
EDR Inquiry # 7579882.4

Client Name:

Haley & Aldrich, Inc.
2033 N. Main Street
Walnut Creek, CA 94596
Contact: Brooke Mellin

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Haley & Aldrich, Inc. were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:

P.O.# 0132734-008-001-01
Project: TCC Cochrane Village

Coordinates:

Latitude:	37.151616 37° 9' 6" North
Longitude:	-121.648043 -121° 38' 53" West
UTM Zone:	Zone 10 North
UTM X Meters:	620055.60
UTM Y Meters:	4112547.35
Elevation:	385.00' above sea level

Maps Provided:

2021	1939
2018	1917
2015	
2012	
1978, 1980	
1973	
1968, 1971	
1955	

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Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2021 Source Sheets



Morgan Hill
2021
7.5-minute, 24000

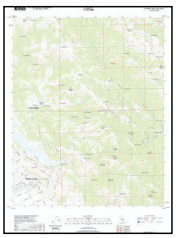


Mount Sizer
2021
7.5-minute, 24000

2018 Source Sheets

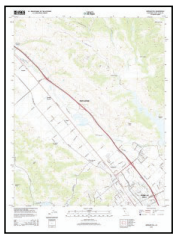


Morgan Hill
2018
7.5-minute, 24000



Mount Sizer
2018
7.5-minute, 24000

2015 Source Sheets



Morgan Hill
2015
7.5-minute, 24000

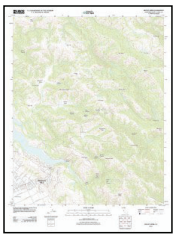


Mount Sizer
2015
7.5-minute, 24000

2012 Source Sheets



Morgan Hill
2012
7.5-minute, 24000



Mount Sizer
2012
7.5-minute, 24000

*Maps on this page are not OCR compatible.

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1978, 1980 Source Sheets



Mt. Sizer
1978
7.5-minute, 24000
Aerial Photo Revised 1971



Morgan Hill
1980
7.5-minute, 24000
Aerial Photo Revised 1978

1973 Source Sheets



Morgan Hill
1973
7.5-minute, 24000
Aerial Photo Revised 1973

1968, 1971 Source Sheets



Morgan Hill
1968
7.5-minute, 24000
Aerial Photo Revised 1968



Mt. Sizer
1971
7.5-minute, 24000
Aerial Photo Revised 1971

1955 Source Sheets



Morgan Hill
1955
7.5-minute, 24000
Aerial Photo Revised 1953



Mt. Sizer
1955
7.5-minute, 24000
Aerial Photo Revised 1953

*Maps on this page are not OCR compatible.

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1939 Source Sheets



Morgan Hill
1939
15-minute, 62500
Aerial Photo Revised 1939

1917 Source Sheets

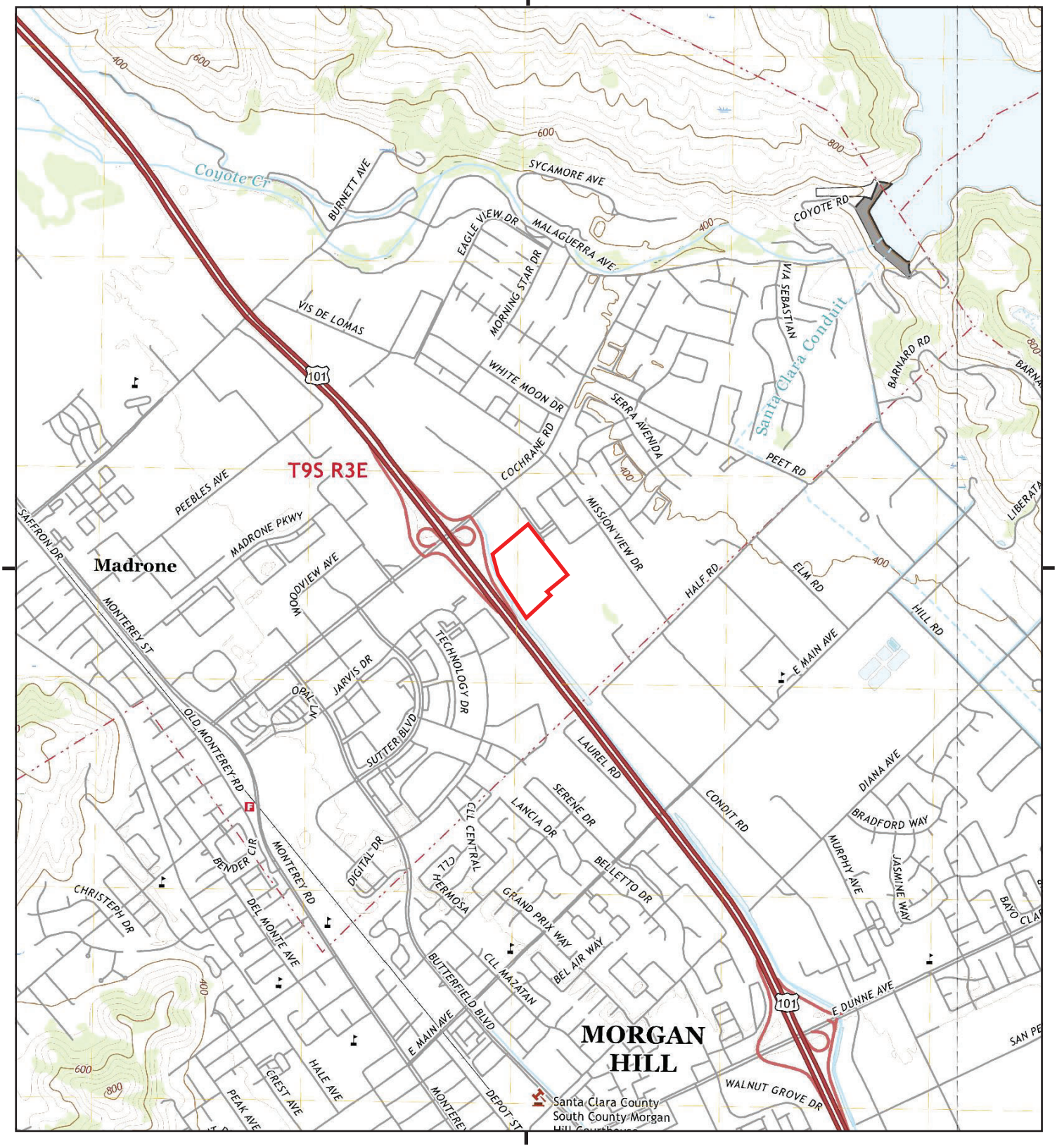


Morgan Hill
1917
15-minute, 62500

*Maps on this page are not OCR compatible.

Historical Topo Map

2021



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

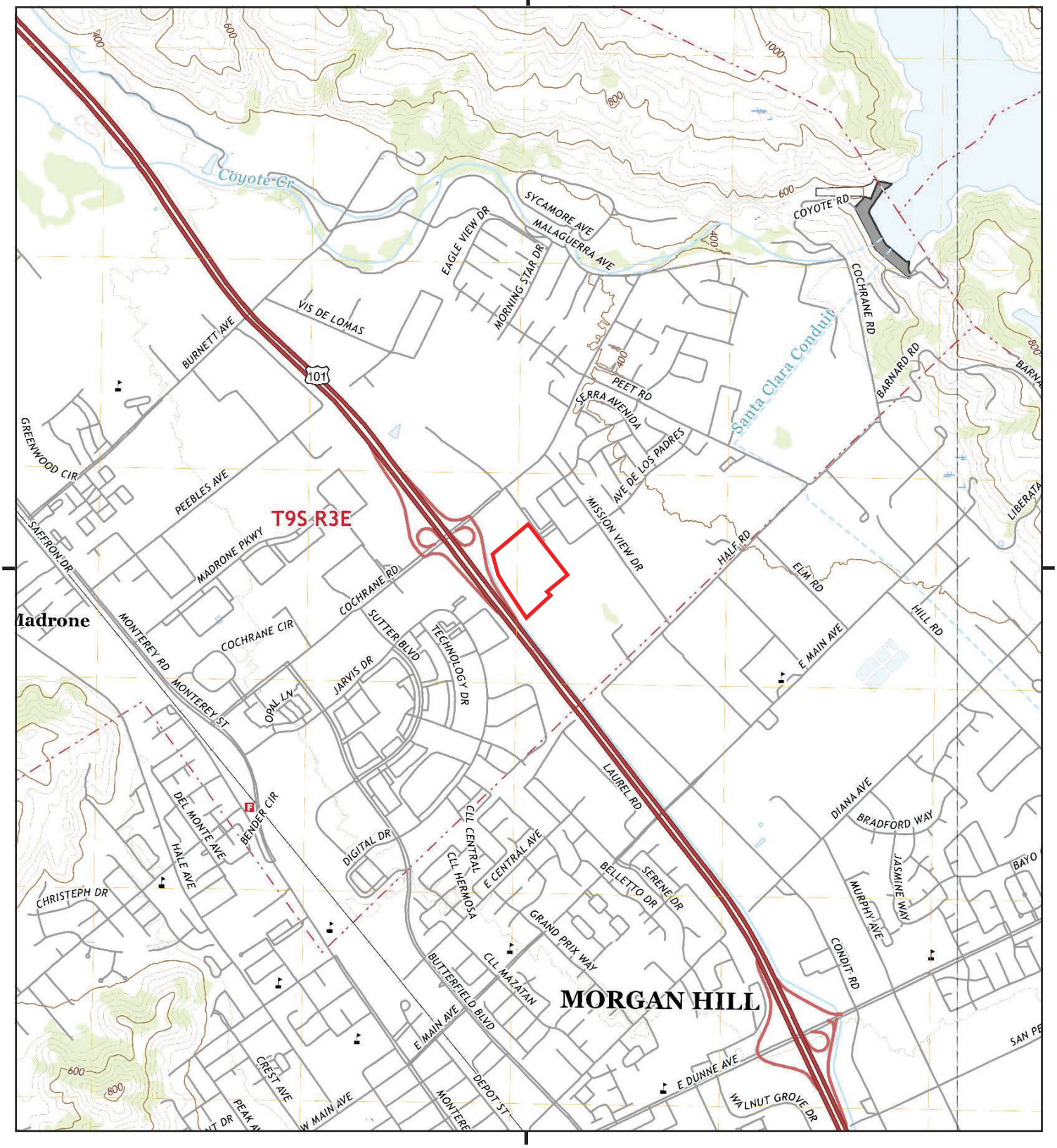
NW N NE
W E
SW S SE

TP, Morgan Hill, 2021, 7.5-minute
NE, Mount Sizer, 2021, 7.5-minute

SITE NAME: TCC Cochrane Village
ADDRESS: Depaul Drive and US Highway 101
MORGAN HILL, CA 95037
CLIENT: Haley & Aldrich, Inc.

N

*Figure is not OCR compatible.



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Morgan Hill, 2018, 7.5-minute
NE, Mount Sizer, 2018, 7.5-minute

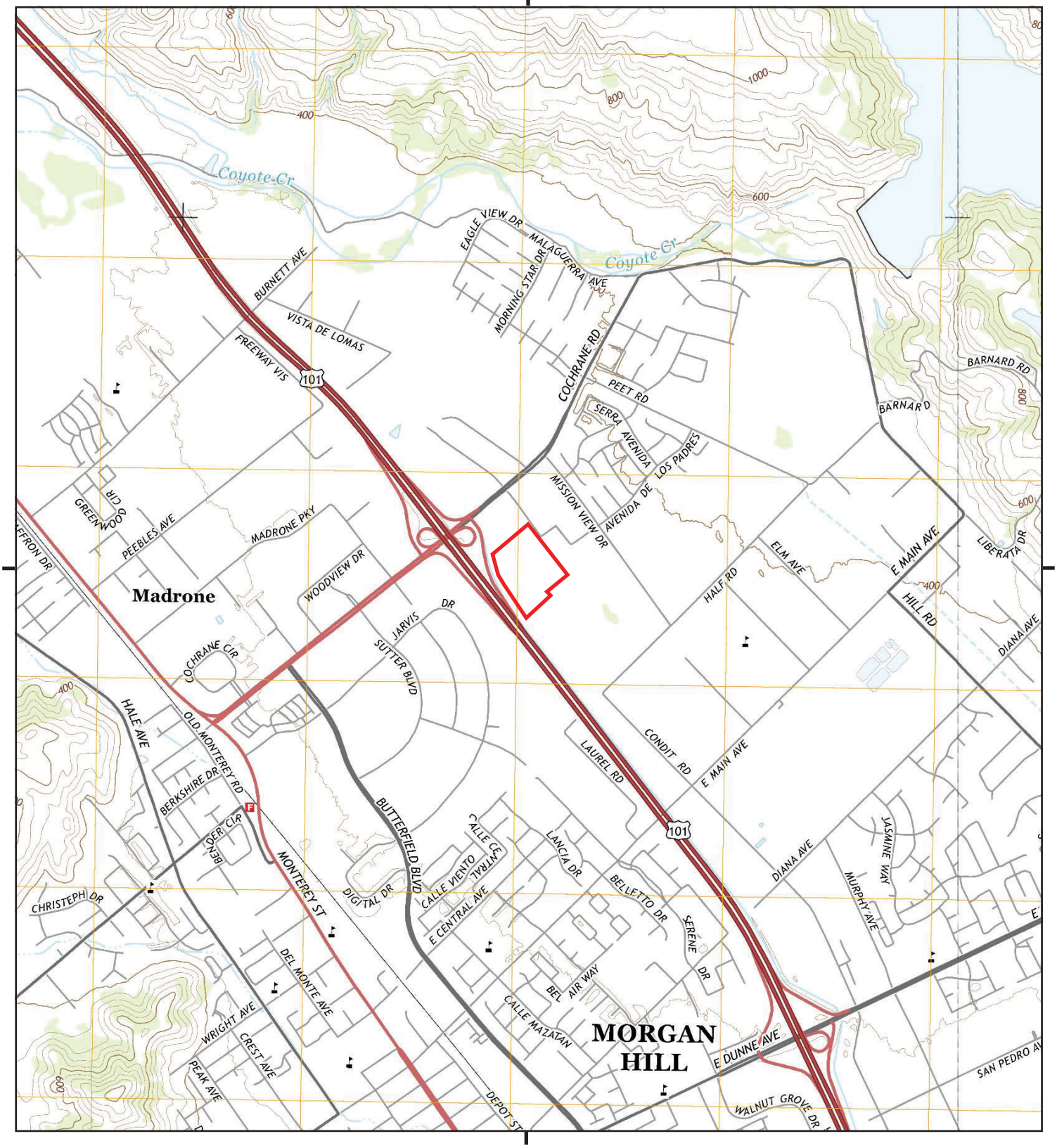
SITE NAME: TCC Cochrane Village
ADDRESS: Depaul Drive and US Highway 101
MORGAN HILL, CA 95037
CLIENT: Haley & Aldrich, Inc.

N

*Figure is not OCR compatible.

Historical Topo Map

2015



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Morgan Hill, 2015, 7.5-minute
NE, Mount Sizer, 2015, 7.5-minute

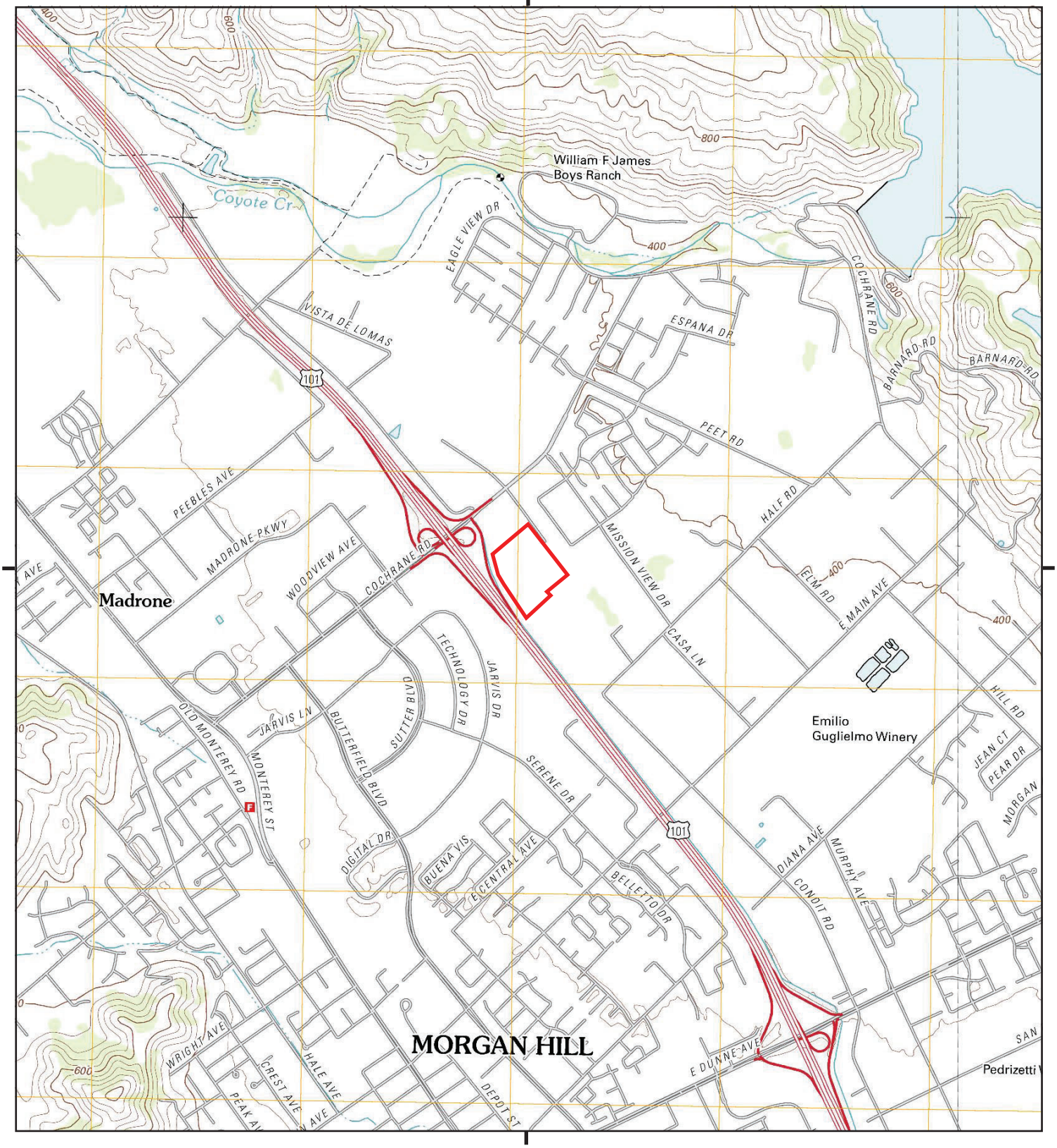
SITE NAME: TCC Cochrane Village
ADDRESS: Depaul Drive and US Highway 101
MORGAN HILL, CA 95037
CLIENT: Haley & Aldrich, Inc.

N

*Figure is not OCR compatible.

Historical Topo Map

2012



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

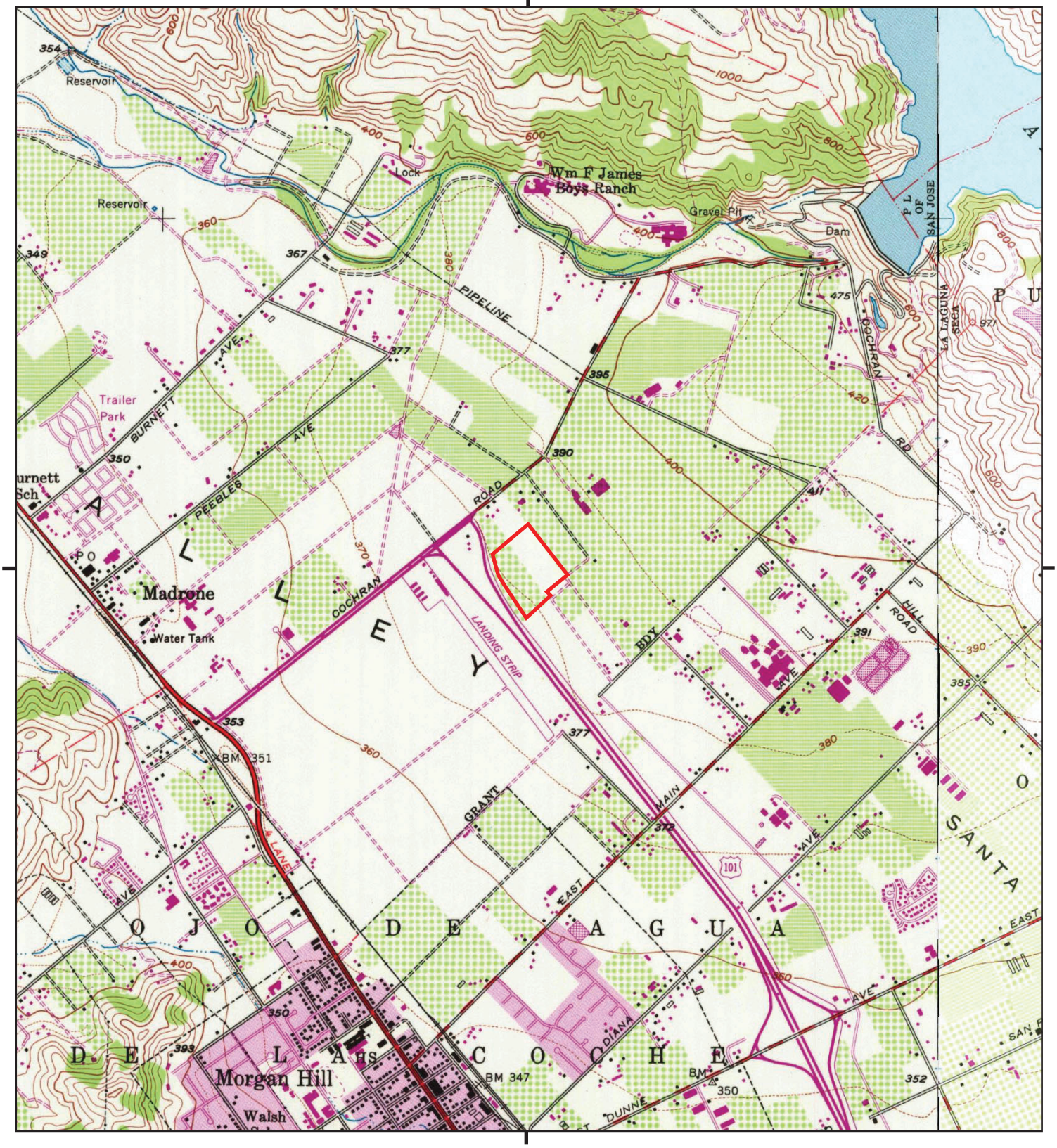
NW N NE
W E
SW S SE

TP, Morgan Hill, 2012, 7.5-minute
NE, Mount Sizer, 2012, 7.5-minute

SITE NAME: TCC Cochrane Village
ADDRESS: Depaul Drive and US Highway 101
MORGAN HILL, CA 95037
CLIENT: Haley & Aldrich, Inc.

N

*Figure is not OCR compatible.



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

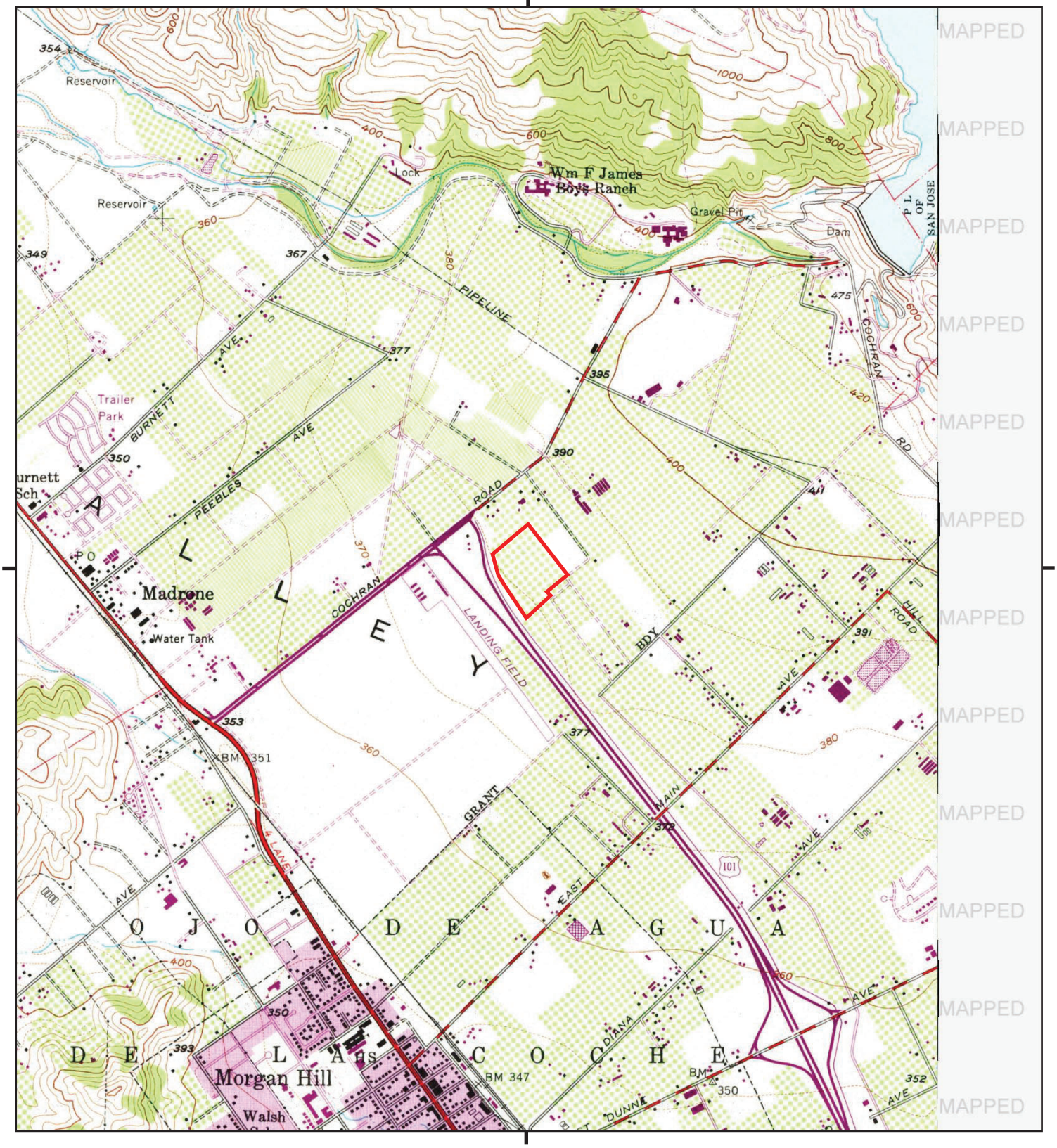
NW N NE
W E
SW S SE

TP, Morgan Hill, 1980, 7.5-minute
NE, Mt. Sizer, 1978, 7.5-minute

SITE NAME: TCC Cochrane Village
ADDRESS: Depaul Drive and US Highway 101
MORGAN HILL, CA 95037
CLIENT: Haley & Aldrich, Inc.

N

*Figure is not OCR compatible.



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

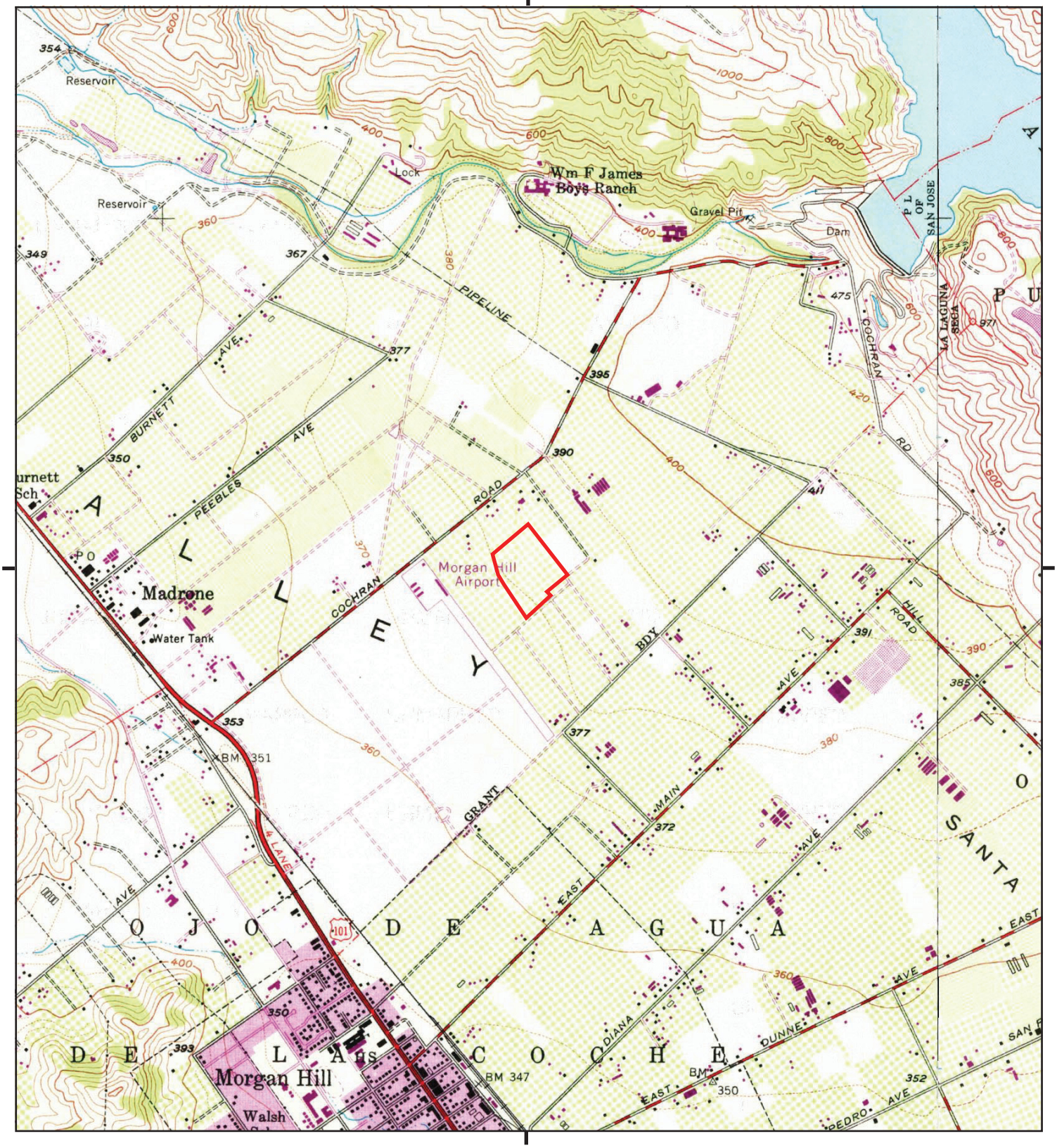
NW N NE
W E
SW S SE

TP, Morgan Hill, 1973, 7.5-minute

SITE NAME: TCC Cochrane Village
ADDRESS: Depaul Drive and US Highway 101
MORGAN HILL, CA 95037
CLIENT: Haley & Aldrich, Inc.

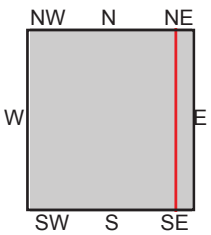
N

*Figure is not OCR compatible.



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

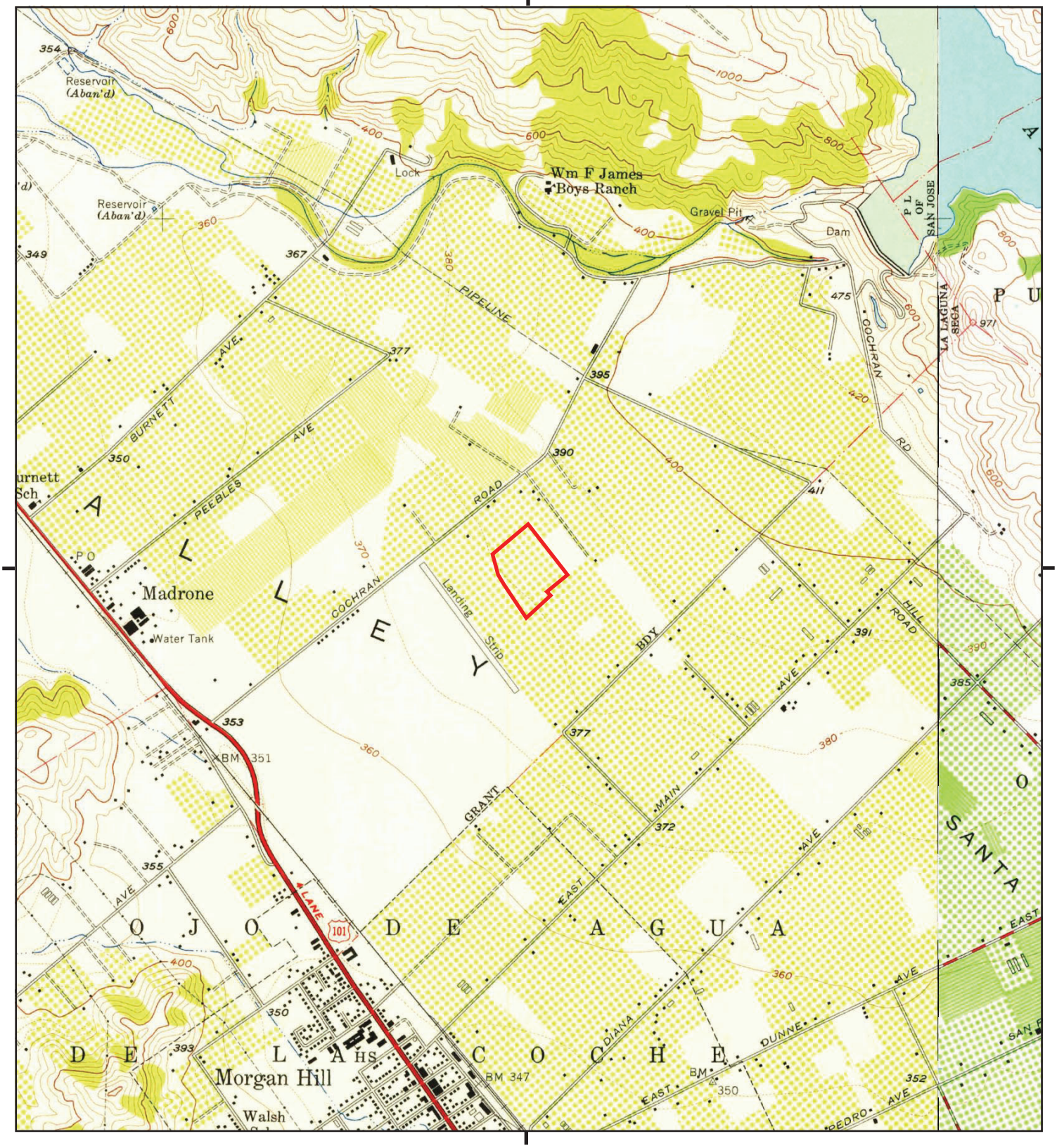


TP, Morgan Hill, 1968, 7.5-minute
NE, Mt. Sizer, 1971, 7.5-minute

SITE NAME: TCC Cochrane Village
ADDRESS: Depaul Drive and US Highway 101
MORGAN HILL, CA 95037
CLIENT: Haley & Aldrich, Inc.

N

*Figure is not OCR compatible.



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

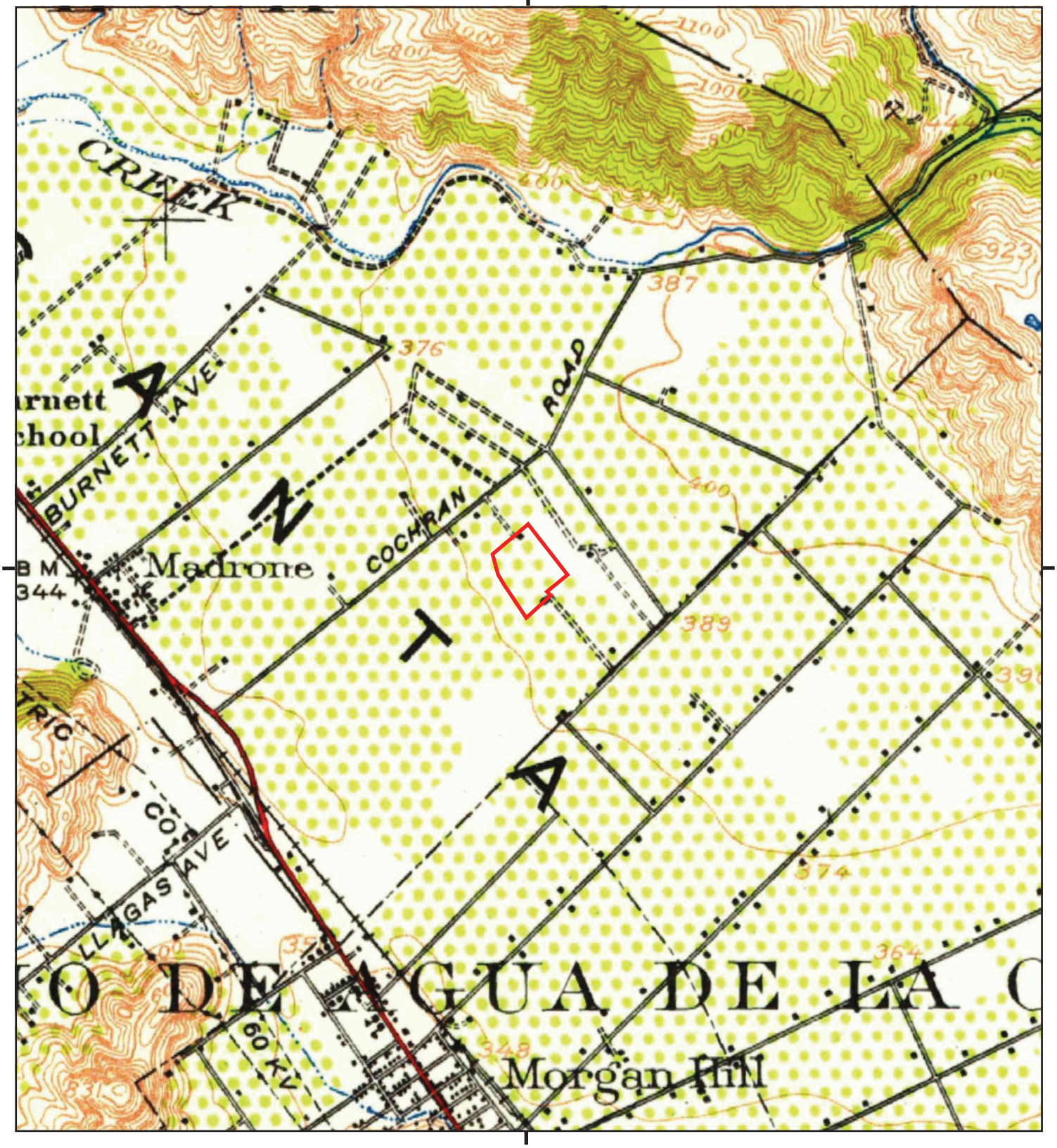
NW N NE
W E
SW S SE

TP, Morgan Hill, 1955, 7.5-minute
NE, Mt. Sizer, 1955, 7.5-minute

SITE NAME: TCC Cochrane Village
ADDRESS: Depaul Drive and US Highway 101
MORGAN HILL, CA 95037
CLIENT: Haley & Aldrich, Inc.

N

*Figure is not OCR compatible.



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

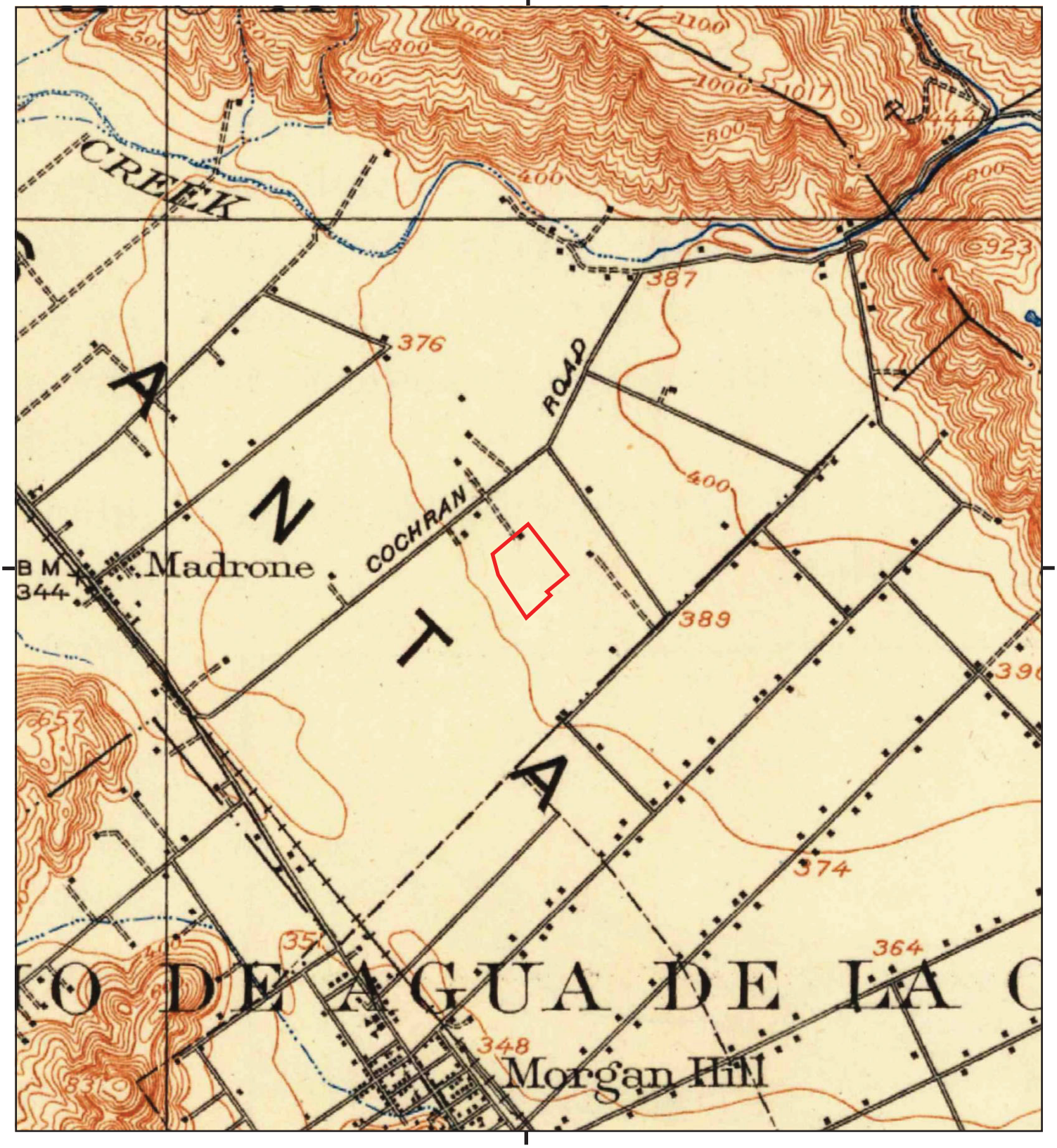
NW N NE
W E
SW S SE

TP, Morgan Hill, 1939, 15-minute

SITE NAME: TCC Cochrane Village
ADDRESS: Depaul Drive and US Highway 101
MORGAN HILL, CA 95037
CLIENT: Haley & Aldrich, Inc.

*Figure is not OCR compatible.

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Morgan Hill, 1917, 15-minute

SITE NAME: TCC Cochrane Village
ADDRESS: Depaul Drive and US Highway 101
MORGAN HILL, CA 95037
CLIENT: Haley & Aldrich, Inc.

N

*Figure is not OCR compatible.

TCC Cochrane Village

Depaul Drive and US Highway 101

MORGAN HILL, CA 95037

Inquiry Number: 7579882.11

February 27, 2024

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

02/27/24

Site Name:

TCC Cochrane Village
Depaul Drive and US Highway
MORGAN HILL, CA 95037
EDR Inquiry # 7579882.11

Client Name:

Haley & Aldrich, Inc.
2033 N. Main Street
Walnut Creek, CA 94596
Contact: Brooke Mellin

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Search Results:

Year	*Scale*	*Details*	*Source*
2020	1"=500'	Flight Year: 2020	USDA/NAIP
2016	1"=500'	Flight Year: 2016	USDA/NAIP
2012	1"=500'	Flight Year: 2012	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2006	1"=500'	Flight Year: 2006	USDA/NAIP
1998	1"=500'	Flight Date: August 21, 1998	USDA
1982	1"=500'	Flight Date: July 05, 1982	USDA
1974	1"=500'	Flight Date: July 12, 1974	USGS
1970	1"=500'	Flight Date: April 30, 1970	USGS
1968	1"=500'	Flight Date: June 14, 1968	USGS
1963	1"=500'	Flight Date: June 24, 1963	EDR Proprietary Aerial Viewpoint
1956	1"=500'	Flight Date: July 07, 1956	USDA
1950	1"=500'	Flight Date: March 06, 1950	USDA
1948	1"=500'	Flight Date: September 26, 1948	USDA
1940	1"=500'	Flight Date: June 09, 1940	USDA
1939	1"=500'	Flight Date: October 20, 1939	USDA

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INQUIRY #: 7579882.11

YEAR: 2020

N

= 500'

*Figure is not OCR compatible.



INQUIRY #: 7579882.11

YEAR: 2016

N

= 500'

*Figure is not OCR compatible.



*Figure is not OCR compatible.



*Figure is not OCR compatible.



INQUIRY #: 7579882.11

YEAR: 2006

= 500'

N

EDR

*Figure is not OCR compatible.



INQUIRY #: 7579882.11

YEAR: 1998

= 500'

N

EDR

*Figure is not OCR compatible.



INQUIRY #: 7579882.11

YEAR: 1982

= 500'

N

EDR

*Figure is not OCR compatible.



*Figure is not OCR compatible.



INQUIRY #: 7579882.11

YEAR: 1970

= 500'

N

EDR

*Figure is not OCR compatible.



INQUIRY #: 7579882.11

YEAR: 1968

= 500'

N

EDR

*Figure is not OCR compatible.



INQUIRY #: 7579882.11

YEAR: 1963

= 500'

N

EDR

*Figure is not OCR compatible.



INQUIRY #: 7579882.11

YEAR: 1956

= 500'

N

EDR

*Figure is not OCR compatible.



INQUIRY #: 7579882.11

YEAR: 1950

= 500'

N

EDR

*Figure is not OCR compatible.



INQUIRY #: 7579882.11

YEAR: 1948

= 500'

N

EDR

*Figure is not OCR compatible.



INQUIRY #: 7579882.11

YEAR: 1940

= 500'

N

EDR

*Figure is not OCR compatible.



INQUIRY #: 7579882.11

YEAR: 1939

= 500'

N

EDR

*Figure is not OCR compatible.

TCC Cochrane Village
Depaul Drive and US Highway 101
MORGAN HILL, CA 95037

Inquiry Number: 7579882.5
March 01, 2024

The EDR-City Directory Image Report

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

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SECTION

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Findings

City Directory Images

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available business directory data at approximately five year intervals.

RECORD SOURCES

The EDR City Directory Report accesses a variety of business directory sources, including Haines, InfoUSA, Polk, Cole, Bresser, and Stewart. Listings marked as EDR Digital Archive access Cole and InfoUSA records. The various directory sources enhance and complement each other to provide a more thorough and accurate report.

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RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

Year	*Target Street*	*Cross Street*	*Source*
2020	☑	☐	Cole Information
	☑	☐	EDR Digital Archive
2017	☑	☐	Cole Information
2014	☑	☐	Cole Information
2010	☑	☐	Cole Information
2005	☑	☐	Cole Information
2000	☐	☐	Cole Information
1995	☐	☐	Cole Information
1992	☐	☐	Cole Information
1985	☐	☐	Haines Criss-Cross Directory
1981	☐	☐	Haines Criss-Cross Directory
1976	☐	☐	Haines Criss-Cross Directory
1971	☐	☐	Haines Criss-Cross Directory
1967	☐	☐	Polk's City Directory
1964	☐	☐	Polk's City Directory

FINDINGS

TARGET PROPERTY STREET

Depaul Drive and US Highway 101
MORGAN HILL, CA 95037

Year	*CD Image*	*Source*	
DE PAUL DR			
2020	pg A1	EDR Digital Archive	
2017	pg A2	Cole Information	
2014	pg A3	Cole Information	
2010	pg A4	Cole Information	
2005	pg A5	Cole Information	
2000	-	Cole Information	Street not listed in Source
1995	-	Cole Information	Street not listed in Source
1992	-	Cole Information	Street not listed in Source
1985	-	Haines Criss-Cross Directory	Street not listed in Source
1981	-	Haines Criss-Cross Directory	Street not listed in Source
1976	-	Haines Criss-Cross Directory	Street not listed in Source
1971	-	Haines Criss-Cross Directory	Street not listed in Source
1967	-	Polk's City Directory	Street not listed in Source
1964	-	Polk's City Directory	Street not listed in Source

FINDINGS

CROSS STREETS

Year	*CD Image*	*Source*	
US HWY 101			
2020	-	Cole Information	Street not listed in Source
2017	-	Cole Information	Street not listed in Source
2014	-	Cole Information	Street not listed in Source
2010	-	Cole Information	Street not listed in Source
2005	-	Cole Information	Street not listed in Source
2000	-	Cole Information	Street not listed in Source
1995	-	Cole Information	Street not listed in Source
1992	-	Cole Information	Street not listed in Source
1985	-	Haines Criss-Cross Directory	Street not listed in Source
1981	-	Haines Criss-Cross Directory	Street not listed in Source
1976	-	Haines Criss-Cross Directory	Street not listed in Source
1971	-	Haines Criss-Cross Directory	Street not listed in Source
1967	-	Polk's City Directory	Street not listed in Source
1964	-	Polk's City Directory	Street not listed in Source

City Directory Images

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

DE PAUL DR 2020

18550	CHRIS FRITTER PHYSICAL THERAPY
	FRITTER SCHULZ & CONLAN
	GANGANI YASMEEN MD
	MORGAN HILL INTERNAL MEDICINE
	MORGAN HILL MEDICAL ASSOC
	MORGAN HILL MEDICAL ASSOC INC
	MORGAN HILL ORTHOPAEDICS
	MORGAN HILL PEDIATRICS-ADLSCNT
	PRASAD RAJESH MD
	VERITY MEDICAL FOUNDATION
	VISOTH CHHIAP MD A PRO CORP
	WONG RODNEY Z MD

Target Street	Cross Street	Source
✓	-	Cole Information

DE PAUL DR 2017

18500	ST LOUISE HOSPITAL
18550	DEPAUL URGENT CARE
	FRITTER & SCHULZ PHYSICAL & OCCUPA
	GANGANI YASMEEN MD
	MAZHAR A KHAN MD FAAP
	MORGAN HILL INTERNAL MEDICINE
	MORGAN HILL ORTHOPAEDICS & SPORTS ME
	MORGAN HILL PEDIATRICS
	PACIFIC CANCER CARE
	PRASAD, RAJESH
	PREETE BHANOT MD INC
	PREETE MD BHANOT FACOG
	RAJESH PRASAD MD
	RODNEY Z WONG M D INC
	RODNEY Z WONG MD
	SHAH DEVANG MD
	SHAH NIMISHA MD
	ST LOUISE

Target Street	Cross Street	Source
✓	-	Cole Information

DE PAUL DR 2014

18500	CAVA ROBERT
	SCHAEFER STEVEN
18550	DEPAUL URGENT CARE
	FRITTER SCHULZ & CONLAN PHYSICAL & O
	MORGAN HILL INTERNAL MEDICINE
	MORGAN HILL ORTHOPAEDICS & SPORTS ME
	MORGAN HILL PEDIATRICS
	MUSA, M
	PRASAD RAJESH MD
	PRASAD, RAJESH
	PREETE BHANOT MD INC
	RODNEY Z WONG M D INC
	SHAH DEVANG MD
	SHAH NIMISHA MD
	ST LOUISE
	VISOTH CHHIAP MD A PROFESSIONAL CORP
	YASMEEN GANGANI MD

Target Street	Cross Street	Source
✓	-	Cole Information

DE PAUL DR 2010

18550 CHIRALA, ANU
FRITTER SCHULZ & CONLAN
GANGANI YASMEEN MD
GANGANI, MEHBOOB B
LOS PALOS ONCOLOGY & HMTLGY
MORGAN HILL INTERNAL MEDICINE
MORGAN HILL MEDICAL ASSOC
MORGAN HILL PEDIATRICSADLSCNT
PETERSON, DAVID L
PRASAD RAJESH MD
PRASAD, RAJESH
SHAH, NIMISHA H
ST LOUISE
WEIDEMANN NONI
WONG RODNEY Z MD
WONG, RODNEY Z
18580 ADVENT GROUP INDUSTRIES

Target Street	Cross Street	Source
✓	-	Cole Information

DE PAUL DR 2005

18500	GILPIN MARIA M MD
	SAINT LOUISE HOSPITAL
18550	ANU CHIRALA A MEDICAL CORP
	BENNINGHOVEN SCOTT W MD FACS
	BENNINGHOVEN, FACS
	E & D NCHEKWUBE MD INC
	JOYCE, W B
	LANG DANIEL MD
	MORGAN HILL HOME HEALTH CARE AGENCY
	MORGAN HILL INTERNAL
	MORGAN HILL INTERNAL MEDICINE
	MUSA M BAKRI DR
	NOURIE ENTERPRISES
	PACIFIC SURGICAL GROUP
	PRASAD, RAJESH
	SAMARITAN ASTHMAN AND ALLERGY CENTER
	WONG, RODNEY
18580	JOYCE W BRIAN MD
	SAINT LOUISE FAMILY CLINIC
	WILLIAM B JOYCE MD

TCC Cochrane Village

Depaul Drive and US Highway 101

MORGAN HILL, CA 95037

Inquiry Number: 7579882.3

February 27, 2024

Certified Sanborn® Map Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

02/27/24

Site Name:

TCC Cochrane Village
Depaul Drive and US Highway
MORGAN HILL, CA 95037
EDR Inquiry # 7579882.3

Client Name:

Haley & Aldrich, Inc.
2033 N. Main Street
Walnut Creek, CA 94596
Contact: Brooke Mellin

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Certified Sanborn Results:

Certification # FA0E-4E13-A545

PO # 0132734-008-001-01

Project TCC Cochrane Village

UNMAPPED PROPERTY

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Sanborn® Library search results

Certification #: FA0E-4E13-A545

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- ✓ Library of Congress
- ✓ University Publications of America
- ✓ EDR Private Collection

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APPENDIX D
Regulatory Records Documentation

TCC Cochrane Village
Depaul Drive and US Highway 101
MORGAN HILL, CA 95037

Inquiry Number: 7579882.2s
February 27, 2024

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527 - 21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E2247 - 16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E1528 - 22) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

DEPAUL DRIVE AND US HIGHWAY 101
MORGAN HILL, CA 95037

COORDINATES

Latitude (North):	37.1516160 - 37° 9' 5.81''
Longitude (West):	121.6480430 - 121° 38' 52.95''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	620058.6
UTM Y (Meters):	4112343.8
Elevation:	385 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	50003383 MORGAN HILL, CA
Version Date:	2021

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20200527
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
DEPAUL DRIVE AND US HIGHWAY 101
MORGAN HILL, CA 95037

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	VERITY MEDICAL FOUND	18550 DE PAUL DR STE	RCRA NonGen / NLR	Higher	93, 0.018, North
A2	SILICON VALLEY MEDIC	18550 DE PAUL DR STE	CUPA Listings, HAZNET	Higher	93, 0.018, North
A3	SANTA CLARA COUNTY-F	18550 DE PAUL WAY	RCRA NonGen / NLR	Higher	93, 0.018, North
A4	SILICON VALLEY MEDIC	18550 DE PAUL DR STE	RCRA NonGen / NLR	Higher	93, 0.018, North
B5	SAINT LOUISE HOSPITA	18500 ST LOUISE DRIV	RCRA-SQG, FINDS, ECHO, HWTS, HAZNET	Higher	305, 0.058, NE
B6	UNIMED MGMT SVCS SAN	18550 ST LOUISE DR	CUPA Listings	Higher	360, 0.068, NE
B7	DE PAUL MEDICAL CENT	18500 DE PAUL DR	UST	Higher	452, 0.086, NE
B8	SAINT LOUISE HOSPITA	18500 DE PAUL DR	CUPA Listings	Higher	452, 0.086, NE
B9	COUNTY OF SANTA CLAR	18500 DE PAUL DR	CERS TANKS, CERS	Higher	452, 0.086, NE
B10	COUNTY OF SANTA CLAR	18500 DE PAUL DR	UST FINDER	Higher	452, 0.086, NE
B11	COUNTY OF SANTA CLAR	18500 DE PAUL DR	UST	Higher	452, 0.086, NE
C12	BATH & BODY WORKS #2	1058 COCHRANE RD SPC	CERS HAZ WASTE, CUPA Listings, CERS	Higher	619, 0.117, NNW
C13	ULTA BEAUTY #1434	1027 COCHRANE RD	RCRA NonGen / NLR	Higher	709, 0.134, NNW
C14	ULTA BEAUTY #1434	1027 COCHRANE RD	CERS HAZ WASTE, CUPA Listings, HWTS, HAZNET	Higher	709, 0.134, NNW
15	SAINT LOUISE CANCER	18511 MISSION VIEW D	CUPA Listings	Higher	734, 0.139, NE
D16	SMART PRODUCTS INC	675 JARVIS AV	CUPA Listings	Lower	825, 0.156, SW
D17	SHEATHING TECHNOLOGI	675 JARVIS DR	RCRA NonGen / NLR	Lower	825, 0.156, SW
E18	COCHRANE 76	1107 COCHRANE RD STE	UST FINDER	Higher	833, 0.158, NNW
E19	COCHRANE COMMONS SER	1107 COCHRANE ROAD	CUPA Listings, EMI, CERS	Higher	833, 0.158, NNW
E20	COCHRANE 76	1107 COCHRANE RD STE	CERS HAZ WASTE, CERS TANKS, CERS	Higher	833, 0.158, NNW
E21	COCHRANE 76	1107 COCHRANE RD	UST	Higher	833, 0.158, NNW
E22	COCHRANE 76	1107 COCHRANE RD STE	UST	Higher	833, 0.158, NNW
23	USI MANUFACTURING SE	685 JARVIS DR A	CUPA Listings	Lower	852, 0.161, SSW
F24	PARTY CITY CORPORATI	1007 COCHRANE RD	RCRA NonGen / NLR	Lower	944, 0.179, NW
F25	PARTY CITY #867	1007 COCHRANE RD	CUPA Listings	Lower	944, 0.179, NW
F26	PARTY CITY CORPORATI	1007 COCHRANE RD	CERS HAZ WASTE, HWTS, HAZNET, CERS	Lower	944, 0.179, NW
27	BIG 5 SPORTING GOODS	150 COCHRANE PLZ	RCRA NonGen / NLR	Lower	959, 0.182, West
D28	DENISE BLASE	700 JARVIS DRIVE	RCRA NonGen / NLR	Lower	967, 0.183, SW
29	ST. LOUISE HOSPITAL	18500 ST LOUISE DR	UST	Higher	1061, 0.201, NE
G30	GMP METAL PLATING IN		PFAS ECHO	Lower	1102, 0.209, SSW
H31	RUGE RANCH	1320 COCHRANE RD	CUPA Listings	Higher	1141, 0.216, North
H32	RUGE RANCH	1320 COCHRANE ROAD	HIST UST	Higher	1141, 0.216, North
33	T-MOBILE WEST, LLC S	144 COCHRANE PLZ	CUPA Listings, CERS	Lower	1186, 0.225, WSW
G34	GMP PLATING, INC	740 JARVIS DR	RCRA-LQG	Lower	1257, 0.238, SSW
G35	GMP PLATING INC	740 JARVIS DR	CUPA Listings	Lower	1257, 0.238, SSW
G36	GMP PLATING INC	740 JARVIS DR	CERS HAZ WASTE, NPDES, CIWQS, CERS	Lower	1257, 0.238, SSW
37	CROSSWINDS	1105 HALF ROAD	CPS-SLIC, HWTS, CERS	Higher	1621, 0.307, SE
38	PHOTOTEK	18450 SUTTER BLVD	RCRA-SQG, ENVIROSTOR, HWTS, HAZNET	Lower	1871, 0.354, SW
39	ANRITSU COMPANY	490 JARVIS DRIVE	CUPA Listings, EMI, HIST CORTESE, NPDES, CIWQS,...	Lower	2219, 0.420, WSW

MAPPED SITES SUMMARY

Target Property Address:
DEPAUL DRIVE AND US HIGHWAY 101
MORGAN HILL, CA 95037

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
40	BORELLO PROPERTY - M	PEET ROAD, EAST OF M	US BROWNFIELDS	Higher	2423, 0.459, NNE
41	BORELLO PROPERTY	PEET ROAD, EAST OF M	ENVIROSTOR, SCH	Higher	2934, 0.556, NE
42	MADRONE LAND CORP./S	645 COCHRANE	ENVIROSTOR, CPS-SLIC, DEED, HIST CORTESE, CERS	Lower	3071, 0.582, WSW
43	TORAY ADVANCED COMPO	18410 BUTTERFIELD BL	RCRA-LQG, ENVIROSTOR, WDS	Lower	3382, 0.641, SW
44	RYAN PROPERTIES	E. MAIN AVE. & EAST	ENVIROSTOR	Lower	4192, 0.794, SSE
45	BORELLO ST. MARKS PR	COCHRAN ROAD AND SAI	ENVIROSTOR, VCP	Higher	4707, 0.891, NNE
46	DEPRESSURIZED TECHNO	335 COCHRANE CIR	RCRA-SQG, FINDS, ECHO, ICE, HWP, HWTS, HAZNET,...	Lower	4773, 0.904, WSW
47	BORELLO PROPERTY	COCHRAN ROAD AND PEE	ENVIROSTOR, VCP	Higher	4998, 0.947, NNE
48	THE ESTATES AT SAN S	PEET ROAD	ENVIROSTOR, VCP	Higher	5116, 0.969, NE

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Lists of Federal Delisted NPL sites

Delisted NPL ---------- National Priority List Deletions

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE ---------- Superfund Enterprise Management System Archive

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS ---------- Corrective Action Report

Lists of Federal RCRA TSD facilities

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Lists of Federal RCRA generators

RCRA-VSQG ---------- RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROLS ---------- Institutional Controls Sites List

EXECUTIVE SUMMARY

Federal ERNS list

ERNS ---------- Emergency Response Notification System

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE ---------- State Response Sites

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF ---------- Solid Waste Information System

Lists of state and tribal leaking storage tanks

LUST ---------- Geotracker's Leaking Underground Fuel Tank Report
INDIAN LUST ---------- Leaking Underground Storage Tanks on Indian Land
HIST LUST ---------- HIST LUST - Fuel Leak Site Activity Report

Lists of state and tribal registered storage tanks

FEMA UST ---------- Underground Storage Tank Listing
AST ---------- Aboveground Petroleum Storage Tank Facilities
INDIAN UST ---------- Underground Storage Tanks on Indian Land

Lists of state and tribal voluntary cleanup sites

INDIAN VCP ---------- Voluntary Cleanup Priority Listing
VCP ---------- Voluntary Cleanup Program Properties

Lists of state and tribal brownfield sites

BROWNFIELDS ---------- Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT ---------- Waste Management Unit Database
SWRCY ---------- Recycler Database
HAULERS ---------- Registered Waste Tire Haulers Listing
INDIAN ODI ---------- Report on the Status of Open Dumps on Indian Lands
ODI ---------- Open Dump Inventory
DEBRIS REGION 9 ---------- Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS ---------- Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL ---------- Delisted National Clandestine Laboratory Register
HIST Cal-Sites ---------- Historical Calsites Database
SCH ---------- School Property Evaluation Program
CDL ---------- Clandestine Drug Labs
Toxic Pits ---------- Toxic Pits Cleanup Act Sites
US CDL ---------- National Clandestine Laboratory Register

Local Lists of Registered Storage Tanks

SWEEPS UST	SWEEPS UST Listing
CA FID UST	Facility Inventory Database

Local Land Records

LIENS	Environmental Liens Listing
LIENS 2	CERCLA Lien Information
DEED	Deed Restriction Listing

Records of Emergency Release Reports

HMIRS	Hazardous Materials Information Reporting System
CHMIRS	California Hazardous Material Incident Report System
LDS	Land Disposal Sites Listing
MCS	Military Cleanup Sites Listing
SPILLS 90	SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
US MINES	Mines Master Index File
MINES MRDS	Mineral Resources Data System
ABANDONED MINES	Abandoned Mines

FINDS Facility Index System/Facility Registry System
UXO Unexploded Ordnance Sites
DOCKET HWC Hazardous Waste Compliance Docket Listing
ECHO Enforcement & Compliance History Information
FUELS PROGRAM EPA Fuels Program Registered Listing
PFAS NPL Superfund Sites with PFAS Detections Information
PFAS FEDERAL SITES Federal Sites PFAS Information
PFAS TSCA PFAS Manufacture and Imports Information
PFAS TRIS List of PFAS Added to the TRI
PFAS RCRA MANIFEST PFAS Transfers Identified In the RCRA Database Listing
PFAS ATSDR PFAS Contamination Site Location Listing
PFAS WQP Ambient Environmental Sampling for PFAS
PFAS NPDES Clean Water Act Discharge Monitoring Information
PFAS ECHO FIRE TRAINING Facilities in Industries that May Be Handling PFAS Listing
PFAS PART 139 AIRPORT All Certified Part 139 Airports PFAS Information Listing
AQUEOUS FOAM NRC Aqueous Foam Related Incidents Listing
BIOSOLIDS ICIS-NPDES Biosolids Facility Data
PFAS PFAS Contamination Site Location Listing
AQUEOUS FOAM Former Fire Training Facility Assessments Listing
CA BOND EXP. PLAN Bond Expenditure Plan
CHROME PLATING Chrome Plating Facilities Listing
Cortese "Cortese" Hazardous Waste & Substances Sites List
DRYCLEANERS Cleaner Facilities
EMI Emissions Inventory Data
ENF Enforcement Action Listing
Financial Assurance Financial Assurance Information Listing
ICE Inspection, Compliance and Enforcement
HWT Registered Hazardous Waste Transporter Database
HWTS Hazardous Waste Tracking System
HAZNET Facility and Manifest Data
MINES Mines Site Location Listing
MWMP Medical Waste Management Program Listing
NPDES NPDES Permits Listing
PEST LIC Pesticide Regulation Licenses Listing
PROC Certified Processors Database
Notify 65 Proposition 65 Records
HAZMAT Hazardous Material Facilities
UIC UIC Listing
UIC GEO UIC GEO (GEOTRACKER)
WASTEWATER PITS Oil Wastewater Pits Listing
WDS Waste Discharge System
WIP Well Investigation Program Case List
MILITARY PRIV SITES MILITARY PRIV SITES (GEOTRACKER)
PROJECT PROJECT (GEOTRACKER)
WDR Waste Discharge Requirements Listing
CIWQS California Integrated Water Quality System
CERS CERS
NON-CASE INFO NON-CASE INFO (GEOTRACKER)
OTHER OIL GAS OTHER OIL & GAS (GEOTRACKER)
PROD WATER PONDS PROD WATER PONDS (GEOTRACKER)
SAMPLING POINT SAMPLING POINT (GEOTRACKER)
WELL STIM PROJ Well Stimulation Project (GEOTRACKER)
UST FINDER RELEASE UST Finder Releases Database

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP EDR Proprietary Manufactured Gas Plants

EDR Hist Auto---------- EDR Exclusive Historical Auto Stations
EDR Hist Cleaner---------- EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF---------- Recovered Government Archive Solid Waste Facilities List
RGA LUST---------- Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal RCRA generators

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 12/04/2023 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
GMP PLATING, INC EPA ID:: CAR000065565	740 JARVIS DR	SSW 1/8 - 1/4 (0.238 mi.)	G34	182

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 12/04/2023 has revealed that there is 1 RCRA-SQG site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SAINT LOUISE HOSPITA EPA ID:: CAD982401374	***18500 ST LOUISE DRIV***	***NE 0 - 1/8 (0.058 mi.)***	***B5***	***21***

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 10/23/2023 has revealed that there are 8 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BORELLO PROPERTY Status: Certified Facility Id: 60002240	***PEET ROAD, EAST OF M***	***NE 1/2 - 1 (0.556 mi.)***	***41***	***276***
BORELLO ST. MARKS PR Status: No Further Action Facility Id: 60000323	***COCHRAN ROAD AND SAI***	***NNE 1/2 - 1 (0.891 mi.)***	***45***	***304***
BORELLO PROPERTY Status: Certified Facility Id: 43010033	***COCHRAN ROAD AND PEE***	***NNE 1/2 - 1 (0.947 mi.)***	***47***	***317***
THE ESTATES AT SAN S Status: No Further Action Facility Id: 60002246	***PEET ROAD***	***NE 1/2 - 1 (0.969 mi.)***	***48***	***324***

Lower Elevation	Address	Direction / Distance	Map ID	Page
PHOTOTEK Status: Inactive - Needs Evaluation Facility Id: 71003458	***18450 SUTTER BLVD***	***SW 1/4 - 1/2 (0.354 mi.)***	***38***	***221***
MADRONE LAND CORP./S Status: Refer: RWQCB Facility Id: 43010016	***645 COCHRANE***	***WSW 1/2 - 1 (0.582 mi.)***	***42***	***284***
TORAY ADVANCED COMPO Status: Inactive - Needs Evaluation Facility Id: 71004096	***18410 BUTTERFIELD BL***	***SW 1/2 - 1 (0.641 mi.)***	***43***	***286***
RYAN PROPERTIES Status: No Further Action Facility Id: 43010015	E. MAIN AVE. & EAST	SSE 1/2 - 1 (0.794 mi.)	44	302

Lists of state and tribal leaking storage tanks

CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CPS-SLIC list, as provided by EDR, has revealed that there is 1 CPS-SLIC site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CROSSWINDS	***1105 HALF ROAD***	***SE 1/4 - 1/2 (0.307 mi.)***	***37***	***219***
Database: CPS-SLIC, Date of Government Version: 09/05/2023 Global Id: T10000021225 Facility Status: Open - Site Assessment				

Lists of state and tribal registered storage tanks

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there are 5 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
DE PAUL MEDICAL CENT Database: UST, Date of Government Version: 09/05/2023 Facility Id: FA0258833	18500 DE PAUL DR	NE 0 - 1/8 (0.086 mi.)	B7	57
COUNTY OF SANTA CLAR Database: UST, Date of Government Version: 09/05/2023 Facility Id: FA0258833	18500 DE PAUL DR	NE 0 - 1/8 (0.086 mi.)	B11	86
COCHRANE 76 Database: UST, Date of Government Version: 09/05/2023	1107 COCHRANE RD	NNW 1/8 - 1/4 (0.158 mi.)	E21	154
COCHRANE 76 Database: UST, Date of Government Version: 09/05/2023 Facility Id: FA0283980	1107 COCHRANE RD STE	NNW 1/8 - 1/4 (0.158 mi.)	E22	155
ST. LOUISE HOSPITAL Database: UST, Date of Government Version: 09/05/2023 Facility Id: 85	18500 ST LOUISE DR	NE 1/8 - 1/4 (0.201 mi.)	29	177

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: The EPA's listing of Brownfields properties from the Cleanups in My Community program, which provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

A review of the US BROWNFIELDS list, as provided by EDR, and dated 08/15/2023 has revealed that there is 1 US BROWNFIELDS site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BORELLO PROPERTY - M Cleanup Completion Date: -	PEET ROAD, EAST OF M	NNE 1/4 - 1/2 (0.459 mi.)	40	275

Local Lists of Hazardous waste / Contaminated Sites

CERS HAZ WASTE: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

A review of the CERS HAZ WASTE list, as provided by EDR, and dated 10/16/2023 has revealed that there are 5 CERS HAZ WASTE sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BATH & BODY WORKS #2	***1058 COCHRANE RD SPC***	***NNW 0 - 1/8 (0.117 mi.)***	***C12***	***87***
ULTA BEAUTY #1434	***1027 COCHRANE RD***	***NNW 1/8 - 1/4 (0.134 mi.)***	***C14***	***91***
COCHRANE 76	***1107 COCHRANE RD STE***	***NNW 1/8 - 1/4 (0.158 mi.)***	***E20***	***142***
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
PARTY CITY CORPORATI	***1007 COCHRANE RD***	***NW 1/8 - 1/4 (0.179 mi.)***	***F26***	***161***
GMP PLATING INC	***740 JARVIS DR***	***SSW 1/8 - 1/4 (0.238 mi.)***	***G36***	***202***

Local Lists of Registered Storage Tanks

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there is 1 HIST UST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
RUGE RANCH Facility Id: 00000032162	1320 COCHRANE ROAD	N 1/8 - 1/4 (0.216 mi.)	H32	180

CERS TANKS: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

A review of the CERS TANKS list, as provided by EDR, and dated 10/16/2023 has revealed that there are 2 CERS TANKS sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
COUNTY OF SANTA CLAR	***18500 DE PAUL DR***	***NE 0 - 1/8 (0.086 mi.)***	***B9***	***59***
COCHRANE 76	***1107 COCHRANE RD STE***	***NNW 1/8 - 1/4 (0.158 mi.)***	***E20***	***142***

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 12/04/2023 has revealed that there are 8 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
VERITY MEDICAL FOUND EPA ID:: CAL000397936	18550 DE PAUL DR STE	N 0 - 1/8 (0.018 mi.)	A1	9
SANTA CLARA COUNTY-F EPA ID:: CAC003065625	18550 DE PAUL WAY	N 0 - 1/8 (0.018 mi.)	A3	16
SILICON VALLEY MEDIC EPA ID:: CAL000445176	18550 DE PAUL DR STE	N 0 - 1/8 (0.018 mi.)	A4	18
ULTA BEAUTY #1434 EPA ID:: CAL000438456	1027 COCHRANE RD	NNW 1/8 - 1/4 (0.134 mi.)	C13	89

Lower Elevation	Address	Direction / Distance	Map ID	Page
SHEATHING TECHNOLOGI EPA ID:: CAL000477329	675 JARVIS DR	SW 1/8 - 1/4 (0.156 mi.)	D17	133
PARTY CITY CORPORATI EPA ID:: CAL000417879	1007 COCHRANE RD	NW 1/8 - 1/4 (0.179 mi.)	F24	158
BIG 5 SPORTING GOODS EPA ID:: CAL000410195	150 COCHRANE PLZ	W 1/8 - 1/4 (0.182 mi.)	27	172
DENISE BLASE EPA ID:: CAC003090139	700 JARVIS DRIVE	SW 1/8 - 1/4 (0.183 mi.)	D28	175

PFAS ECHO: Regulators and the public have expressed interest in knowing which regulated entities may be using PFAS. EPA has developed a dataset from various sources that show which industries may be handling PFAS. Approximately 120,000 facilities subject to federal environmental programs have operated or currently operate in industry sectors with processes that may involve handling and/or release of PFAS.

A review of the PFAS ECHO list, as provided by EDR, and dated 09/23/2023 has revealed that there is 1 PFAS ECHO site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
GMP METAL PLATING IN		SSW 1/8 - 1/4 (0.209 mi.)	G30	178

CUPA Listings: A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

A review of the CUPA Listings list, as provided by EDR, has revealed that there are 13 CUPA Listings

sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SILICON VALLEY MEDIC	***18550 DE PAUL DR STE***	***N 0 - 1/8 (0.018 mi.)***	***A2***	***11***
Database: CUPA SANTA CLARA, Date of Government Version: 11/07/2023				
UNIMED MGMT SVCS SAN	18550 ST LOUISE DR	NE 0 - 1/8 (0.068 mi.)	B6	56
Database: CUPA SANTA CLARA, Date of Government Version: 11/07/2023				
SAINT LOUISE HOSPITA	18500 DE PAUL DR	NE 0 - 1/8 (0.086 mi.)	B8	58
Database: CUPA SANTA CLARA, Date of Government Version: 11/07/2023				
BATH & BODY WORKS #2	***1058 COCHRANE RD SPC***	***NNW 0 - 1/8 (0.117 mi.)***	***C12***	***87***
Database: CUPA SANTA CLARA, Date of Government Version: 11/07/2023				
ULTA BEAUTY #1434	***1027 COCHRANE RD***	***NNW 1/8 - 1/4 (0.134 mi.)***	***C14***	***91***
Database: CUPA SANTA CLARA, Date of Government Version: 11/07/2023				
SAINT LOUISE CANCER	18511 MISSION VIEW D	NE 1/8 - 1/4 (0.139 mi.)	15	132
Database: CUPA SANTA CLARA, Date of Government Version: 11/07/2023				
COCHRANE COMMONS SER	***1107 COCHRANE ROAD***	***NNW 1/8 - 1/4 (0.158 mi.)***	***E19***	***136***
Database: CUPA SANTA CLARA, Date of Government Version: 11/07/2023				
RUGE RANCH	1320 COCHRANE RD	N 1/8 - 1/4 (0.216 mi.)	H31	179
Database: CUPA SANTA CLARA, Date of Government Version: 11/07/2023				

Lower Elevation	Address	Direction / Distance	Map ID	Page
SMART PRODUCTS INC	675 JARVIS AV	SW 1/8 - 1/4 (0.156 mi.)	D16	132
Database: CUPA SANTA CLARA, Date of Government Version: 11/07/2023				
USI MANUFACTURING SE	685 JARVIS DR A	SSW 1/8 - 1/4 (0.161 mi.)	23	157
Database: CUPA SANTA CLARA, Date of Government Version: 11/07/2023				
PARTY CITY #867	1007 COCHRANE RD	NW 1/8 - 1/4 (0.179 mi.)	F25	160
Database: CUPA SANTA CLARA, Date of Government Version: 11/07/2023				
T-MOBILE WEST, LLC S	***144 COCHRANE PLZ***	***WSW 1/8 - 1/4 (0.225 mi.)***	***33***	***180***
Database: CUPA SANTA CLARA, Date of Government Version: 11/07/2023				
GMP PLATING INC	740 JARVIS DR	SSW 1/8 - 1/4 (0.238 mi.)	G35	201
Database: CUPA SANTA CLARA, Date of Government Version: 11/07/2023				

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there is 1 HIST CORTESE site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ANRITSU COMPANY	***490 JARVIS DRIVE***	***WSW 1/4 - 1/2 (0.420 mi.)***	***39***	***255***
Reg Id: 2417				

HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

A review of the HWP list, as provided by EDR, and dated 02/07/2024 has revealed that there is 1 HWP site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
DEPRESSURIZED TECHNO	***335 COCHRANE CIR***	***WSW 1/2 - 1 (0.904 mi.)***	***46***	***306***
EPA ID: CAD983665068				
Cleanup Status: CLOSED				

UST FINDER: EPA developed UST Finder, a web map application containing a comprehensive, state-sourced national map of underground storage tank (UST) and leaking UST (LUST) data. It provides the attributes and locations of active and closed USTs, UST facilities, and LUST sites from states and from Tribal lands and US territories . UST Finder contains information about proximity of UST facilities and LUST sites to: surface and groundwater public drinking water protection areas; estimated number of private domestic wells and number of people living nearby; and flooding and wildfires.

A review of the UST FINDER list, as provided by EDR, and dated 06/08/2023 has revealed that there are 2 UST FINDER sites within approximately 0.25 miles of the target property.

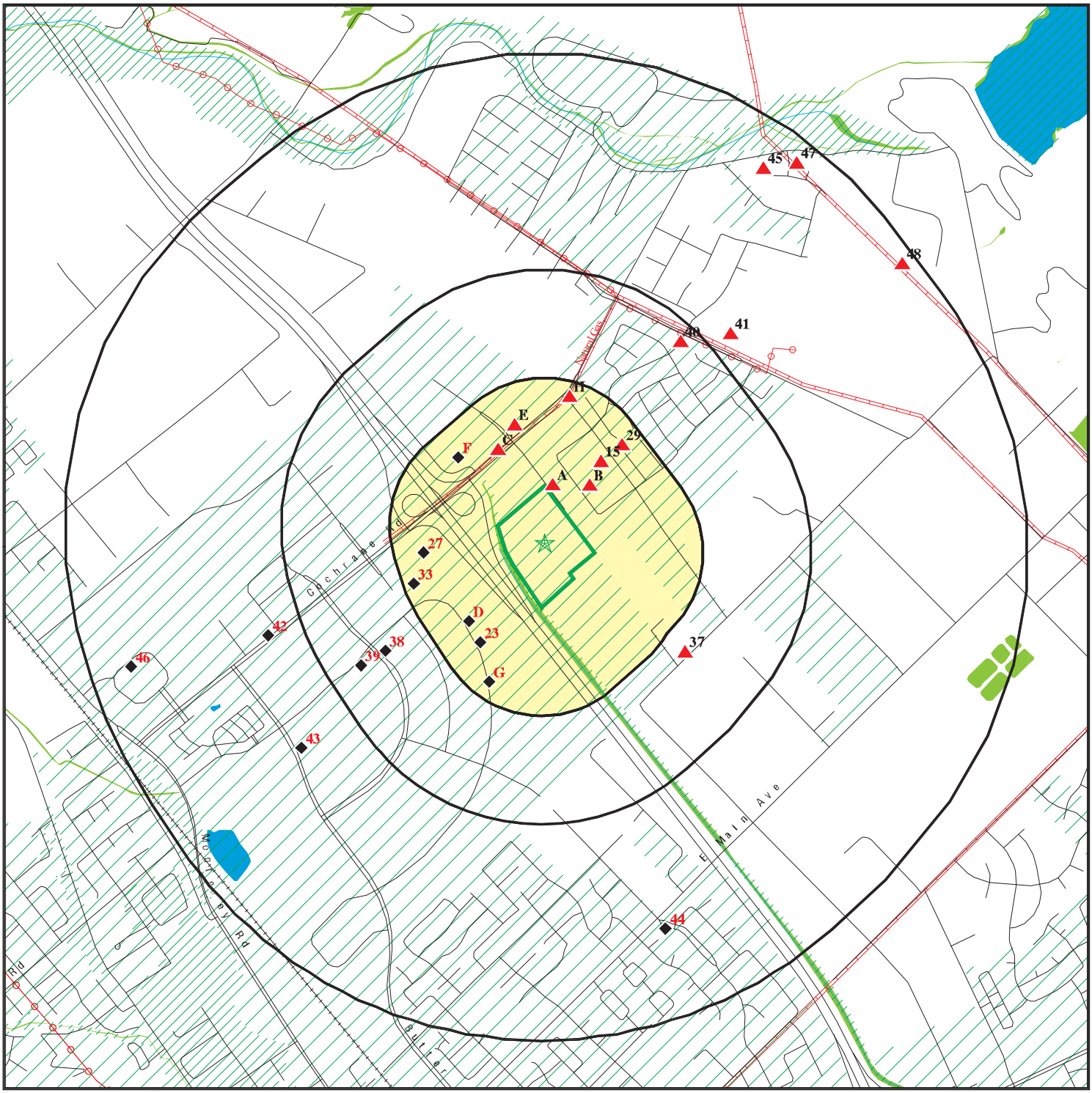
Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
COUNTY OF SANTA CLAR	18500 DE PAUL DR	NE 0 - 1/8 (0.086 mi.)	B10	85
COCHRANE 76	1107 COCHRANE RD STE	NNW 1/8 - 1/4 (0.158 mi.)	E18	135

EXECUTIVE SUMMARY

There were no unmapped sites in this report.

*Figure is not OCR compatible.

OVERVIEW MAP - 7579882.2S



0 1/4 1/2 1 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Pipelines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	TCC Cochrane Village	CLIENT:	Haley & Aldrich, Inc.
ADDRESS:	Depaul Drive and US Highway 101 MORGAN HILL CA 95037	CONTACT:	Brooke Mellin
LAT/LONG:	37.151616 / 121.648043	INQUIRY #:	7579882.2s
		DATE:	February 27, 2024 3:13 pm

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*Figure is not OCR compatible.

DETAIL MAP - 7579882.2S



0 1/16 1/8 1/4 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Pipelines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	TCC Cochrane Village	CLIENT:	Haley & Aldrich, Inc.
ADDRESS:	Depaul Drive and US Highway 101 MORGAN HILL CA 95037	CONTACT:	Brooke Mellin
LAT/LONG:	37.151616 / 121.648043	INQUIRY #:	7579882.2s
		DATE:	February 27, 2024 3:16 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Lists of Federal NPL (Superfund) sites								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Lists of Federal Delisted NPL sites								
Delisted NPL	1.000		0	0	0	0	NR	0
Lists of Federal sites subject to CERCLA removals and CERCLA orders								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Lists of Federal CERCLA sites with NFRAP								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA facilities undergoing Corrective Action								
CORRACTS	1.000		0	0	0	0	NR	0
Lists of Federal RCRA TSD facilities								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA generators								
RCRA-LQG	0.250		0	1	NR	NR	NR	1
RCRA-SQG	0.250		1	0	NR	NR	NR	1
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROLS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
Lists of state- and tribal (Superfund) equivalent sites								
RESPONSE	1.000		0	0	0	0	NR	0
Lists of state- and tribal hazardous waste facilities								
ENVIROSTOR	1.000		0	0	1	7	NR	8
Lists of state and tribal landfills and solid waste disposal facilities								
SWF/LF	0.500		0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Lists of state and tribal leaking storage tanks								
LUST	0.500		0	0	0	NR	NR	0
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	1	NR	NR	1
HIST LUST	0.500		0	0	0	NR	NR	0
Lists of state and tribal registered storage tanks								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		2	3	NR	NR	NR	5
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
Lists of state and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	0	NR	NR	0
Lists of state and tribal brownfield sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	1	NR	NR	1
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	TP		NR	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
CERS HAZ WASTE	0.250		1	4	NR	NR	NR	5
US CDL	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		0	0	NR	NR	NR	0
HIST UST	0.250		0	1	NR	NR	NR	1
CERS TANKS	0.250		1	1	NR	NR	NR	2
CA FID UST	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Local Land Records								
LIENS	TP		NR	NR	NR	NR	NR	0
LIENS 2	TP		NR	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
CHMIRS	TP		NR	NR	NR	NR	NR	0
LDS	TP		NR	NR	NR	NR	NR	0
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		3	5	NR	NR	NR	8
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
MINES MRDS	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	TP		NR	NR	NR	NR	NR	0
ECHO	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
PFAS NPL	0.250		0	0	NR	NR	NR	0
PFAS FEDERAL SITES	0.250		0	0	NR	NR	NR	0
PFAS TSCA	0.250		0	0	NR	NR	NR	0
PFAS TRIS	0.250		0	0	NR	NR	NR	0
PFAS RCRA MANIFEST	0.250		0	0	NR	NR	NR	0
PFAS ATSDR	0.250		0	0	NR	NR	NR	0
PFAS WQP	0.250		0	0	NR	NR	NR	0
PFAS NPDES	0.250		0	0	NR	NR	NR	0
PFAS ECHO	0.250		0	1	NR	NR	NR	1
PFAS ECHO FIRE TRAINING	0.250		0	0	NR	NR	NR	0
PFAS PART 139 AIRPORT	0.250		0	0	NR	NR	NR	0
AQUEOUS FOAM NRC	0.250		0	0	NR	NR	NR	0
BIOSOLIDS	TP		NR	NR	NR	NR	NR	0
PFAS	0.250		0	0	NR	NR	NR	0
AQUEOUS FOAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
CHROME PLATING	0.500		0	0	0	NR	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		4	9	NR	NR	NR	13
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
EMI	TP		NR	NR	NR	NR	NR	0
ENF	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
ICE	TP		NR	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	0	1	NR	NR	1
HWP	1.000		0	0	0	1	NR	1
HWT	0.250		0	0	NR	NR	NR	0
HWTS	TP		NR	NR	NR	NR	NR	0
HAZNET	TP		NR	NR	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
PEST LIC	TP		NR	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
HAZMAT	0.250		0	0	NR	NR	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
UIC GEO	TP		NR	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	TP		NR	NR	NR	NR	NR	0
PROJECT	TP		NR	NR	NR	NR	NR	0
WDR	TP		NR	NR	NR	NR	NR	0
CIWQS	TP		NR	NR	NR	NR	NR	0
CERS	TP		NR	NR	NR	NR	NR	0
NON-CASE INFO	TP		NR	NR	NR	NR	NR	0
OTHER OIL GAS	TP		NR	NR	NR	NR	NR	0
PROD WATER PONDS	TP		NR	NR	NR	NR	NR	0
SAMPLING POINT	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
WELL STIM PROJ	TP		NR	NR	NR	NR	NR	0
UST FINDER RELEASE	0.500		0	0	0	NR	NR	0
UST FINDER	0.250		1	1	NR	NR	NR	2
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0
- Totals --		0	13	26	4	8	0	51

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1
North
< 1/8
0.018 mi.
93 ft.

VERITY MEDICAL FOUNDATION
18550 DE PAUL DR STE 208
MORGAN HILL, CA 95037

Site 1 of 4 in cluster A

RCRA NonGen / NLR

1024845127
CAL000397936

Relative:
Higher

Actual:
388 ft.

RCRA Listings:

Date Form Received by Agency:	20190403
Handler Name:	Verity Medical Foundation
Handler Address:	18550 DE PAUL DR STE 208
Handler City,State,Zip:	MORGAN HILL, CA 95037
EPA ID:	CAL000397936
Contact Name:	BETH RUF
Contact Address:	400 RACE ST
Contact City,State,Zip:	SAN JOSE, CA 95126-0000
Contact Telephone:	408-357-1085
Contact Fax:	408-357-1296
Contact Email:	BETHRUF@VERITYMED.ORG
Contact Title:	Not reported
EPA Region:	09
Land Type:	Not reported
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Not reported
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	400 RACE ST
Mailing City,State,Zip:	SAN JOSE, CA 95126
Owner Name:	Verity Medical Foundation
Owner Type:	Other
Operator Name:	Beth Ruf
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No

VERITY MEDICAL FOUNDATION (Continued) **1024845127**

Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20190411
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Operator
Owner/Operator Name: BETH RUF	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	400 RACE ST
Owner/Operator City,State,Zip:	SAN JOSE, CA 95126-0000
Owner/Operator Telephone:	408-357-1085
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name: VERITY MEDICAL FOUNDATION	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	400 RACE ST
Owner/Operator City,State,Zip:	SAN JOSE, CA 95126
Owner/Operator Telephone:	408-278-3000
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20190403
Handler Name: VERITY MEDICAL FOUNDATION	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	No
Electronic Manifest Broker:	No

VERITY MEDICAL FOUNDATION (Continued) **1024845127**

List of NAICS Codes and Descriptions:
NAICS Code: 621493
NAICS Description: FREESTANDING AMBULATORY SURGICAL AND EMERGENCY CENTERS

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

A2 North < 1/8 0.018 mi. 93 ft. **SILICON VALLEY MEDICAL DEVELOPMENT** **CUPA Listings S125472434**
18550 DE PAUL DR STE 208 **HAZNET N/A**
MORGAN HILL, CA 95037

Site 2 of 4 in cluster A

Relative: Higher

Actual: 388 ft.

CUPA SANTA CLARA:
Name: SILICON VALLEY MEDICAL DEVELOPMENT
Address: 18550 DE PAUL DR STE 208
City,State,Zip: MORGAN HILL, CA 95037
Region: SANTA CLARA
Telephone: 4088715204
UDF Email: BETH_RUF@SVMDMED.ORG
PE#: 2240
Program Description: GENERATES < 10 GAL/YR
Program Identifier: DEH PERMIT-HAZ WASTE GENERATOR PROGRAM
Latitude: 37.1536762
Longitude: -121.6459569
Record ID: PR0437177
Facility ID: FA0291738

HAZNET:
Name: SILICON VALLEY MEDICAL DEVELOPMENT
Address: 18550 DE PAUL DR STE 208
Address 2: Not reported
City,State,Zip: MORGAN HILL, CA 95037
Contact: BETH RUF
Telephone: 4088713209
Mailing Name: Not reported
Mailing Address: 973 UNIVERSITY AVE

Year: 2020
Gepaid: CAL000445176
TSD EPA ID: NED981723513
CA Waste Code: 331 - Off-specification, aged or surplus organics
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.001

Additional Info:
Year: 2020
Gen EPA ID: CAL000445176

SILICON VALLEY MEDICAL DEVELOPMENT (Continued) **S125472434**

Shipment Date:	9/25/2020
Creation Date:	11/12/2020
Receipt Date:	10/23/2020
Manifest ID:	015465434FLE
Trans EPA ID:	MAD039322250
Trans Name:	Clean Harbors Environmental Services, Inc.
Trans 2 EPA ID:	MOD095038998
Trans 2 Name:	Tri State Motor Transit
TSDF EPA ID:	NED981723513
Trans Name:	Clean Harbors Environmental Services, Inc.
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.001
Waste Quantity:	2
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	9/25/2020
Creation Date:	10/21/2020
Receipt Date:	10/1/2020
Manifest ID:	015465433FLE
Trans EPA ID:	MAD039322250
Trans Name:	Clean Harbors Environmental Services, Inc.
Trans 2 EPA ID:	MOD095038998
Trans 2 Name:	Tri State Motor Transit
TSDF EPA ID:	UTD981552177
Trans Name:	Clean Harbors Aragonite LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	- Not reported
RCRA Code:	PHRM,U010,U035,
Meth Code:	H040 - Incineration--Thermal Destruction Other Than Use As A Fuel
Quantity Tons:	0.001
Waste Quantity:	2
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Detail Two:

Year:	2020
EM Manifest ID:	5b1a11c8-05cc-43f0-b801-48ca437b5944
Shipment Date:	9/25/2020
Receipt Date:	10/1/2020
Manifest Number:	015465433FLE
Generator EPA ID:	CAL000445176
Name:	MORGAN HILL CLINIC, SUITE 208

SILICON VALLEY MEDICAL DEVELOPMENT (Continued) **S125472434**

Address:	18550 DEPAUL DRIVE, SUITE 208
Address 2:	Not reported
City:	MORGAN HILL
Zip:	95037
Telephone:	800-483-3718
Contact:	Kay Musich
Contact Telephone:	408-871-5204
Transporter 1 EPA ID:	MAD039322250
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MOD095038998
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	UTD981552177
TSDF Name:	Clean Harbors Aragonite LLC
TSDF Address 1:	11600 North Aptus Road
TSDF Address 2:	Not reported
TSDF City:	Grantsville
TSDF Zip:	84029
TSDF Telephone:	800-483-3718

Federal:

Year:	2020
EM Manifest ID:	5b1a11c8-05cc-43f0-b801-48ca437b5944
Generator EPA ID:	CAL000445176
Shipment Date:	2020-09-25
Manifest Number:	015465433FLE
Line Number:	1
Method Code:	H040
Quantity Tons:	0.00100
Quantity Waste:	2.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
Federal Code:	PHRM

Year:	2020
EM Manifest ID:	5b1a11c8-05cc-43f0-b801-48ca437b5944
Generator EPA ID:	CAL000445176
Shipment Date:	2020-09-25
Manifest Number:	015465433FLE
Line Number:	1
Method Code:	H040
Quantity Tons:	0.00100
Quantity Waste:	2.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
Federal Code:	U010

Year:	2020
EM Manifest ID:	5b1a11c8-05cc-43f0-b801-48ca437b5944
Generator EPA ID:	CAL000445176
Shipment Date:	2020-09-25
Manifest Number:	015465433FLE
Line Number:	1
Method Code:	H040
Quantity Tons:	0.00100

SILICON VALLEY MEDICAL DEVELOPMENT (Continued) **S125472434**

Quantity Waste:	2.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
Federal Code:	U035
Year:	2020
EM Manifest ID:	5b1a11c8-05cc-43f0-b801-48ca437b5944
Generator EPA ID:	CAL000445176
Shipment Date:	2020-09-25
Manifest Number:	015465433FLE
Line Number:	1
Method Code:	H040
Quantity Tons:	0.00100
Quantity Waste:	2.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
Federal Code:	U058
Year:	2020
EM Manifest ID:	5b1a11c8-05cc-43f0-b801-48ca437b5944
Generator EPA ID:	CAL000445176
Shipment Date:	2020-09-25
Manifest Number:	015465433FLE
Line Number:	1
Method Code:	H040
Quantity Tons:	0.00100
Quantity Waste:	2.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
Federal Code:	U059
Year:	2020
EM Manifest ID:	5b1a11c8-05cc-43f0-b801-48ca437b5944
Generator EPA ID:	CAL000445176
Shipment Date:	2020-09-25
Manifest Number:	015465433FLE
Line Number:	1
Method Code:	H040
Quantity Tons:	0.00100
Quantity Waste:	2.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
Federal Code:	U089
Year:	2020
EM Manifest ID:	1887111d-63dd-4051-bfd2-e15ca79592c9
Shipment Date:	9/25/2020
Receipt Date:	10/23/2020

SILICON VALLEY MEDICAL DEVELOPMENT (Continued) **S125472434**

Manifest Number:	015465434FLE
Generator EPA ID:	CAL000445176
Name:	MORGAN HILL CLINIC, SUITE 208
Address:	18550 DEPAUL DRIVE, SUITE 208
Address 2:	Not reported
City:	MORGAN HILL
Zip:	95037
Telephone:	800-483-3718
Contact:	Kay Musich
Contact Telephone:	408-871-5204
Transporter 1 EPA ID:	MAD039322250
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MOD095038998
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NED981723513
TSDF Name:	Clean Harbors Environmental Services, Inc.
TSDF Address 1:	2247 South Highway 71
TSDF Address 2:	Not reported
TSDF City:	Kimball
TSDF Zip:	69145
TSDF Telephone:	800-483-3718

Federal:

Year:	2020
EM Manifest ID:	1887111d-63dd-4051-bfd2-e15ca79592c9
Generator EPA ID:	CAL000445176
Shipment Date:	2020-09-25
Manifest Number:	015465434FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00100
Quantity Waste:	2.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
Federal Code:	D001

State:

Year:	2020
EM Manifest ID:	1887111d-63dd-4051-bfd2-e15ca79592c9
Generator EPA ID:	CAL000445176
Shipment Date:	2020-09-25
Manifest Number:	015465434FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00100
Quantity Waste:	2.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
State Code:	331

A3
North
< 1/8
0.018 mi.
93 ft.

SANTA CLARA COUNTY-FAF-DEPAUL
18550 DE PAUL WAY
MORGAN HILL, CA 95037

Site 3 of 4 in cluster A

RCRA NonGen / NLR **1026165605**
CAC003065625

Relative:
Higher

Actual:
388 ft.

RCRA Listings:

Date Form Received by Agency:	20200505
Handler Name:	Santa Clara County-Faf-Depaul
Handler Address:	18550 DE PAUL WAY
Handler City,State,Zip:	MORGAN HILL, CA 95037
EPA ID:	CAC003065625
Contact Name:	DAVE JONES
Contact Address:	1555 BERGER DRIVE, BUILDING #3
Contact City,State,Zip:	SAN JOSE, CA 95112
Contact Telephone:	408-918-2713
Contact Fax:	Not reported
Contact Email:	DAVE.JONES@FAF.SCCGOV.ORG
Contact Title:	Not reported
EPA Region:	09
Land Type:	Not reported
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Not reported
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	1555 BERGER DRIVE, BUILDING #3
Mailing City,State,Zip:	SAN JOSE, CA 95112
Owner Name:	Dave Jones
Owner Type:	Other
Operator Name:	Dave Jones
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No

SANTA CLARA COUNTY-FAF-DEPAUL (Continued) **1026165605**

Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20200515
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: DAVE JONES	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	70 W HEDDING ST
Owner/Operator City,State,Zip:	SAN JOSE, CA 95110-1705
Owner/Operator Telephone:	408-993-4600
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: DAVE JONES	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1555 BERGER DRIVE, BUILDING #3
Owner/Operator City,State,Zip:	SAN JOSE, CA 95112
Owner/Operator Telephone:	408-918-2713
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20200505
Handler Name: SANTA CLARA COUNTY-FAF-DEPAUL	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

SANTA CLARA COUNTY-FAF-DEPAUL (Continued) **1026165605**

List of NAICS Codes and Descriptions:
NAICS Code: 92119
NAICS Description: OTHER GENERAL GOVERNMENT SUPPORT

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

A4 **SILICON VALLEY MEDICAL DEVELOPMENT** **RCRA NonGen / NLR** **1025872056**
North **18550 DE PAUL DR STE 208** **CAL000445176**
< 1/8 **MORGAN HILL, CA 95037**
0.018 mi.
93 ft. **Site 4 of 4 in cluster A**

Relative:
Higher

Actual:
388 ft.

RCRA Listings:

Date Form Received by Agency:	20201005
Handler Name:	Silicon Valley Medical Development
Handler Address:	18550 DE PAUL DR STE 208
Handler City,State,Zip:	MORGAN HILL, CA 95037
EPA ID:	CAL000445176
Contact Name:	BETH RUF
Contact Address:	973 UNIVERSITY AVE
Contact City,State,Zip:	LOS GATOS, CA 95032
Contact Telephone:	408-871-3209
Contact Fax:	Not reported
Contact Email:	BETH_RUF@SVMDMED.ORG
Contact Title:	Not reported
EPA Region:	09
Land Type:	Not reported
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Not reported
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	973 UNIVERSITY AVE
Mailing City,State,Zip:	LOS GATOS, CA 95032
Owner Name:	Not reported
Owner Type:	Not reported
Operator Name:	Silicon Valley Medical Development
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No

SILICON VALLEY MEDICAL DEVELOPMENT (Continued) **1025872056**

Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20201008
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Operator
Owner/Operator Name: SILICON VALLEY MEDICAL DEVELOPMENT	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	973 UNIVERSITY AVE
Owner/Operator City,State,Zip:	LOS GATOS, CA 95032
Owner/Operator Telephone:	408-838-1414
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: BETH RUF	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	973 UNIVERSITY AVE
Owner/Operator City,State,Zip:	LOS GATOS, CA 95032
Owner/Operator Telephone:	408-838-1414
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner

SILICON VALLEY MEDICAL DEVELOPMENT (Continued) **1025872056**

Owner/Operator Name: SILICON VALLEY MEDICAL DEVELOPMENT
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 973 UNIVERSITY AVE
Owner/Operator City,State,Zip: LOS GATOS, CA 95032
Owner/Operator Telephone: 408-838-1414
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20201005
Handler Name: SILICON VALLEY MEDICAL DEVELOPMENT
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

Receive Date: 20190412
Handler Name: SILICON VALLEY MEDICAL DEVELOPMENT
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 621493
NAICS Description: FREESTANDING AMBULATORY SURGICAL AND EMERGENCY CENTERS

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

B5 **SAINT LOUISE HOSPITAL & HEALTH CENTER** **RCRA-SQG** **1000321607**
NE **18500 ST LOUISE DRIVE** **FINDS** **CAD982401374**
< 1/8 **MORGAN HILL, CA 95037** **ECHO**
0.058 mi. **HWTS**
305 ft. **Site 1 of 7 in cluster B** **HAZNET**

Relative: Higher
Actual: 389 ft.

RCRA Listings:

Date Form Received by Agency:	19891201
Handler Name:	Saint Louise Hospital & Health Center
Handler Address:	18500 ST LOUISE DRIVE
Handler City,State,Zip:	MORGAN HILL, CA 95037
EPA ID:	CAD982401374
Contact Name:	ENVIRONMENTAL MANAGER
Contact Address:	18500 ST LOUISE DRIVE
Contact City,State,Zip:	MORGAN HILL, CA 95037
Contact Telephone:	408-778-6654
Contact Fax:	Not reported
Contact Email:	Not reported
Contact Title:	Not reported
EPA Region:	09
Land Type:	Other
Federal Waste Generator Description:	Small Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Ca
State District:	2
Mailing Address:	18500 ST.LOUIS DRIVE
Mailing City,State,Zip:	MORGAN HILL, CA 95037
Owner Name:	Saint Louis Health Ctr
Owner Type:	Private
Operator Name:	Not Required
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20020627
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: SAINT LOUIS HEALTH CTR	
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	NOT REQUIRED
Owner/Operator City,State,Zip:	NOT REQUIRED, ME 99999
Owner/Operator Telephone:	415-555-1212
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: NOT REQUIRED	
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	NOT REQUIRED
Owner/Operator City,State,Zip:	NOT REQUIRED, ME 99999
Owner/Operator Telephone:	415-555-1212
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	19891201
Handler Name:	SAINT LOUISE HOSPITAL & HEALTH CENTER
Federal Waste Generator Description:	Small Quantity Generator
State District Owner:	Ca
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

List of NAICS Codes and Descriptions:
NAICS Codes: No NAICS Codes Found

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

FINDS:
Registry ID: 110002804289

Click Here for FRS Facility Detail Report:

Environmental Interest/Information System:
The Resource Conservation and Recovery Act Information System (RCRAInfo) is EPA's comprehensive information system in support of the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. It tracks many types of information about generators, transporters, treaters, storers, and disposers of hazardous waste.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000321607
Registry ID:	110002804289
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002804289
Name:	SAINT LOUISE HOSPITAL & HEALTH CENTER
Address:	18500 ST LOUISE DRIVE
City,State,Zip:	MORGAN HILL, CA 95037

HWTS:

Name:	SAINT LOUISE HOSPITAL & HEALTH CENTER
Address:	18500 ST LOUISE DRIVE
Address 2:	Not reported
City,State,Zip:	MORGAN HILL, CA 95037
EPA ID:	CAD982401374
Inactive Date:	06/30/2000
Create Date:	06/29/1990
Last Act Date:	Not reported
Mailing Name:	Not reported
Mailing Address:	17000 MONTGOMERY ST
Mailing Address 2:	Not reported
Mailing City,State,Zip:	SAN FRANCISCO, CA 950370000
Owner Name:	CATHOLIC HEALTHCARE WEST
Owner Address:	1700 MONTGOMERY STREET
Owner Address 2:	Not reported
Owner City,State,Zip:	SAN FRANCISCO, CA 941110000
Owner Phone:	Not reported
Owner Fax:	Not reported
Contact Name:	KATHY HARLAN/SAFETY OFFICER
Contact Address:	INACTIVE PER VQ00 - BMI
Contact Address 2:	Not reported

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

City,State,Zip: MORGAN HILL, CA 950370000
Contact Phone: Not reported
Contact Fax: Not reported
Facility Status: Inactive
Facility Type: PERMANENT
Category: FEDERAL
Latitude: 37.146618
Longitude: -121.643915

HAZNET:
Name: SAINT LOUISE HOSPITAL & HEALTH CENTER
Address: 18500 ST LOUISE DRIVE
Address 2: Not reported
City,State,Zip: MORGAN HILL, CA 950370000
Contact: KATHY HARLAN/SAFETY OFFICER
Telephone: 4089472500
Mailing Name: Not reported
Mailing Address: 17000 MONTGOMERY ST

Year: 2000
Gepaid: CAD982401374
TSD EPA ID: CAL000115947
CA Waste Code: 171 - Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: R01 - Recycler
Tons: 0

Year: 2000
Gepaid: CAD982401374
TSD EPA ID: CAD059494310
CA Waste Code: 343 - Unspecified organic liquid mixture
Disposal Method: D99 - Disposal, Other
Tons: 0.4182

Year: 2000
Gepaid: CAD982401374
TSD EPA ID: CAL000115947
CA Waste Code: 541 - Photochemicals/photoprocessing waste
Disposal Method: R01 - Recycler
Tons: 0.0542

Year: 1999
Gepaid: CAD982401374
TSD EPA ID: CAL000115947
CA Waste Code: 541 - Photochemicals/photoprocessing waste
Disposal Method: T03 - Treatment, Incineration
Tons: 0.0417

Year: 1999
Gepaid: CAD982401374
TSD EPA ID: CAL000115947
CA Waste Code: 171 - Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: T03 - Treatment, Incineration
Tons: 0.0005

Year: 1999
Gepaid: CAD982401374
TSD EPA ID: CAD059494310

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

CA Waste Code: 343 - Unspecified organic liquid mixture
Disposal Method: D99 - Disposal, Other
Tons: 0.629

Year: 1999
Gepaid: CAD982401374
TSD EPA ID: CAD059494310
CA Waste Code: 214 - Unspecified solvent mixture
Disposal Method: D99 - Disposal, Other
Tons: 0.018

Year: 1999
Gepaid: CAD982401374
TSD EPA ID: CAD059494310
CA Waste Code: 221 - Waste oil and mixed oil
Disposal Method: D99 - Disposal, Other
Tons: 0.0076

Year: 1999
Gepaid: CAD982401374
TSD EPA ID: CAL000115947
CA Waste Code: 171 - Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method: R01 - Recycler
Tons: 0.0085

Year: 1999
Gepaid: CAD982401374
TSD EPA ID: CAL000115947
CA Waste Code: 541 - Photochemicals/photoprocessing waste
Disposal Method: R01 - Recycler
Tons: 0.1251

Click this hyperlink while viewing on your computer to access
35 additional CA HAZNET: record(s) in the EDR Site Report.

Additional Info:
Year: 2000
Gen EPA ID: CAD982401374

Shipment Date: 20000612
Creation Date: 8/1/2000 0:00:00
Receipt Date: 20000613
Manifest ID: 20247282
Trans EPA ID: CA0000183137
Trans Name: Not reported
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAL000115947
Trans Name: Not reported
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
Waste Code Description: 171 - Metal sludge (see 121
RCRA Code: D011
Meth Code: R01 - Recycler
Quantity Tons: 0
Waste Quantity: 0

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20000612
Creation Date:	8/1/2000 0:00:00
Receipt Date:	20000613
Manifest ID:	20247282
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000115947
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	R01 - Recycler
Quantity Tons:	0.0125
Waste Quantity:	3
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20000508
Creation Date:	7/12/2000 0:00:00
Receipt Date:	20000510
Manifest ID:	99569497
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000115947
Trans Name:	Not reported
TSDF Alt EPA ID:	CAL000115947
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	R01 - Recycler
Quantity Tons:	0
Waste Quantity:	0
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20000508
Creation Date:	7/12/2000 0:00:00

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Receipt Date:	20000510
Manifest ID:	99569497
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000115947
Trans Name:	Not reported
TSDF Alt EPA ID:	CAL000115947
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	R01 - Recycler
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20000419
Creation Date:	6/21/2000 0:00:00
Receipt Date:	20000424
Manifest ID:	99147705
Trans EPA ID:	CAD982492399
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD059494310
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD059494310
TSDF Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	D99 - Disposal, Other
Quantity Tons:	0.068
Waste Quantity:	20
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20000419
Creation Date:	6/21/2000 0:00:00
Receipt Date:	20000424
Manifest ID:	99147705
Trans EPA ID:	CAD982492399
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD059494310
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD059494310

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

TSDF Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	D001
Meth Code:	D99 - Disposal, Other
Quantity Tons:	0.0102
Waste Quantity:	3
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20000419
Creation Date:	6/21/2000 0:00:00
Receipt Date:	20000424
Manifest ID:	99147705
Trans EPA ID:	CAD982492399
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD059494310
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD059494310
TSDF Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	D99 - Disposal, Other
Quantity Tons:	0.34
Waste Quantity:	100
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1999
Gen EPA ID:	CAD982401374
Shipment Date:	19991220
Creation Date:	2/28/2000 0:00:00
Receipt Date:	19991221
Manifest ID:	99564380
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000115947
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	R01 - Recycler
Quantity Tons:	0.0025

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Waste Quantity:	5
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19991220
Creation Date:	2/28/2000 0:00:00
Receipt Date:	19991221
Manifest ID:	99564380
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000115947
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	R01 - Recycler
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990907
Creation Date:	10/27/1999 0:00:00
Receipt Date:	19990908
Manifest ID:	99439958
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000115947
Trans Name:	Not reported
TSDF Alt EPA ID:	CAL000115947
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	R01 - Recycler
Quantity Tons:	0.004
Waste Quantity:	8
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990907

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Creation Date:	10/27/1999 0:00:00
Receipt Date:	19990908
Manifest ID:	99439958
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000115947
Trans Name:	Not reported
TSDF Alt EPA ID:	CAL000115947
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	R01 - Recycler
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19990601
Creation Date:	8/16/1999 0:00:00
Receipt Date:	19990601
Manifest ID:	98765926
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000115947
Trans Name:	Not reported
TSDF Alt EPA ID:	CAL000115947
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	R01 - Recycler
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19990601
Creation Date:	8/16/1999 0:00:00
Receipt Date:	19990601
Manifest ID:	98765926
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000115947
Trans Name:	Not reported

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

TSDF Alt EPA ID:	CAL000115947
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	R01 - Recycler
Quantity Tons:	0.002
Waste Quantity:	4
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990428
Creation Date:	7/19/1999 0:00:00
Receipt Date:	19990506
Manifest ID:	98416502
Trans EPA ID:	CAD982492399
Trans Name:	Not reported
Trans 2 EPA ID:	CAD982492399
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD059494310
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD059494310
TSDF Alt Name:	Not reported
Waste Code Description:	343 - Unspecified organic liquid mixture
RCRA Code:	Not reported
Meth Code:	D99 - Disposal, Other
Quantity Tons:	0.629
Waste Quantity:	185
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990428
Creation Date:	7/19/1999 0:00:00
Receipt Date:	19990506
Manifest ID:	98416502
Trans EPA ID:	CAD982492399
Trans Name:	Not reported
Trans 2 EPA ID:	CAD982492399
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD059494310
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD059494310
TSDF Alt Name:	Not reported
Waste Code Description:	221 - Waste oil and mixed oil
RCRA Code:	Not reported
Meth Code:	D99 - Disposal, Other
Quantity Tons:	0.0076
Waste Quantity:	2
Quantity Unit:	G
Additional Code 1:	Not reported

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990428
Creation Date:	7/19/1999 0:00:00
Receipt Date:	19990506
Manifest ID:	98416502
Trans EPA ID:	CAD982492399
Trans Name:	Not reported
Trans 2 EPA ID:	CAD982492399
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD059494310
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD059494310
TSDF Alt Name:	Not reported
Waste Code Description:	214 - Unspecified solvent mixture
RCRA Code:	D001
Meth Code:	D99 - Disposal, Other
Quantity Tons:	0.018
Waste Quantity:	5
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19990309
Creation Date:	5/17/1999 0:00:00
Receipt Date:	19990310
Manifest ID:	98013512
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAL000115947
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1998
Gen EPA ID:	CAD982401374

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Shipment Date:	19981208
Creation Date:	1/28/1999 0:00:00
Receipt Date:	19981215
Manifest ID:	98013599
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0005
Waste Quantity:	1
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19981208
Creation Date:	1/28/1999 0:00:00
Receipt Date:	19981215
Manifest ID:	98013599
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19980908
Creation Date:	11/2/1998 0:00:00
Receipt Date:	19980915
Manifest ID:	98013161
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.001
Waste Quantity:	2
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980908
Creation Date:	11/2/1998 0:00:00
Receipt Date:	19980915
Manifest ID:	98013161
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980820
Creation Date:	11/2/1998 0:00:00
Receipt Date:	19980826
Manifest ID:	98333394
Trans EPA ID:	CAD000628636
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD000088252
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.462
Waste Quantity:	140
Quantity Unit:	G

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980820
Creation Date:	11/2/1998 0:00:00
Receipt Date:	19980826
Manifest ID:	98333394
Trans EPA ID:	CAD000628636
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD000088252
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	551 - Laboratory waste chemicals 561 Detergent and soap
RCRA Code:	Not reported
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.01
Waste Quantity:	20
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980820
Creation Date:	11/2/1998 0:00:00
Receipt Date:	19980826
Manifest ID:	98333394
Trans EPA ID:	CAD000628636
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD000088252
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	551 - Laboratory waste chemicals 561 Detergent and soap
RCRA Code:	D001
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0229
Waste Quantity:	5.5
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19980609
Creation Date:	8/3/1998 0:00:00
Receipt Date:	19980616

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Manifest ID:	98012836
Trans EPA ID:	CA000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.003
Waste Quantity:	6
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19980609
Creation Date:	8/3/1998 0:00:00
Receipt Date:	19980616
Manifest ID:	98012836
Trans EPA ID:	CA000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19980309
Creation Date:	5/8/1998 0:00:00
Receipt Date:	19980317
Manifest ID:	96848513
Trans EPA ID:	CA000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.003
Waste Quantity:	6
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1997
Gen EPA ID:	CAD982401374
Shipment Date:	19971209
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971216
Manifest ID:	96848220
Trans EPA ID:	CA000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	UTD988072401
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.003
Waste Quantity:	6
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19971209
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971216
Manifest ID:	96848220
Trans EPA ID:	CA000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	UTD988072401
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0417
Waste Quantity:	10

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19970908
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19970917
Manifest ID:	96847951
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19970908
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19970917
Manifest ID:	96847951
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.003
Waste Quantity:	6
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19970609
Creation Date:	9/12/1997 0:00:00

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Receipt Date:	19970617
Manifest ID:	96847691
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19970609
Creation Date:	9/12/1997 0:00:00
Receipt Date:	19970617
Manifest ID:	96847691
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0035
Waste Quantity:	7
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19970310
Creation Date:	6/26/1997 0:00:00
Receipt Date:	19970318
Manifest ID:	96702159
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19970310
Creation Date:	6/26/1997 0:00:00
Receipt Date:	19970318
Manifest ID:	96702159
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0025
Waste Quantity:	5
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1996
Gen EPA ID:	CAD982401374

Shipment Date:	19961210
Creation Date:	5/21/1997 0:00:00
Receipt Date:	19961218
Manifest ID:	96572338
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0417

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19961210
Creation Date:	5/21/1997 0:00:00
Receipt Date:	19961218
Manifest ID:	96572338
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0035
Waste Quantity:	7
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19961107
Creation Date:	5/21/1997 0:00:00
Receipt Date:	19961108
Manifest ID:	96582751
Trans EPA ID:	CAD000628630
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080022148
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	551 - Laboratory waste chemicals 561 Detergent and soap
RCRA Code:	D009
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.0125
Waste Quantity:	25
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19960910

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Creation Date:	5/21/1997 0:00:00
Receipt Date:	19960917
Manifest ID:	96572108
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.004
Waste Quantity:	8
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19960910
Creation Date:	5/21/1997 0:00:00
Receipt Date:	19960917
Manifest ID:	96572108
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19960611
Creation Date:	5/30/1997 0:00:00
Receipt Date:	19960620
Manifest ID:	96223843
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0045
Waste Quantity:	9
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19960611
Creation Date:	5/30/1997 0:00:00
Receipt Date:	19960620
Manifest ID:	96223843
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19960415
Creation Date:	10/16/1996 0:00:00
Receipt Date:	19960416
Manifest ID:	96054101
Trans EPA ID:	CAD009452657
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD009452657
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	134 - Aqueous solution with <10% total organic residues
RCRA Code:	Not reported
Meth Code:	R01 - Recycler
Quantity Tons:	0.231
Waste Quantity:	55
Quantity Unit:	G
Additional Code 1:	Not reported

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19960311
Creation Date:	10/4/1996 0:00:00
Receipt Date:	19960321
Manifest ID:	96223641
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0035
Waste Quantity:	7
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19960311
Creation Date:	10/4/1996 0:00:00
Receipt Date:	19960321
Manifest ID:	96223641
Trans EPA ID:	CA0000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1995
Gen EPA ID:	CAD982401374

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Shipment Date:	19951211
Creation Date:	7/26/1996 0:00:00
Receipt Date:	19951219
Manifest ID:	95665866
Trans EPA ID:	CAO000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0035
Waste Quantity:	7
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19951211
Creation Date:	7/26/1996 0:00:00
Receipt Date:	19951219
Manifest ID:	95665866
Trans EPA ID:	CAO000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19950912
Creation Date:	4/3/1996 0:00:00
Receipt Date:	19950920
Manifest ID:	95665651
Trans EPA ID:	CAO000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0032
Waste Quantity:	6.5
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950912
Creation Date:	4/3/1996 0:00:00
Receipt Date:	19950920
Manifest ID:	95665651
Trans EPA ID:	CAO000183137
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950613
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950620
Manifest ID:	92850673
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950613
Creation Date:	4/2/1996 0:00:00
Receipt Date:	19950620
Manifest ID:	92850673
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0037
Waste Quantity:	7.5
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950314
Creation Date:	3/29/1996 0:00:00
Receipt Date:	19950404
Manifest ID:	92850484
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19950314
Creation Date:	3/29/1996 0:00:00
Receipt Date:	19950404

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Manifest ID:	92850484
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0035
Waste Quantity:	7
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1994
Gen EPA ID:	CAD982401374
Shipment Date:	19941212
Creation Date:	10/19/1995 0:00:00
Receipt Date:	19941220
Manifest ID:	93523566
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0032
Waste Quantity:	6.5
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19941212
Creation Date:	10/19/1995 0:00:00
Receipt Date:	19941220
Manifest ID:	93523566
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19940913
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940920
Manifest ID:	93523320
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	R01 - Recycler
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19940913
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940920
Manifest ID:	93523320
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	R01 - Recycler
Quantity Tons:	0.0025
Waste Quantity:	5

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940804
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940804
Manifest ID:	93645462
Trans EPA ID:	CAD009452657
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD009452657
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD009452657
TSDF Alt Name:	Not reported
Waste Code Description:	134 - Aqueous solution with <10% total organic residues
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	0.462
Waste Quantity:	110
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940615
Creation Date:	3/26/1996 0:00:00
Receipt Date:	19940621
Manifest ID:	93056772
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	R01 - Recycler
Quantity Tons:	0.0022
Waste Quantity:	4.5
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19940615
Creation Date:	3/26/1996 0:00:00

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Receipt Date:	19940621
Manifest ID:	93056772
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	R01 - Recycler
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19940314
Creation Date:	3/25/1996 0:00:00
Receipt Date:	19940318
Manifest ID:	93056618
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	CAD070148432
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD070148432
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD070148432
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.003
Waste Quantity:	6
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19940314
Creation Date:	3/25/1996 0:00:00
Receipt Date:	19940318
Manifest ID:	93056618
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	CAD070148432
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD070148432
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD070148432

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0417
Waste Quantity:	10
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1993
Gen EPA ID:	CAD982401374
Shipment Date:	19931214
Creation Date:	9/14/1995 0:00:00
Receipt Date:	19931214
Manifest ID:	93056453
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	CAD070148432
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD070148432
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD070148432
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.0025
Waste Quantity:	5
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19931214
Creation Date:	9/14/1995 0:00:00
Receipt Date:	19931214
Manifest ID:	93056453
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	CAD070148432
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD070148432
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD070148432
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.025

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Waste Quantity:	50
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19931014
Creation Date:	9/13/1995 0:00:00
Receipt Date:	Not reported
Manifest ID:	92670832
Trans EPA ID:	CAT080031248
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD009452657
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	134 - Aqueous solution with <10% total organic residues
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	0.357
Waste Quantity:	85
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930913
Creation Date:	9/13/1995 0:00:00
Receipt Date:	19930916
Manifest ID:	93285527
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	CAD070148432
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD070148432
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD070148432
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.004
Waste Quantity:	8
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930913

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Creation Date:	9/13/1995 0:00:00
Receipt Date:	19930916
Manifest ID:	93285527
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	CAD070148432
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD070148432
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD070148432
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.025
Waste Quantity:	50
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19930615
Creation Date:	9/9/1995 0:00:00
Receipt Date:	19930621
Manifest ID:	92437485
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	T03 - Treatment, Incineration
Quantity Tons:	0.025
Waste Quantity:	50
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19930615
Creation Date:	9/9/1995 0:00:00
Receipt Date:	19930621
Manifest ID:	92437485
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	UTD988072401
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	- Not reported
Quantity Tons:	0.006
Waste Quantity:	12
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930506
Creation Date:	9/7/1995 0:00:00
Receipt Date:	19930506
Manifest ID:	92421600
Trans EPA ID:	CAT080031248
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD009452657
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	134 - Aqueous solution with <10% total organic residues
RCRA Code:	Not reported
Meth Code:	D99 - Disposal, Other
Quantity Tons:	0.231
Waste Quantity:	55
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930316
Creation Date:	8/31/1995 0:00:00
Receipt Date:	Not reported
Manifest ID:	92437259
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	D011
Meth Code:	- Not reported
Quantity Tons:	0.002
Waste Quantity:	4
Quantity Unit:	P
Additional Code 1:	Not reported

SAINT LOUISE HOSPITAL & HEALTH CENTER (Continued) **1000321607**

Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19930316
Creation Date:	8/31/1995 0:00:00
Receipt Date:	Not reported
Manifest ID:	92437259
Trans EPA ID:	CAD982482390
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	NMD097970065
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	541 - Photochemicals / photo processing waste
RCRA Code:	D011
Meth Code:	- Not reported
Quantity Tons:	0.025
Waste Quantity:	50
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

B6 **UNIMED MGMT SVCS SAN JOSE INC** **CUPA Listings** **S121471749**
NE **18550 ST LOUISE DR** **N/A**
< 1/8 **MORGAN HILL, CA 95037**
0.068 mi.
360 ft. **Site 2 of 7 in cluster B**

Relative: **Higher**
Actual: **389 ft.**

CUPA SANTA CLARA:

Name:	UNIMED MGMT SVCS SAN JOSE INC
Address:	18550 ST LOUISE DR
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	4083472400
UDF Email:	Not reported
PE#:	2205
Program Description:	GENERATES 100 KG YR TO <5 TONS/YR
Program Identifier:	DEH PERMIT-HAZ WASTE GENERATOR PROGRAM
Latitude:	37.152893
Longitude:	-121.645856
Record ID:	PR0364252
Facility ID:	FA0250984

B7 **DE PAUL MEDICAL CENTER** **UST** **U004355091**
NE **18500 DE PAUL DR** **N/A**
< 1/8 **MORGAN HILL, CA 95037**
0.086 mi.
452 ft. **Site 3 of 7 in cluster B**

Relative:
Higher

Actual:
390 ft.

UST:

Name:	DE PAUL MEDICAL CENTER
Address:	18500 DE PAUL DR
City,State,Zip:	MORGAN HILL, CA 95037
Facility ID:	FA0258833
Permitting Agency:	Santa Clara County Environmental Health
CERSID:	Not reported
Latitude:	37.15363
Longitude:	-121.64616
Owner type:	Not reported
Facility type:	Not reported
Num of inuse ust:	Not reported
Num of closed ust:	Not reported
Num of oos ust:	Not reported
Epa region:	Not reported
Tribal lands:	Not reported
Tank owner name:	Not reported
Tank owner mailing address:	Not reported
Tank owner mailing city:	Not reported
Tank owner mailing zip:	Not reported
Tank owner mailing state:	Not reported
Tank operator name:	Not reported
Tank operator mailing address:	Not reported
Tank operator mailing city:	Not reported
Tank operator mailing zip:	Not reported
Tank operator mailing state:	Not reported
Tankidnumber:	Not reported
Tank status:	Not reported
Tank configuration:	Not reported
Tank closure date:	Not reported
Tank installation date:	Not reported
Tank num of compartments:	Not reported
Tank contents:	Not reported
Tank capacity gallons:	Not reported
Tank type:	Not reported
Tank pc construction:	Not reported
Tank pwpiping construction:	Not reported
Tank piping type:	Not reported
Tank piping construction:	Not reported
Tank sacrificial anode:	Not reported
Tank cp impressed current:	Not reported
Tank cp shutoff:	Not reported
Tank alarms:	Not reported
Tank ball float:	Not reported
Tank spill bucket:	Not reported

B8 **SAINT LOUISE HOSPITAL** **CUPA Listings** **S121471837**
NE **18500 DE PAUL DR** **N/A**
< 1/8 **MORGAN HILL, CA 95037**
0.086 mi.
452 ft. **Site 4 of 7 in cluster B**

Relative:
Higher

Actual:
390 ft.

CUPA SANTA CLARA:

Name:	SCVH - VALLEY HEALTH CENTER @ MORGAN HILL
Address:	18500 DE PAUL DR
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	4088853286
UDF Email:	KEVIN.DO@HHS.SCCGOV.ORG
PE#:	BP11
Program Description:	HAZMAT STORAGE & HMBP FACILITY, 1-3 CHEMICALS
Program Identifier:	DEH PERMIT-HAZ MAT STORAGE & HAZ MAT BUSINESS PLAN PROGRAMS
Latitude:	37.153293
Longitude:	-121.647494
Record ID:	PR0379114
Facility ID:	FA0258833

Name:	SCVH - VALLEY HEALTH CENTER @ MORGAN HILL
Address:	18500 DE PAUL DR
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	4088853286
UDF Email:	KEVIN.DO@HHS.SCCGOV.ORG
PE#:	2399
Program Description:	UNDERGROUND STORAGE TANK PROGRAM RECORD
Program Identifier:	Not reported
Latitude:	37.153293
Longitude:	-121.647494
Record ID:	PR0379115
Facility ID:	FA0258833

Name:	SAINT LOUISE HOSPITAL
Address:	18500 DE PAUL DR
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	Not reported
UDF Email:	Not reported
PE#:	2263
Program Description:	CONDITIONALLY EXEMPT (CE)
Program Identifier:	DEH PERMIT-ONSITE HAZ WASTE TREATMENT/TIERED PERMIT PROGRAM
Latitude:	37.153293
Longitude:	-121.647494
Record ID:	PR0364922
Facility ID:	FA0251300

Name:	SAINT LOUISE HOSPITAL
Address:	18500 DE PAUL DR
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	Not reported
UDF Email:	Not reported
PE#:	2206
Program Description:	GENERATES 5 TO <25 TONS/YR
Program Identifier:	DEH PERMIT-HAZ WASTE GENERATOR PROGRAM
Latitude:	37.153293

SAINT LOUISE HOSPITAL (Continued) **S121471837**

Longitude: -121.647494
Record ID: PR0315417
Facility ID: FA0251300

B9 **COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER** **CERS TANKS** **S121754181**
NE **18500 DE PAUL DR** **CERS** **N/A**
< 1/8 **MORGAN HILL, CA 95037**
0.086 mi.
452 ft. **Site 5 of 7 in cluster B**

Relative: Higher
Actual: 390 ft.

CERS TANKS:
Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Address: 18500 DE PAUL DR
City,State,Zip: MORGAN HILL, CA 95037
Site ID: 24271
CERS ID: 10348057
CERS Description: Underground Storage Tank

CERS:
Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Address: 18500 DE PAUL DR
City,State,Zip: MORGAN HILL, CA 95037
Site ID: 24271
CERS ID: 10348057
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 24271
Site Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date: 10-16-2017
Citation: 23 CCR 16 2641(h) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(h)
Violation Description: Failure to have an approved UST Monitoring Plan.
Violation Notes: Returned to compliance on 05/24/2018. The UST Monitoring Plan was not accepted for containing the following errors: --Missing the Mfg. name (Veeder-Root) for pipe monitoring. --Incorrect sensor model number (794380-208) for the pipe monitoring. --Did not check the box for Pipeline Integrity Testing. --Did not check the box for "Annually" for Pipeline frequency. --Did not check the box "Yes" for Visual Pipeline Monitoring. --Did not check the applicable box for the frequency for conducting the visual inspection of the aboveground piping.
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 24271
Site Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date: 01-21-2020
Citation: 23 CCR 16 2715(a)(1)(B) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(a)(1)(B)
Violation Description: Failure to submit the Designated Underground Storage Tank Operator Identification Form within 30 days of installing a UST system or within 30 days of a change in DO.
Violation Notes: Returned to compliance on 03/09/2020. A copy of the Designated Underground Storage Tank Operator Identification Form is not available via CERS or out at the site. At this time it could not be determined who is the Designated Operator for this site. Within 30 days provide a copy of this information via CERS.

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 24271
Site Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date: 10-17-2016
Citation: 23 CCR 16 2712(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(f)
Violation Description: Failure to implement the corrections specified in the inspection report within 30 calendar days of receiving an inspection report from either the CUPA or special inspector.
Violation Notes: Returned to compliance on 12/07/2016. The 10/20/2015 Notice of Inspection, noting corrective actions taken was due to be received by 11/19/2015.
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 24271
Site Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date: 01-23-2019
Citation: HSC 6.7 25292(e) - California Health and Safety Code, Chapter 6.7, Section(s) 25292(e)
Violation Description: Failure to install a line leak detector (LLD).
Violation Notes: Returned to compliance on 03/01/2019. Facility failed to retrofit emergency generator tank system with underground pressurized piping with line leak detector by October 13, 2018.
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 24271
Site Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date: 01-21-2020
Citation: 23 CCR 16 2715(c)(2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(c)(2)
Violation Description: Failure to obtain approval from the UPA for a training program at an unstaffed facility and/or implement the approved training program.
Violation Notes: Returned to compliance on 03/09/2020. This site is not permanently staffed. After speaking with Mr. Gilman I was told that he is not physically at this site every day. He is only at this site to check on the veeder root panel twice a week. Mr. Gilman is permanently located at St. Louise Hospital in Gilroy. Facility failed to provide an employee training program to our Department for approval. Within 30 days provide a training program to our Department for approval. The training program must be implemented by the Designated UST Operator.
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 24271
Site Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date: 10-21-2015
Citation: 23 CCR 16 2636(f)(4) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(4)
Violation Description: Failure to perform and/or pass the annual line integrity test for

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

pressurized piping that does not utilize fail safe or shut down.
Violation Notes: Returned to compliance on 05/24/2018. . Annual Line Tightness Test has not been done on this UST system. .
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 24271
Site Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date: 10-17-2016
Citation: HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34
Violation Description: Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.
Violation Notes: Returned to compliance on 12/07/2016. The most recent CERS submittal on 1/19/2016 does not include a UST Certification of Financial Responsibility (CFR) form. The facility uploaded to CERS an expired UST Financial Responsibility Insurance Policy # G24761253-002, exp: 9/5/2015. In addition, the CFO Letter was dated 12/4/2013 and incomplete for not identifying the following: Total Tangible Assets, Total Liabilities and Tangible Net Worth.
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 24271
Site Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date: 10-17-2016
Citation: 23 CCR 16 2632(d)(1)(C), 2641(h), 2711(a)(8) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2632(d)(1)(C), 2641(h), 2711(a)(8)
Violation Description: Failure to submit or update a plot plan.
Violation Notes: Returned to compliance on 12/07/2016. The UST Site Plan lists incorrect sensor model numbers for L-1, L-2 & L-3. The correct sensor numbers are L-1 794380-301, L-2 & L-3 794380-208.
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 24271
Site Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date: 11-14-2013
Citation: HSC 6.7 Multiple Sections - California Health and Safety Code, Chapter 6.7, Section(s) Multiple Sections
Violation Description: UST Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 12/06/2013. Facility and tank information pages were not signed below by a responsible party. Additionally facility does not include tank operator or owner information. Designated Operator inspections identify facility inaccurately as "O'connor De Paul Health Center".
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 24271
Site Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date: 12-30-2020

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

Citation:	23 CCR 16 2638(d) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638(d)
Violation Description:	Failure to submit the Monitoring System Certification Form to the UPA within 30 days of completion of the test.
Violation Notes:	Monitoring system test certification forms for 2019 (conducted Jan 2020) have not been submitted to HMCD.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	10-20-2016
Citation:	23 CCR 16 2641(h) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(h)
Violation Description:	Failure to have an approved UST Monitoring Plan.
Violation Notes:	Returned to compliance on 12/07/2016. The UST Monitoring Plan for the most recent CERS submittal on 1/19/2016 contained the following errors and omissions: Tank Monitoring Section: --Leak Sensor Manufacturer: Veeder-Root --Leak Sensor Model #: 794380-301 --The box for Monthly Statistical Inventory Reconciliation was marked as YES when it should not be marked. Pipe Monitoring Section: --Leak Sensor Manufacturer: Veeder-Root --Leak Sensor Model #: 794380-208 --Pipeline Integrity Testing section was not completed (Frequency: Annually) --Visual Pipeline Monitoring box was not selected. --Visual Pipeline Monitoring Frequency was not identified.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	01-21-2020
Citation:	HSC 6.7 25292.2(a) - California Health and Safety Code, Chapter 6.7, Section(s) 25292.2(a)
Violation Description:	Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.
Violation Notes:	Returned to compliance on 07/06/2023. The most recent UST information submitted via CERS was done on 05/21/2019 and it was missing the UST Financial Responsibility information. Within 30 days provide a current copy of UST Financial Responsibility via CERS.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	10-17-2016
Citation:	23 CCR 16 2636(f)(6) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(6)
Violation Description:	Failure to meet one or more of the following requirements in lieu of a line leak detector (LLD) for emergency generator tank systems: Continuous monitoring system activates an audible and visual alarm. Monitoring system is checked daily. A log of daily checks is available for the CUPA to review.
Violation Notes:	Returned to compliance on 12/07/2016. The UST system is no longer being utilized as an Emergency Generator Tank System and the piping is

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

	required to be monitored by an automatic line leak detector (LLD) capable of detecting a 3 gallon-per-hour leak rate at 10 p.s.i.g. within 1 hour.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	10-26-2021
Citation:	23 CCR 16 2712(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(f)
Violation Description:	Failure to implement the corrections specified in the inspection report within 30 days of receiving an inspection report from either the UPA or special inspector.
Violation Notes:	UST Owner/Operator failed to provide written corrective actions taken for violations noted on inspection report from 12/30/2020. Within 30 days provide written responses to this inspection report and to the one from 12/30/2020.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	11-14-2013
Citation:	23 CCR 16 2715(b) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(b)
Violation Description:	Failure to submit statement of UST compliance and/or Designated Operator current certification.
Violation Notes:	Returned to compliance on 12/06/2013. UST Owner failed to sign the "Underground Storage Tank System Owner Statements of Designated UST Operator and Understanding of and Compliance With UST Requirements". Additionally the facility is incorrectly named "City De Paul Health Center". Facility should be identified as De Paul Health Center.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	01-21-2020
Citation:	HSC 6.7 25284 - California Health and Safety Code, Chapter 6.7, Section(s) 25284
Violation Description:	Failure to obtain a valid permit to operate from the UPA including but not limited to unpaid permit fees.
Violation Notes:	Returned to compliance on 05/19/2023. The UST permit associated with this site is for; De Paul Health Center; Tank Owner; Verity Health Systems. The UST is now owned by County of Santa Clara and managed by Health & Hospitals Division for the County of Santa Clara. Upon confirmation from our Department that all of the violations listed on this inspection report have been corrected as well as having a working/functional UST system, a five year UST Permit to Operate will be issued to this site.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	10-17-2016
Citation:	23 CCR 16 2665 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2665
Violation Description:	Failure of the overfill prevention system to meet one of the following requirements: Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling.
Violation Notes:	Returned to compliance on 12/07/2016. The spill bucket was filled with 5-gallons of water, however after 60-minutes a noted loss was detected. The spill bucket's drain valve was removed and cleaned. The bucket was retested and a notable loss of liquid was observed.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,

Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	01-21-2020
Citation:	23 CCR 16 2715(c)(2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(c)(2)
Violation Description:	Failure to have at least one facility employee present during operating hours that has been trained in the proper operation and maintenance of the UST system by a designated operator (DO).
Violation Notes:	Returned to compliance on 03/09/2020.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,

Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	12-30-2020
Citation:	23 CCR 16 2637.1(e) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2637.1(e)
Violation Description:	Failure to submit a copy of the spill containment test results on the Spill Container Testing Report Form to the UPA within 30 days after the test.
Violation Notes:	2019 annual testing (done late, Jan 2020) spill containment test report not submitted to HMCD.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,

Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	11-14-2013
Citation:	23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

Violation Description:	Failure to submit, obtain approval, or maintain a complete/accurate response plan.
Violation Notes:	Returned to compliance on 12/06/2013. Response plan does not have name and title of responsible persons or name, title, and signature of owner/operator. SUBMIT ON CERS.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	10-11-2022
Citation:	HSC 6.7 25284.2 - California Health and Safety Code, Chapter 6.7, Section(s) 25284.2
Violation Description:	"Failure to meet one or more of the following requirements: Install or maintain a liquid-tight spill container. Have a minimum capacity of five gallons. Have a functional drain valve or other method for the removal of liquid from the spill container. Be resistant to galvanic corrosion. Perform a tightness test at installation, every 12 months thereafter, or within 30 days after a repair to the spill container. Tested using applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Tested by a certified UST service technician. Maintain records of spill containment testing for 36 months. "
Violation Notes:	Returned to compliance on 11/27/2022. The UST Spill Container failed the water test today. The assessment is that the cap needed replacement. Notify this office when the re-test is scheduled to be conducted.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	10-17-2016
Citation:	23 CCR 6.7 25284, 25286 - California Code of Regulations, Title 23, Chapter 6.7, Section(s) 25284, 25286
Violation Description:	Failure to submit a complete and accurate application for a permit to operate a UST, or for renewal of the permit.
Violation Notes:	Returned to compliance on 12/07/2016. The field for "Isolation" on the Tank Information page under the heading for "Corrosion Protection" should be marked as "Yes". The field for "Piping System Type" on the Tank Information page under the heading for "Product / Waste Piping Construction" should be marked as "pressurized". The field for "Primary Containment" on the Tank Information page under the heading for "Product / Waste Piping Construction" should be marked as "Flexible".
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	11-14-2013
Citation:	HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34
Violation Description:	Failure to submit and maintain complete and current Certification of

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

	Financial Responsibility or other mechanism of financial assurance.
Violation Notes:	Returned to compliance on 12/06/2013. Facility was unable to provide a current Certificate of Financial Responsibility and the mechanism used.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	12-30-2020
Citation:	HSC 6.7 25292.2(a) - California Health and Safety Code, Chapter 6.7, Section(s) 25292.2(a)
Violation Description:	Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.
Violation Notes:	Returned to compliance on 07/06/2023. CFR form on CERS not update after expiration of prior year's insurance policy. Updated policy not provided on CERS either.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	10-26-2021
Citation:	HSC 6.7 25293 - California Health and Safety Code, Chapter 6.7, Section(s) 25293
Violation Description:	Failure to maintain UST records in sufficient detail to enable the UPA to determine whether the UST systems are in compliance.
Violation Notes:	Returned to compliance on 10/11/2022. DO monthly records reviewed during this inspection have the incorrect date for the last secondary containment testing. The last testing took place on 12/18/2019 and was witness by an inspector with our Department. Ensure that the correct date is added to the reports. The next Secondary Containment Testing will be due by; 12/18/2022.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	01-21-2020
Citation:	HSC 6.7 25281.5(b)(3) - California Health and Safety Code, Chapter 6.7, Section(s) 25281.5(b)(3)
Violation Description:	Failure to meet one or more exemption requirements for emergency generator tank system unburied fuel piping: Conduct visual inspections each time the tank is operated but no less than monthly and maintain a log of inspection results for review by the UPA.
Violation Notes:	Returned to compliance on 03/09/2020. During this inspection there were no records to indicate that unburied fuel piping was visual inspected on a monthly basis are required. Ensure that monthly inspections of all unburied piping from the UST to the generator is being inspected on a monthly basis and records are being kept/made available for review during an inspection.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	10-26-2021
Citation:	HSC 6.7 25284 - California Health and Safety Code, Chapter 6.7, Section(s) 25284
Violation Description:	Failure to obtain a valid permit to operate from the UPA including but not limited to unpaid permit fees.
Violation Notes:	Returned to compliance on 05/19/2023. This site does not have a valid permit to operate. Repeat violation from 12/30/2020.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,

Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	10-21-2015
Citation:	23 CCR 16 2666(c) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2666(c)
Violation Description:	Failure of line leak detector to detect a leak and/or failure of audible and visual alarm.
Violation Notes:	Returned to compliance on 05/24/2018. . No daily UST Alarm inspections (or dial-out alarm notification) has been conducted for this UST system. .
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,

Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	01-21-2020
Citation:	HSC 6.7 25284, 25286 - California Health and Safety Code, Chapter 6.7, Section(s) 25284, 25286
Violation Description:	Failure to submit a complete and accurate application for a permit to operate a UST, or for renewal of the permit.
Violation Notes:	Returned to compliance on 03/10/2020. The following information on the UST Permit Application section on CERS needs to be updated; Permit Holder = Tank Operator; Facility is operated by a public agency now, so Name of Supervisor of Division, Section or Office must be specified. Within 30 days make the necessary changes on CERS to this information.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,

Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	11-14-2013
Citation:	19 CCR 4 2729.5 - California Code of Regulations, Title 19, Chapter 4, Section(s) 2729.5
Violation Description:	Failure to submit inventory reports (Activities, Owner/Operator, Hazardous Materials Descriptions and Map pages, if required. Documentation must be resubmitted (for facilities which exceed EPCRA thresholds) or re-certified (for facilities which do not exceed EPCRA thresholds) by March 1.
Violation Notes:	Returned to compliance on 12/06/2013.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	HMRRP

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	10-11-2022
Citation:	23 CCR 16 2638(d) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638(d)
Violation Description:	Failure to submit the Monitoring System Certification Form to the UPA within 30 days of completion of the test.
Violation Notes:	This is a repeat violation and is being elevated to a Class-II Violation. The Monitoring System Test and Certifications for 2019 and 2020 have not been submitted to HMCD. These remain outstanding and past-due.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	12-30-2020
Citation:	23 CCR 16 2637(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2637(f)
Violation Description:	Failure to submit a copy of the secondary containment test results on the Secondary Containment Testing report Form to the UPA within 30 days after the test.
Violation Notes:	Returned to compliance on 12/30/2020. Test results documenting testing of secondary containment on 5/19/20 have not been submitted to HMCD.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	11-14-2013
Citation:	23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)
Violation Description:	Failure to maintain on site an approved monitoring plan.
Violation Notes:	Returned to compliance on 12/06/2013. Current Monitoring Plan inaccurately identifies type of sensor for annular space monitoring. Plan identifies a 208 sensor monitors the annular space although a 301 is currently used. Additionally, Monitoring Plan states annular space is "dry" when in fact it is brine filled. Lastly, the plan does not have a date and is not signed by responsible party. DISREGARD CORRECTIVE ACTION TEXT BELOW REGARDING SUBMITTAL OF HARD COPY FORMS. SEE www.EHinfo.org/hazmat FOR DETAILS REGARDING ELECTRONIC REPORTING REQUIREMENTS. A FACILITY RECORD FOR THIS SITE HAS ALREADY BEEN CREATED ON THE CALIFORNIA ENVIRONMENTAL REPORTING SYSTEM (CERS) WEBSITE AT http://cers.calepa.ca.gov. REQUEST ACCESS TO THAT CERS RECORD AND SUBMIT UST MONITORING PLAN(S) FOR APPROVAL.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	11-14-2013
Citation:	HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95,

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

	Section(s) Multiple
Violation Description:	Business Plan Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 12/06/2013. Facility failed to submit a hazardous materials inventory, a hazardous materials storage map and site plan, emergency response plans/contingency plan, and employee training. DISREGARD CORRECTIVE ACTION TEXT BELOW REGARDING SUBMITTAL OF HARD COPY FORMS. SEE www.EHinfo.org/hazmat FOR DETAILS REGARDING ELECTRONIC REPORTING REQUIREMENTS. A FACILITY RECORD FOR THIS SITE HAS ALREADY BEEN CREATED ON THE CALIFORNIA ENVIRONMENTAL REPORTING SYSTEM (CERS) WEBSITE AT http://cers.calepa.ca.gov. REQUEST ACCESS TO THAT CERS RECORD AND SUBMIT A REVISED HMBP WITHIN 30 DAYS..
Violation Division:	Santa Clara County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	10-26-2021
Citation:	23 CCR 16 2637.1(e) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2637.1(e)
Violation Description:	Failure to submit a copy of the spill containment test results on the Spill Container Testing Report Form to the UPA within 30 days after the test.
Violation Notes:	Spill containment test report form for test that took place on 12/18/2019 and was witness by an inspector with our Department has not been submitted to our office and a copy is not available for review at this site. This is a repeat violation from inspection report issued on 12/20/2020 and it remains uncorrected. Within 30 days provide a copy of this test report to our Department and keep a copy for your records.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	11-14-2013
Citation:	HSC 6.7 25292(e) - California Health and Safety Code, Chapter 6.7, Section(s) 25292(e)
Violation Description:	Failure to maintain secondary containment, as evidenced by failure of secondary containment testing.
Violation Notes:	Returned to compliance on 12/10/2013. Secondary containment testing on 11-04-11 indicate a failure in the secondary pipe (supply) with unknown source of failure and a failure in the penetration boots of the STP piping sump (supply and return). These failures remain uncorrected. A copy of the most recent secondary containment testing was obtained at time of inspection.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	01-21-2020
Citation:	HSC 6.7 25291(a)(2) - California Health and Safety Code, Chapter 6.7, Section(s) 25291(a)(2)
Violation Description:	Failure to maintain secondary containment (e.g., failure of secondary

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

	containment testing).
Violation Notes:	Returned to compliance on 05/19/2020. The following secondary components failed when they were tested during this inspection. These components failed based on the technician visual observations as follows; - STP piping sump - FOR/FOS secondary lines failed - Vent box/Transition sump failed All components above failed due to broken penetration/bulk head fittings as well as some of the test boots were broken on all sumps/secondary piping runs. A permit from our Department will be required for all these repairs. All of the components above will have to be re-tested to ensure that these are product-tight. Within 30 days notify our office in writing how this violation was corrected.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	10-26-2021
Citation:	23 CCR 16 2637(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2637(f)
Violation Description:	Failure to submit a copy of the secondary containment test results on the Secondary Containment Testing report Form to the UPA within 30 days after the test.
Violation Notes:	Secondary containment test report form for test that took place on 12/18/2019 and was witness by an inspector with our Department has not been submitted to our office and a copy is not available for review at this site. This is a repeat violation from inspection report issued on 12/20/2020 and it remains uncorrected. Within 30 days provide a copy of this test report to our Department and keep a copy for your records.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	10-26-2021
Citation:	HSC 6.7 25292.2(a) - California Health and Safety Code, Chapter 6.7, Section(s) 25292.2(a)
Violation Description:	Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.
Violation Notes:	Returned to compliance on 07/06/2023. Current CFR found in CERS has expired. Within 30 days upload current copy.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	11-14-2013
Citation:	HSC 6.7 25281.5(b)(3) - California Health and Safety Code, Chapter 6.7, Section(s) 25281.5(b)(3)
Violation Description:	Failure to conduct daily visual inspections each time the tank is operated, but not less than monthly, and maintain a log of inspection results for review of the CUPA.
Violation Notes:	Returned to compliance on 11/28/2013.

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	01-21-2020
Citation:	23 CCR 16 2716(e) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2716(e)
Violation Description:	For designated operator (DO) monthly inspections conducted before October 1, 2018, failure to comply with one or more of the following requirements: Be performed by an ICC certified DO. Inspect monthly alarm history report, check that alarms are documented and responded to appropriately, and attach a copy. Inspect for the presence of liquid/debris in spill containers. Inspect for the presence of liquid/debris in under dispenser containment (UDC) and ensure that the monitoring equipment is positioned correctly. Inspect for liquid or debris in containment sumps where an alarm occurred with no service visit. Check that all testing and maintenance has been completed and documented. Verify that all facility employees have been trained in accordance with 23 CCR 2715(c). For designated operator (DO) 30 day inspections conducted on and after October 1, 2018, failure to conduct the designated UST operator visual inspection at least once every 30 days.
Violation Notes:	Returned to compliance on 03/09/2020. Based on records review the last copy of the Designated Operator monthly record was done on 06/17/2019 by Richard Reed ICC#8214306 but there were no monthly records found after that. At this time it could not be determined if there is a Designated UST Operator responsible for performing inspections of the UST system as required. Within 30 days provide a written explanation how this issue was resolved.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	10-26-2021
Citation:	23 CCR 16 2638(d) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638(d)
Violation Description:	Failure to submit the Monitoring System Certification Form to the UPA within 30 days of completion of the test.
Violation Notes:	Monitoring System Test certification forms for test that took place on 12/18/2019 and was witness by an inspector with our Department has not been submitted to our office and a copy is not available for review at this site. This is a repeat violation from inspection report issued on 12/20/2020 and it remains uncorrected. Within 30 days provide a copy of this test report to our Department and keep a copy for your records.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	01-21-2020
Citation:	23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23,

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

	Chapter 16, Section(s) 2712(b)(1)(G)
Violation Description:	Failure to comply with one or more of the following overfill prevention equipment requirements: Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling. Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1, 2018. For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter. For USTs installed on and after October 1, 2018, perform an inspection at installation and every 36 months thereafter. Inspected within 30 days after a repair to the overfill prevention equipment. Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Inspected by a certified UST service technician. Maintain records of overfill prevention equipment inspection for 36 months.
Violation Notes:	Returned to compliance on 05/19/2020. During this inspection the technician tested the Overfill Prevention Equipment (Flapper Valve) and based on his measurements it was determined that the overfill drop tube was set at 97.4% and therefore will failed the 95% requirement. A permit for the replacement of the overfill prevention equipment will be required from our Department. Within 30 days provide to our office how this issue will be resolved.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	12-30-2020
Citation:	23 CCR 16 2715(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(f)
Violation Description:	Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).
Violation Notes:	Returned to compliance on 10/26/2021. While testing was conducted within 12 months of prior test, it was not conducted in the "anniversary" month of October. Late test for 2019 did not reset the calendar for future testing. ENSURE ALL FUTURE ANNUAL TESTING IS CONDUCTED IN/BY OCTOBER OF EACH YEAR.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	01-21-2020

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

Citation:	23 CCR 16 2712(b)(1)(F) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(F)
Violation Description:	"Failure to conduct secondary containment testing, or one or more of the following requirements: Perform the test of the secondary containment system upon installation, within six months of installation and every 36 months thereafter. Perform the test of a secondary containment component within 30 days of a repair or discontinuing vacuum, pressure or hydrostatic monitoring. Use a procedure that demonstrates the system works as well as at installation. Use applicable manufacturer guidelines, industry codes, engineering standard, or professional engineer approval. Performed by a certified service technician. Maintain records of secondary containment testing for 36 months."
Violation Notes:	Returned to compliance on 03/09/2020. According to a copy of a DO monthly record for (06/17/19) the last SB989 testing that was conducted was on 11/30/2016. There were no testing records available for review at the time of this inspection. However, SB989 testing was conducted late as it was conducted on 12/18/2019. Your next SB989 testing will need to be conducted by 11/30/2022. Ensure that all future SB989 is conducted within the required time frame of (36 months). No further action is required at this time.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	01-21-2020
Citation:	23 CCR 16 2641(h) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(h)
Violation Description:	Failure to have an approved UST Response Plan.
Violation Notes:	Returned to compliance on 03/09/2020. A copy of the UST Response Plan was not available for review on-site or at the facility at the time of this inspection. Within 30 days provide a copy of the UST Response Plan via CERS.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	10-16-2017
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.
Violation Notes:	Returned to compliance on 05/24/2018. Facility failed to electronically submit their annual update via CERS.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	01-21-2020
Citation:	23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

16, Section(s) 2712(i)
Violation Description: Failure to submit a current UST Response Plan available on site.
Violation Notes: Returned to compliance on 03/09/2020. A copy of the UST Response Plan was not available for review on-site or at the facility at the time of this inspection. Ensure that a copy of the UST Response Plan is kept at the facility and is available for review during an inspection.
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 24271
Site Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date: 10-11-2022
Citation: 23 CCR 16 2712(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(f)
Violation Description: Failure to implement the corrections specified in the inspection report within 30 days of receiving an inspection report from either the UPA or special inspector.
Violation Notes: The UST Owner/Operator failed to provide written corrective actions taken for violations noted on inspection reports FA0258833_NOI_2021-10-26 and FA0258833_NOI_2020-12-30. (NOTE: FA0258833_NOI_2020-01-21 was incomplete in compliance steps for T004, T020-UST insurance policy submitted on CERS has expired-AB, and T570-Not yet completed. Permit has been issued by our Agency-AB) Previously noted on 10/26/2021, the "UST Owner/Operator failed to provide written corrective actions taken for violations noted on inspection report from 12/30/2020. Within 30 days provide written responses to this inspection report and to the one from 12/30/2020." .
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 24271
Site Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date: 11-14-2013
Citation: 23 CCR 16 2715(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(f)
Violation Description: Failure to comply with one or more of the following: provide training to facility employee(s) responsible for proper operation and maintenance every 12 months and/or train new employee(s) who are responsible for proper operation and maintenance within 30-days of hire and/or to have at least one employee present during operating hours that has been trained in the proper operation and maintenance of the UST system.
Violation Notes: Returned to compliance on 12/11/2013. Facility was unable to provide any training documentation.
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 24271
Site Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date: 01-21-2020
Citation: 23 CCR 16 2715(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(f)
Violation Description: Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure,

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

	hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).
Violation Notes:	Returned to compliance on 03/09/2020. Facility failed to have it's UST monitoring equipment tested every 12 months by the anniversary month of October. The UST monitoring equipment was tested on 12/18/19. Ensure that all UST Monitoring Equipment is tested by the month of October of each year. Your next UST Monitoring System certification must be completed in October 2020. No further action is required at this time.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	01-21-2020
Citation:	23 CCR 16 2716(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2716(f)
Violation Description:	"Failure to maintain on-site, or off-site at a readily available location if approved by the UPA, copies of Designated Operator inspection records as follows: Designated operator monthly inspection records for inspections performed before October 1, 2018 must be kept for 12 months from the month of inspection. For inspections performed on or after October 1, 2018, copies of the ""Designated Underground Storage Tank Operator Visual Inspection Report"" must be kept for 36 months from the month of inspection. "
Violation Notes:	Returned to compliance on 03/09/2020. During records review 12 months of DO monthly records were not available for review during this inspection. Ensure that 12 months of DO monthly records are kept at the facility and are available for review.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	10-17-2016
Citation:	23 CCR 16 2715(a) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(a)
Violation Description:	Failure to notify the CUPA of the designated operator (DO) identification and/or change of the DO within 30 days.
Violation Notes:	Returned to compliance on 12/07/2016. Designated Operator Michael Pietsch is not listed as a recognized Designated Operator for this site.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	24271
Site Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date:	12-30-2020
Citation:	HSC 6.7 25284 - California Health and Safety Code, Chapter 6.7, Section(s) 25284
Violation Description:	Failure to obtain a valid permit to operate from the UPA including but not limited to unpaid permit fees.
Violation Notes:	Returned to compliance on 05/19/2023. Site does not have valid permit to operate

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 24271
Site Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Violation Date: 11-14-2013
Citation: 23 CCR 16 2641(a) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(a)
Violation Description: Failure of sensor to be located in the proper position/location.
Violation Notes: Returned to compliance on 12/10/2013. Test boots on the transition sump were not pulled back to allow a leak from secondary containment piping to enter the sump. Shrader valves were closed and oriented towards 12 o'clock. Corrective action: Pull back test boot or ensure shrader valves are open and oriented toward 6 o'clock.
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-20-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: The annual UST monitoring certification began on 10/17/16 with the functional testing that was completed by Mike Gathright from Petro-Analytical Inc. Mr. Gathright's certifications (ICC Service Technician, Veeder-Root Level 2/3) were verified to be current. The inspection was completed on 10/20/16 with a review of the UST documents with Ben Nguyen, Chief Engineer. This report was revised on 12/6/16 to retract violation T861:EXEMPTION CONDITIONS: EGTS LLD. After a review of the Emergency Generator Tank System (EGTS) requirements this office has concluded that violation T861 was incorrectly cited. The operability of the emergency generator is not a requirement of maintaining EDTS status. Although the emergency generator is not currently being operated, the configuration to supply emergency power to the hospital remains unchanged. Richard Gilman, Stationary Engineer with De Paul Medical Center was present during the functional testing on 10/17/16. Alarm [Truncated]
Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-14-2013
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: On site 11-14-13 to oversee annual UST monitoring certification and spill bucket testing performed by Mr. Anthony VanGinkel of Tanknology. Mr. VanGinkel holds valid ICC and Veeder-Root certifications. Site consists of 1- 8,000 gallon regulated underground storage tank that provides fuel to a day tank in adjacent building that contains the generator. Additionally, the site has a STP sump, piping/transition sump, and an annular space that is constantly monitored by veeder root sensors. The panel used on-site is a Veeder Root TLS 300c Alarm Set-up: L1-Annular space sensor (Veeder Root 794380-301) L2-STP Sump sensor (Veeder Root 794380-208) L3-Piping/transition Sump sensor

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

(Veeder Root 794380-208) Panel observed to be in All functions normal and sumps were dry and clean upon arrival with the exception of the transition sump which had small amounts of water in some areas (<1/8 inch). The sump sensors (STP and Transition) were tested with water and provided audible [Truncated]

Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-16-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Conducted a HMBP inspection with Ben Nguyen, Chief Engineer. The site inventory consists of one 8,000 gallon UST that supplies an emergency generator. The fuel gauge stated that there was approximately 5,500 gallons of diesel in the UST. The facility is reminded to update the Regional Water Quality Control phone number. It should be 510-622-2300. Facility is current with their required annual training (12/6/16). Contact Ray Maiden at 408-918-1980 or by email at ray.maiden@cep.sccgov.org for questions regarding this report.

Eval Division: Santa Clara County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 01-23-2019
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: Non-inspection related violation: 23 CCR 2666(f) - Failure to retrofit emergency generator tank system with underground pressurized piping with line leak detector by October 13, 2018. Greg Breshears

Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-11-2022
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: I was on site at 18500 De Paul Dr. for the 2022 UST Operating Permit Inspection. Al Piazza, Chief Engineer was on site and provided access to the facility and records. Luciano Costa, Deputy Dir of Facilities, was not on site but contacted regarding open violations from the two previous years. Lance Hayden, UST Service Tech, In Compliance Services, was on site to perform the annual monitoring system test and certification. His ICC and training Certifications are valid and active. NOTE: The Operating Permit for this system is active but will expire this month on 10/31/2022. Address all violations and submit the CERS record for this facility to receive the next 5-year operating permit. A summary of all open violations previously issued has been sent to Luciano Costa. See list below Alarm History and System Setup was provided. OK 1 alarm, probe out August 18,2022. OK Spill Containment Syste measured with water and confirmed to exceed 5 gallons, [Truncated]

Eval Division: Santa Clara County Environmental Health
Eval Program: UST

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-21-2020
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: On-site to oversee an annual monitoring system certification. Functional testing of the equipment took place on 12/18/19 and inspection report was issued today via DocuSign. Testing was conducted by Aneil Chand with Pinnacle Fuels. Mr. Chand has the following certifications; ICC#5119959 exp., 06/02/2020; VR#A21873 exp., 03/01/2020, VMI#2307 exp., 2/28/2020, and Caldwell exp., 03/2020. Prior to and after testing of today there were no active alarms at the veeder root panel. System Set-up; -This site is a European Safe Suction System. Observed the turbine removed from the sump. -This site has a 8,000 gal., UST that feeds fuel to an Emergency Generator. The following components were tested during this inspection and passed; - L1- Annular sump sensor (VR-301) Single-float hydrostatic sensor provided an audible/visual alarm at the panel. - L2- STP sump sensor (VR-208) provided an audible/visual alarm at the panel. - L3- Vent sump sensor (VR-208) provided an [Truncated]
Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 01-21-2020
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: SB989 testing took place on 12/18/2019 and report was issued today via DocuSign. Testing was conducted by Aneil Chand with Pinnacle Fuels. Mr. Chand has the following certifications; ICC#5119959 exp., 06/02/2020; VR#A21873 exp., 03/01/2020, VMI#2307 exp., 2/28/2020, and Caldwell exp., 03/2020. Notes; 1) The annular space of the tank was not tested during this inspection, as it is hydrostatically filled therefore it is exempt from testing. 2) Within 30 days provide a copy of today’s testing report to our office.
Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-09-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: On-site to witness annual UST monitoring certification, spill bucket testing, and to perform an inspection of the underground storage tank system. Testing performed by Brent Bowen of Tanknology. Mr. Bowen holds valid ICC and Veeder-Root certifications. In addition, the following testing was performed: *Testing of overfill protection - Drop tube with flow restrictor (flapper) removed. Flapper manually moved and visually confirmed it closes all the way. Measurements were taking to determine how high restrictor is set in the tank and will be compared to the tank chart in order to determine if the restrictor is set at the proper level. Technician attempting to locate a tank chart. *Line tightness testing Alarms are communicated to staff off-site and communication was confirmed to be occurring at time of testing. UST

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

system performed as designed without exception. Facility is transitioning to a suction under project SR0858378 in order to be complaint and avoid the [Truncated]

Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-21-2015
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: I was on site, !0/20/2015, 18500 De Paul Dr, Morgan Hill, to conduct the 2015 UST Permit Inspection and records review and witness the UST Monitoring Certification. No facility representative on site. I called Luciano Costa, (408) 848-8649, while on site, there was no answer, left a message. Sent email to: lucianocosta@dochs.org Ben Nguyen, Chief Engineer, (408) 848-8635 contacted, and is now on site to provide access and records review. bennguyen@dochs.org Brian Self, Confidence UST Services, Inc. was on site to conduct the UST Monitoring System Certification. ICC # 8022804 Serv Tech Expires 6/8/2017, VR - Expires 6/25/2017 Spill Bucket testing, A drop in water level is observed. Serviced drain valve, re-test, 60 minutes, no drop observed. OK Monthly DUSTO Reports are with Ben Nguyen at his office, off-site. He provided the hard copy DUSTO reports today on site as requested. OK CERS Review, Submitted 7/15/2015, Submitted, Status change to " Under [Truncated]

Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-26-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: On-site to oversee an annual monitoring system certification. Testing was conducted by; William (Bill) Coulter with Tank-Tek. Mr. Coulter has the following certifications; ICC 5246734 exp., 03/06/2022; VR#A22373 exp., 03/15/2022. Prior to and after testing there were no active alarms at the veeder root panel. The following components were tested and passed as follows; - L1: Annular space sensor (hydrostatic monitoring fluid) - L2: STP sump sensor - L3: Piping sump sensor * All sensors above provided an audible/visual alarm at the veeder root panel. - 1 X 5 gal., spill bucket was hydrostatically tested for 60 minutes and passed. No loss of water was observed. - The UST system is a suction system and therefore no line leak detectors are found. The following documents were reviewed as part of this inspection; - 12 months of DO records - Employee Training List - Monthly PM’s records were reviewed for "UST aboveground piping inspection". These are kept [Truncated]

Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-16-2017
Violations Found: Yes
Eval Type: Routine done by local agency

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

Eval Notes: On-site for the annual UST monitoring certification with the functional testing that was completed by Darren Sciume from Tanknology, Inc. Mr. Sciume's certifications (ICC Service Technician and Veeder-Root) were verified to be current. Ben Nguyen, Chief Engineer was present during the functional testing. The monitoring panel displayed "All functions normal" at the beginning and end of the functional testing. The sump sensors (STP and Transition) were tested with water and provided audible and visible alarms. Additionally, brine-filled interstitial space provided alarm when sensor was removed from the brine. All liquid sensors dialed out via the Sensaphone 400 and communication was verified for each liquid sensor. Overfill protection is provided by a flapper valve in the fill tube. Confirmed that the site is conducting visual inspection of the aboveground piping as required (electronic work order). Annual Line Tightness Test was completed on 12/16/16. [Truncated]
Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-23-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: ON SITE FOR 2014 UST MONITORING SYSTEM TEST, CERTIFICATION, AND PERMIT INSPECTION DAVID LOPEZ, STATIONARY ENGINEER, DE PAUL GILBERT GARCIA, UST SERVICE TECH, TANKNOLOGY, ON SITE TO CONDUCT TEST ICC 8211864 EXP. 11/26/2014 VEEDER-ROOT #B42816 EXP. 3/13/2015 TLDT-5000 - VMI 3332 3/25/2015 SYSTEM SET-UP AND ALARM HISTORY PROVIDED DUSTO REPORTS REVIEWED, OK CERS REVIEW, DUSTO EXEMPT??? NOT APPROVED AND NO HARDCOPY ON SITE, OWNER OPERATOR OK FINANCIAL RESPONSIBILITY, THE PLACEMENT/STATUS OF THE RECORDS, NEEDS TO BE AJDUSTED. THE UST CERT OF FINANCIAL RESPONSIBILITY REQUIRES A DIFFERENT DOCUMENT, THE INSURANCE PLAN SHOULD BE IN THE SECTION UST Letter from Chief Financial Officer: Upload Document(s) DAVID LOPEZ SHOULD BE IDENTIFIED AS AN EMERGENCY CONTACT. ONE UST, l-1 SUPPLY AND RETURN PIPING, L-2 ONE TRANSITION SUMP. L-3 STP SHUT AND ISOLATED, NOT IN USE. DID NOT PRIME OR TEST AUTO SHUT-DOWN. L-1, L-2, L-3, ALL AUDIO AND [Truncated]
Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-23-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: ON SITE FOR ANNUAL UST INSPECTION. CERS REVIEW FOR EMERGENCY RESPONSE PLAN AND SITE MAP IDENTIFIED THE "PLANS" SECTION OF THE CERS SUBMITTAL IS APPLICABLE WITH NO SUBMITTAL. IT IS SUGGESTED TO USE THE CERS TEMPLATE PROVIDED IN THE EMERGENCY RESPONSE PLAN (ERP) TEMPLATE, SUBMIT IN THE ERP, (ATTACHED) DAVID LOPEZ SHOULD BE IDENTIFIED AS AN EMERGENCY CONTACT THROUGHOUT THE CERS AND ER SYSTEM. John Walker of Saint Louise Regional Hospital (Gilroy, CA) TO BE NOTIFIED OF THE CERS UPDATE NEEDS.
Eval Division: Santa Clara County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-14-2013
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: EFFECTIVE JANUARY 1, 2013, STATE LAW REQUIRES THAT HAZARDOUS MATERIALS BUSINESS PLAN (HMBP), HAZARDOUS WASTE TIERED PERMIT, AND CERTAIN UNDERGROUND STORAGE TANK (UST) SUBMITTALS (i.e., OPERATING PERMIT APPLICATIONS AND UST MONITORING PLANS) BE SUBMITTED ELECTRONICALLY VIA THE CALIFORNIA ENVIRONMENTAL REPORTING SYSTEM (CERS) WEBSITE AT http://cers.calepa.ca.gov. HARD COPIES ARE NO LONGER ALLOWED FOR THOSE SUBMITTALS, SO PLEASE DISREGARD ANY PRE-PRINTED CORRECTIVE ACTION TEXT IN THIS NOTICE OF INSPECTION REGARDING HARD COPY FORMS. FACILITY RECORDS HAVE ALREADY BEEN CREATED IN CERS FOR MANY BUSINESSES. PLEASE SEARCH CERS AND REQUEST ACCESS TO THAT RECORD BEFORE CREATING A NEW FACILITY RECORD. SEE www.EHinfo.org/hazmat FOR MORE DETAILS REGARDING ELECTRONIC REPORTING REQUIREMENTS.
Eval Division: Santa Clara County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 11-30-2016
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: On-site to witness the secondary containment testing of a STP sump, supply and return piping and a piping transition sump. All testing was completed by Jarrod Cooke, Service Technician from Tanknology, Inc. Mr. Cooke’s ICC certification was verified to be current. Both piping runs (supply and return) were pressurized with nitrogen to 5-psi for 60-minutes with no loss of pressure; PASS. The tank’s annular space is hydrostatically monitored and not required to be tested. The STP sump and piping transition sump were filled with water above the pressurized piping penetration and tested with a Tanknology VPLT accelerated tester for 30-mimutes. Final sump readings: STP Sump: -0.0013"; PASS Piping Transition Sump: -0.0003"; PASS Provide a copy the Secondary Containment Test Report by 12/30/16. Contact Ray Maiden at ray.maiden@cep.sccgov.org or by phone at 408-918-1980 for questions regarding this report.
Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 12-10-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Observed secondary containment testing, conducted by Jarrod Cooke, ICC Service Technician, Exp: 4/30/15, from Tanknology. Site set-up: 1-Diesel fuel tank with a brine filled annular space. Components tested: Secondary containment piping for both the supply and return lines, STP sump and transition sump. The secondary containment piping for both the supply and return lines were pressurized to 5-psi with nitrogen for 60-minutes with no loss of pressure---PASS. The STP sump was hydrostatically tested at the highest piping penetration for 30-minutes, using the VPLT precision test system---PASS. The transition sump was not tested due to a visible tear in the rock-guard boot. Facility must make required repairs and retest the transition

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

sump by January 9, 2014. Contact this office at 408-918-3400 at least 48-hr prior to scheduling the retest.

Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-30-2020
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Onsite to witness annual UST monitoring system certification performed by Mr. Randy Johnson. Mr. Johnson has valid ICC and Veeder Root certifications. Tank is emergency generator feed system, converted to suction piping with tank top foot valve in 2018. Tank annular sensor, piping sump sensor and pipe transition sump sensors provided audible and visual alarms at monitoring panel. Overfill prevention by flapper in drop tube, visually confirmed. Reviewed CERS submittal 10348057, 5/7/2020. Monitoring site plan, DUSTO designation, statement of understanding, response plan all OK Reviewed documents from file to include overfill prevention equipment test results. - Missing 2019 (late, done Jan 2020) monitoring system certification results and 989 Containment test results (5/19/2020) Reviewed documents onsite: DUSTO monthly inspections, visual inspection records for aboveground piping, training, system set up and alarm history Permit not yet issued since change of [Truncated]

Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Enforcement Action:
Site ID: 24271
Site Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Site Address: 18500 DE PAUL DR
Site City: MORGAN HILL
Site Zip: 95037
Enf Action Date: 11-14-2013
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Santa Clara County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 24271
Site Name: COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Site Address: 18500 DE PAUL DR
Site City: MORGAN HILL
Site Zip: 95037
Enf Action Date: 11-14-2013
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Santa Clara County Environmental Health
Enf Action Program: UST
Enf Action Source: CERS,

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

Coordinates:

Site ID:	24271
Facility Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Env Int Type Code:	HMBP
Program ID:	10348057
Coord Name:	Not reported
Ref Point Type Desc:	Center of a facility or station.,
Latitude:	37.153630
Longitude:	-121.646160

Affiliation:

Affiliation Type Desc:	Legal Owner
Entity Name:	County of Santa Clara - Health and Hospital System
Entity Title:	Not reported
Affiliation Address:	751 S BASCOM AV
Affiliation City:	SAN JOSE
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	95128
Affiliation Phone:	(408) 885-5000,
Affiliation Type Desc:	CUPA District
Entity Name:	Santa Clara County Environmental Health
Entity Title:	Not reported
Affiliation Address:	1555 Berger Drive, Suite 300
Affiliation City:	San Jose
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95112-2716
Affiliation Phone:	(408) 918-3400,
Affiliation Type Desc:	Operator
Entity Name:	County of Santa Clara - Health & Hospital System
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(408) 885-5000,
Affiliation Type Desc:	Parent Corporation
Entity Name:	County of Santa Clara - Health and Hospital System
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	UST Tank Operator
Entity Name:	County of Santa Clara - Health & Hospital System
Entity Title:	Not reported
Affiliation Address:	751 S Bascom Av
Affiliation City:	San Jose

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	95128
Affiliation Phone:	(408) 885-4160,
Affiliation Type Desc:	UST Tank Owner
Entity Name:	COUNTY OF SANTA CLARA
Entity Title:	Not reported
Affiliation Address:	70 W Hedding St
Affiliation City:	San Jose
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	95110
Affiliation Phone:	(408) 299-4321,
Affiliation Type Desc:	Document Preparer
Entity Name:	Geoff Tull
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Property Owner
Entity Name:	COUNTY OF SANTA CLARA
Entity Title:	Not reported
Affiliation Address:	70 W. Hedding St.
Affiliation City:	San Jose
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	95110
Affiliation Phone:	(408) 299-4321,
Affiliation Type Desc:	UST Permit Applicant
Entity Name:	Luciano Costa
Entity Title:	Director, Facilities
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(408) 848-8649,
Affiliation Type Desc:	UST Property Owner Name
Entity Name:	COUNTY OF SANTA CLARA
Entity Title:	Not reported
Affiliation Address:	70 W Hedding St
Affiliation City:	San Jose
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	95110
Affiliation Phone:	(408) 299-4321,
Affiliation Type Desc:	Environmental Contact
Entity Name:	Geoff Tull Safety Officer

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **S121754181**

Entity Title:	Not reported
Affiliation Address:	9400 No Name Uno
Affiliation City:	Gilroy
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95120
Affiliation Phone:	,
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	777 Turner Dr., Suite 320
Affiliation City:	San Jose
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95128
Affiliation Phone:	,
Affiliation Type Desc:	Identification Signer
Entity Name:	Geoff Tull
Entity Title:	Safety Officer
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

B10 **COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER** **UST FINDER** **1028188741**
NE **18500 DE PAUL DR** **N/A**
< 1/8 **MORGAN HILL, CA 95037**
0.086 mi.
452 ft. **Site 6 of 7 in cluster B**

Relative: **Higher**
Actual: **390 ft.**

UST FINDER:

Object ID:	732972
Facility ID:	CA10348057
Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Address:	18500 DE PAUL DR
City,State,Zip:	MORGAN HILL, CA 95037
Address Match Type:	PointAddress
Open USTs:	1
Closed USTs:	Not reported
TOS USTs:	Not reported
Population 1500ft:	485
Private Wells 1500ft:	21
Within 100yr Floodplain:	No
Land Use:	Developed, Medium Intensity
Within SPA:	Not reported
SPA PWS Facility ID:	Not reported
SPA Water Type:	Not reported
SPA Facility Type:	Not reported
SPA HUC12:	Not reported
Within WHPA:	Yes
WHPA PWS Facility ID:	CA4300994_15504
WHPA Water Type:	GW - Ground water
WHPA Facility Type:	WL - Well

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **1028188741**

WHPA HUC12:	180500030202
Facility Status:	Open UST(s)
Date of Last Inspection:	Not reported
EPA Region:	9
Tribe:	Not reported
Coordinate Source:	Geocode
X Coord:	-121.646057033
Y Coord:	37.153755989
Latitude:	37.1537559885316
Longitude:	-121.646057032815

UST FINDER:

Object ID:	2263730
Facility ID:	CA10348057
Tank ID:	CA10348057-001_A Stand-alone Tank_1
Tank Status:	Open
Installation Date:	1989/05/13 16:00:00+00
Removal Date:	Not reported
Tank Capacity:	8000
Substances:	Diesel
Tank Wall Type:	Double Wall

B11 **COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER** **UST** **U004355090**
NE **18500 DE PAUL DR** **N/A**
< 1/8 **MORGAN HILL, CA 95037**
0.086 mi.
452 ft. **Site 7 of 7 in cluster B**

Relative:
Higher

Actual:
390 ft.

UST:

Name:	COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER
Address:	18500 DE PAUL DR
City,State,Zip:	MORGAN HILL, CA 95037
Facility ID:	FA0258833
Permitting Agency:	Santa Clara County Environmental Health
CERSID:	10348057
Latitude:	37.1536300
Longitude:	-121.646160
Owner type:	Non-Government
Facility type:	Other
Num of inuse ust:	Not reported
Num of closed ust:	0
Num of oos ust:	0
Epa region:	9
Tribal lands:	No
Tank owner name:	Verity Healthcare System
Tank owner mailing address:	9400 No Name Uno
Tank owner mailing city:	Gilroy
Tank owner mailing zip:	95020
Tank owner mailing state:	CA
Tank operator name:	DePaul Medical Center
Tank operator mailing address:	9400 No Name Uno
Tank operator mailing city:	Gilroy
Tank operator mailing zip:	95020
Tank operator mailing state:	CA
Tankidnumber:	#1
Tank status:	Confirmed/Updated Information
Tank configuration:	Stand Alone Tank

COUNTY OF SANTA CLARA HHS - DE PAUL MEDICAL CENTER (Continued) **U004355090**

Tank closure date:	Not reported
Tank installation date:	5/13/1989 12:00:00 AM
Tank num of compartments:	1
Tank contents:	Diesel
Tank capacity gallons:	8000
Tank type:	Double Wall
Tank pc construction:	Fiberglass
Tank pwpiping construction:	Flexible
Tank piping type:	Pressure
Tank piping construction:	Double Walled
Tank sacrificial anode:	No
Tank cp impressed current:	No
Tank cp shutoff:	Yes
Tank alarms:	No
Tank ball float:	No
Tank spill bucket:	Yes

C12 **BATH & BODY WORKS #2664** **CERS HAZ WASTE** **S129059846**
NNW **1058 COCHRANE RD SPC 120** **CUPA Listings** **N/A**
< 1/8 **MORGAN HILL, CA 95037** **CERS**
0.117 mi.
619 ft. **Site 1 of 3 in cluster C**

Relative: Higher
Actual: 386 ft.

CERS HAZ WASTE:

Name:	BATH & BODY WORKS #2664
Address:	1058 COCHRANE RD SPC 120
City,State,Zip:	MORGAN HILL, CA 95037
Site ID:	625266
CERS ID:	10914844
CERS Description:	Hazardous Waste Generator

CUPA SANTA CLARA:

Name:	BATH & BODY WORKS #2664
Address:	1058 COCHRANE RD SPC 120
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	6692534389
UDF Email:	MRYAN@LB.COM
PE#:	2205
Program Description:	GENERATES 100 KG YR TO <5 TONS/YR
Program Identifier:	DEH PERMIT-HAZ WASTE GENERATOR PROGRAM
Latitude:	Not reported
Longitude:	Not reported
Record ID:	PR0446224
Facility ID:	FA0303653

CERS:

Name:	BATH & BODY WORKS #2664
Address:	1058 COCHRANE RD SPC 120
City,State,Zip:	MORGAN HILL, CA 95037
Site ID:	625266
CERS ID:	10914844
CERS Description:	Chemical Storage Facilities

Affiliation:

Affiliation Type Desc:	Operator
Entity Name:	BATH & BODY WORKS #2664

BATH & BODY WORKS #2664 (Continued) **S129059846**

Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(669) 253-4389,
Affiliation Type Desc:	Parent Corporation
Entity Name:	Bath & Body Works, LLC
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Environmental Contact
Entity Name:	Mike Ryan
Entity Title:	Not reported
Affiliation Address:	3 LIMITED PARKWAY
Affiliation City:	COLUMBUS
Affiliation State:	OH
Affiliation Country:	Not reported
Affiliation Zip:	43230
Affiliation Phone:	,
Affiliation Type Desc:	Document Preparer
Entity Name:	ASHLEY CAMPBELL
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Identification Signer
Entity Name:	Ashley Campbell
Entity Title:	COMPLIANCE & REG AFFAIR SPEC
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Legal Owner
Entity Name:	Bath & Body Works, LLC
Entity Title:	Not reported
Affiliation Address:	7 LIMITED PARKWAY
Affiliation City:	REYNOLDSBURG
Affiliation State:	OH
Affiliation Country:	United States
Affiliation Zip:	43268
Affiliation Phone:	(614) 856-6000,

BATH & BODY WORKS #2664 (Continued) **S129059846**

Affiliation Type Desc:	CUPA District
Entity Name:	Santa Clara County Environmental Health
Entity Title:	Not reported
Affiliation Address:	1555 Berger Drive, Suite 300
Affiliation City:	San Jose
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95112-2716
Affiliation Phone:	(408) 918-3400,

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	3 LIMITED PARKWAY/ATTN: MIKE RYAN
Affiliation City:	COLUMBUS
Affiliation State:	OH
Affiliation Country:	Not reported
Affiliation Zip:	43230
Affiliation Phone:	,

C13 **ULTA BEAUTY #1434** **RCRA NonGen / NLR** **1024869837**
NNW **1027 COCHRANE RD** **CAL000438456**
1/8-1/4 **MORGAN HILL, CA 95037**
0.134 mi.
709 ft. **Site 2 of 3 in cluster C**

Relative:
Higher

Actual:
386 ft.

RCRA Listings:

Date Form Received by Agency:	20180816
Handler Name:	Ulta Beauty #1434
Handler Address:	1027 COCHRANE RD
Handler City,State,Zip:	MORGAN HILL, CA 95037
EPA ID:	CAL000438456
Contact Name:	JEREMY HOJNICKI
Contact Address:	1000 REMINGTON BLVD
Contact City,State,Zip:	BOLINGBROOK, IL 60440
Contact Telephone:	630-296-1552
Contact Fax:	Not reported
Contact Email:	JHOJNICKI@ULTA.COM
Contact Title:	Not reported
EPA Region:	09
Land Type:	Not reported
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	1000 REMINGTON BLVD
Mailing City,State,Zip:	BOLINGBROOK, IL 60440
Owner Name:	Ulta Salon Cosmetics & Fragr Inc
Owner Type:	Other
Operator Name:	Jeremy Hojnicki
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No

ULTA BEAUTY #1434 (Continued) **1024869837**

Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	Yes
Universal Waste Destination Facility:	Yes
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20180907
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: ULTA SALON COSMETICS & FRAGR INC	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1000 REMINGTON BLVD
Owner/Operator City,State,Zip:	BOLINGBROOK, IL 60440
Owner/Operator Telephone:	630-296-1552
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: JEREMY HOJNICKI	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported

ULTA BEAUTY #1434 (Continued) **1024869837**

Owner/Operator Address:	1000 REMINGTON BLVD
Owner/Operator City,State,Zip:	BOLINGBROOK, IL 60440
Owner/Operator Telephone:	630-296-1552
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20180816
Handler Name: ULTA BEAUTY #1434	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

List of NAICS Codes and Descriptions:

NAICS Code:	453998
NAICS Description:	ALL OTHER MISCELLANEOUS STORE RETAILERS (EXCEPT TOBACCO STORES)

Facility Has Received Notices of Violations:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

C14 **ULTA BEAUTY #1434** **CERS HAZ WASTE** **S123103590**
NNW **1027 COCHRANE RD** **CUPA Listings** **N/A**
1/8-1/4 **MORGAN HILL, CA 95037** **HWTS**
0.134 mi. **HAZNET**
709 ft. **Site 3 of 3 in cluster C**

Relative: Higher
Actual: 386 ft.

CERS HAZ WASTE:

Name:	ULTA BEAUTY #1434 (MORGAN HILL)
Address:	1027 COCHRANE ROAD
City,State,Zip:	MORGAN HILL, CA 95037
Site ID:	443408
CERS ID:	10772725
CERS Description:	Hazardous Waste Generator

Affiliation:

Affiliation Type Desc:	Identification Signer
Entity Name:	Jeremy Hojnicki
Entity Title:	Compliance Manager
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

ULTA BEAUTY #1434 (Continued) **S123103590**

Affiliation Type Desc:	Legal Owner
Entity Name:	ULTA Beauty
Entity Title:	Not reported
Affiliation Address:	1000 Remington Boulevard, Suite 120
Affiliation City:	Bolingbrook
Affiliation State:	IL
Affiliation Country:	United States
Affiliation Zip:	60440
Affiliation Phone:	(630) 410-4800,

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	639 E Shaw Ave Ste 179
Affiliation City:	Fresno
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	93710
Affiliation Phone:	,

Affiliation Type Desc:	Operator
Entity Name:	ULTA Beauty
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(630) 410-4800,

Affiliation Type Desc:	Parent Corporation
Entity Name:	ULTA Beauty
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	CUPA District
Entity Name:	Santa Clara County Environmental Health
Entity Title:	Not reported
Affiliation Address:	1555 Berger Drive, Suite 300
Affiliation City:	San Jose
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95112-2716
Affiliation Phone:	(408) 918-3400,

Affiliation Type Desc:	Property Owner
Entity Name:	Browman Development Company Inc.
Entity Title:	Not reported
Affiliation Address:	1000 Remington Boulevard, Suite 120
Affiliation City:	Bolingbrook
Affiliation State:	IL
Affiliation Country:	United States

ULTA BEAUTY #1434 (Continued) **S123103590**

Affiliation Zip: 60440
Affiliation Phone: (630) 296-1552,

Affiliation Type Desc: Document Preparer
Entity Name: Jeremy Hojnicki
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Environmental Contact
Entity Name: Jeremy Hojnicki
Entity Title: Not reported
Affiliation Address: 1000 Remington Boulevard, Suite 120
Affiliation City: Bolingbrook
Affiliation State: IL
Affiliation Country: Not reported
Affiliation Zip: 60440
Affiliation Phone: ,

CUPA SANTA CLARA:
Name: ULTA BEAUTY #1434
Address: 1027 COCHRANE RD
City,State,Zip: MORGAN HILL, CA 95037
Region: SANTA CLARA
Telephone: 4086594877
UDF Email: tanzar@ulta.com
PE#: 2205
Program Description: GENERATES 100 KG YR TO <5 TONS/YR
Program Identifier: DEH PERMIT-HAZ WASTE GENERATOR PROGRAM
Latitude: 37.1547484
Longitude: -121.6517093
Record ID: PR0432960
Facility ID: FA0288703

HWTS:
Name: ULTA BEAUTY #1434
Address: 1027 COCHRANE RD
Address 2: Not reported
City,State,Zip: MORGAN HILL, CA 95037
EPA ID: CAL000438456
Inactive Date: Not reported
Create Date: 08/16/2018
Last Act Date: Not reported
Mailing Name: Not reported
Mailing Address: 1000 REMINGTON BLVD, SUITE 120
Mailing Address 2: Not reported
Mailing City,State,Zip: BOLINGBROOK, IL 60440
Owner Name: ULTA SALON COSMETICS & FRAGRANCE IN
Owner Address: 1000 REMINGTON BLVD
Owner Address 2: Not reported
Owner City,State,Zip: BOLINGBROOK, IL 60440

ULTA BEAUTY #1434 (Continued) **S123103590**

Owner Phone:	Not reported
Owner Fax:	Not reported
Contact Name:	JEREMY HOJNICKI
Contact Address:	1000 REMINGTON BLVD STE 120
Contact Address 2:	Not reported
City,State,Zip:	BOLINGBROOK, IL 60440
Contact Phone:	Not reported
Contact Fax:	Not reported
Facility Status:	Active
Facility Type:	PERMANENT
Category:	STATE
Latitude:	37.155888
Longitude:	-121.653009

NAICS:

EPA ID:	CAL000438456
Create Date:	2018-08-16 11:39:18.970
NAICS Code:	453998
NAICS Description:	All Other Miscellaneous Store Retailers (except Tobacco Stores)
Issued EPA ID Date:	2018-08-16 11:39:18.95300
Inactive Date:	Not reported
Facility Name:	ULTA BEAUTY #1434
Facility Address:	1027 COCHRANE RD
Facility Address 2:	Not reported
Facility City:	MORGAN HILL
Facility County:	Not reported
Facility State:	CA
Facility Zip:	95037

HAZNET:

Name:	ULTA BEAUTY #1434
Address:	1027 COCHRANE RD
Address 2:	Not reported
City,State,Zip:	MORGAN HILL, CA 95037
Contact:	JEREMY HOJNICKI
Telephone:	6302961552
Mailing Name:	Not reported
Mailing Address:	1000 REMINGTON BLVD SUITE 120
Year:	2021
Gepaid:	CAL000438456
TSD EPA ID:	CAD980884183
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1805
Year:	2021
Gepaid:	CAL000438456
TSD EPA ID:	NVD980895338
CA Waste Code:	122 - Alkaline solution without metals pH >= 12.5
Disposal Method:	H121 - Neutralization Only
Tons:	0.053
Year:	2021
Gepaid:	CAL000438456

ULTA BEAUTY #1434 (Continued) **S123103590**

TSD EPA ID: NVD980895338
CA Waste Code: 331 - Off-specification, aged or surplus organics
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.03

Year: 2021
Gepaid: CAL000438456
TSD EPA ID: NVD980895338
CA Waste Code: 791 - Liquids with pH <= 2
Disposal Method: H121 - Neutralization Only
Tons: 0.0005

Year: 2021
Gepaid: CAL000438456
TSD EPA ID: AZR000515924
CA Waste Code: 331 - Off-specification, aged or surplus organics
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 2.0175

Year: 2021
Gepaid: CAL000438456
TSD EPA ID: CAD008364432
CA Waste Code: 331 - Off-specification, aged or surplus organics
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.015

Year: 2021
Gepaid: CAL000438456
TSD EPA ID: NVD980895338
CA Waste Code: 141 - Off-specification, aged or surplus inorganics
Disposal Method: H070 -
Tons: 0.0395

Year: 2020
Gepaid: CAL000438456
TSD EPA ID: NVD980895338
CA Waste Code: 141 - Off-specification, aged or surplus inorganics
Disposal Method: H070 -
Tons: 0.0025

Year: 2020
Gepaid: CAL000438456
TSD EPA ID: CAD980884183
CA Waste Code: 331 - Off-specification, aged or surplus organics
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.6535

Year: 2020
Gepaid: CAL000438456
TSD EPA ID: NVD980895338
CA Waste Code: 122 - Alkaline solution without metals pH >= 12.5
Disposal Method: H121 - Neutralization Only
Tons: 0.019

ULTA BEAUTY #1434 (Continued) **S123103590**

Click this hyperlink while viewing on your computer to access
10 additional CA HAZNET: record(s) in the EDR Site Report.

Additional Info:

Year:	2021
Gen EPA ID:	CAL000438456
Shipment Date:	9/14/2020
Creation Date:	10/9/2020
Receipt Date:	10/6/2020
Manifest ID:	015048499FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001,U002
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0155
Waste Quantity:	31
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	9/14/2020
Creation Date:	10/9/2020
Receipt Date:	10/6/2020
Manifest ID:	015048499FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.17
Waste Quantity:	340
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

ULTA BEAUTY #1434 (Continued) **S123103590**

Shipment Date:	9/14/2020
Creation Date:	10/9/2020
Receipt Date:	10/6/2020
Manifest ID:	015048499FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0075
Waste Quantity:	15
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	8/19/2020
Creation Date:	9/17/2020
Receipt Date:	9/4/2020
Manifest ID:	015048392FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.206
Waste Quantity:	412
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	8/19/2020
Creation Date:	9/17/2020
Receipt Date:	9/4/2020
Manifest ID:	015048392FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	Not reported

ULTA BEAUTY #1434 (Continued) **S123103590**

Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.007
Waste Quantity:	14
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	8/19/2020
Creation Date:	9/17/2020
Receipt Date:	9/4/2020
Manifest ID:	015048392FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001,U002
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0115
Waste Quantity:	23
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	7/24/2020
Creation Date:	8/12/2020
Receipt Date:	8/6/2020
Manifest ID:	014923399FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	MNS000110924
Trans 2 Name:	Stericycle Specialty Waste Solutions Inc
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001,U002

ULTA BEAUTY #1434 (Continued) **S123103590**

Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.006
Waste Quantity:	12
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	7/24/2020
Creation Date:	8/12/2020
Receipt Date:	8/6/2020
Manifest ID:	014923399FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	MNS000110924
Trans 2 Name:	Stericycle Specialty Waste Solutions Inc
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.1095
Waste Quantity:	219
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	7/24/2020
Creation Date:	8/12/2020
Receipt Date:	8/6/2020
Manifest ID:	014923399FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	MNS000110924
Trans 2 Name:	Stericycle Specialty Waste Solutions Inc
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.016
Waste Quantity:	32
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported

ULTA BEAUTY #1434 (Continued) **S123103590**

Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	3/5/2020
Creation Date:	3/11/2020
Receipt Date:	3/9/2020
Manifest ID:	014375664FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	MNS000110924
Trans 2 Name:	Stericycle Specialty Waste Solutions Inc
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001,U002
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0245
Waste Quantity:	49
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2020
Gen EPA ID:	CAL000438456
Shipment Date:	9/14/2020
Creation Date:	10/9/2020
Receipt Date:	10/6/2020
Manifest ID:	015048499FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.17
Waste Quantity:	340
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

ULTA BEAUTY #1434 (Continued) **S123103590**

Shipment Date:	9/14/2020
Creation Date:	10/9/2020
Receipt Date:	10/6/2020
Manifest ID:	015048499FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001,U002
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0155
Waste Quantity:	31
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	9/14/2020
Creation Date:	10/9/2020
Receipt Date:	10/6/2020
Manifest ID:	015048499FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0075
Waste Quantity:	15
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	8/19/2020
Creation Date:	9/17/2020
Receipt Date:	9/4/2020
Manifest ID:	015048392FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	Not reported

ULTA BEAUTY #1434 (Continued) **S123103590**

Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.007
Waste Quantity:	14
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	8/19/2020
Creation Date:	9/17/2020
Receipt Date:	9/4/2020
Manifest ID:	015048392FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001,U002
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0115
Waste Quantity:	23
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	8/19/2020
Creation Date:	9/17/2020
Receipt Date:	9/4/2020
Manifest ID:	015048392FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported

ULTA BEAUTY #1434 (Continued) **S123103590**

Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.206
Waste Quantity:	412
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	7/24/2020
Creation Date:	8/12/2020
Receipt Date:	8/6/2020
Manifest ID:	014923399FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	MNS000110924
Trans 2 Name:	Stericycle Specialty Waste Solutions Inc
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001,U002
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.006
Waste Quantity:	12
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	7/24/2020
Creation Date:	8/12/2020
Receipt Date:	8/6/2020
Manifest ID:	014923399FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	MNS000110924
Trans 2 Name:	Stericycle Specialty Waste Solutions Inc
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.1095
Waste Quantity:	219
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported

ULTA BEAUTY #1434 (Continued) **S123103590**

Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	7/24/2020
Creation Date:	8/12/2020
Receipt Date:	8/6/2020
Manifest ID:	014923399FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	MNS000110924
Trans 2 Name:	Stericycle Specialty Waste Solutions Inc
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.016
Waste Quantity:	32
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	3/5/2020
Creation Date:	3/11/2020
Receipt Date:	3/9/2020
Manifest ID:	014375664FLE
Trans EPA ID:	MNS000110924
Trans Name:	Stericycle Specialty Waste Solutions Inc
Trans 2 EPA ID:	MNS000110924
Trans 2 Name:	Stericycle Specialty Waste Solutions Inc
TSDF EPA ID:	CAD980884183
Trans Name:	GEM Rancho Cordova LLC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0125
Waste Quantity:	25
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Detail Two:

Year:	2020
EM Manifest ID:	78aee502-dca8-4562-9433-b9d01ec7dc6e

ULTA BEAUTY #1434 (Continued) **S123103590**

Shipment Date:	9/3/2019
Receipt Date:	10/8/2019
Manifest Number:	013417130FLE
Generator EPA ID:	CAL000438456
Name:	ULTA BEAUTY
Address:	1027 COCHRANE ROAD
Address 2:	Not reported
City:	MORGAN HILL
Zip:	95037
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	916-351-0980
Transporter 1 EPA ID:	MNS000110924
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	CAD980884183
TSDF Name:	GEM Rancho Cordova LLC
TSDF Address 1:	11855 White Rock Road
TSDF Address 2:	Not reported
TSDF City:	Rancho Cordova
TSDF Zip:	95742
TSDF Telephone:	Not reported

Federal:

Year:	2020
EM Manifest ID:	78aee502-dca8-4562-9433-b9d01ec7dc6e
Generator EPA ID:	CAL000438456
Shipment Date:	2019-09-03
Manifest Number:	013417130FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00700
Quantity Waste:	14.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
Federal Code:	D001

Year:	2020
EM Manifest ID:	78aee502-dca8-4562-9433-b9d01ec7dc6e
Generator EPA ID:	CAL000438456
Shipment Date:	2019-09-03
Manifest Number:	013417130FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00700
Quantity Waste:	14.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
Federal Code:	D001

Year:	2020
EM Manifest ID:	78aee502-dca8-4562-9433-b9d01ec7dc6e
Generator EPA ID:	CAL000438456

ULTA BEAUTY #1434 (Continued) **S123103590**

Shipment Date:	2019-09-03
Manifest Number:	013417130FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00700
Quantity Waste:	14.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
Federal Code:	U002

State:

Year:	2020
EM Manifest ID:	78aee502-dca8-4562-9433-b9d01ec7dc6e
Generator EPA ID:	CAL000438456
Shipment Date:	2019-09-03
Manifest Number:	013417130FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00700
Quantity Waste:	14.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
State Code:	331

Year:	2020
EM Manifest ID:	78aee502-dca8-4562-9433-b9d01ec7dc6e
Generator EPA ID:	CAL000438456
Shipment Date:	2019-09-03
Manifest Number:	013417130FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00700
Quantity Waste:	14.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
State Code:	331

Year:	2020
EM Manifest ID:	921393
Shipment Date:	9/3/2019
Receipt Date:	9/26/2019
Manifest Number:	013417131FLE
Generator EPA ID:	CAL000438456
Name:	ULTA BEAUTY
Address:	1027 COCHRANE ROAD
Address 2:	Not reported
City:	MORGAN HILL
Zip:	95037
Telephone:	877-577-2669
Contact:	Not reported

ULTA BEAUTY #1434 (Continued) **S123103590**

Contact Telephone:	775-575-2760
Transporter 1 EPA ID:	MNS000110924
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City:	Fernley
TSDF Zip:	89408
TSDF Telephone:	Not reported

Federal:

Year:	2020
EM Manifest ID:	921393
Generator EPA ID:	CAL000438456
Shipment Date:	2019-09-03
Manifest Number:	013417131FLE
Line Number:	1
Method Code:	H121
Quantity Tons:	0.02400
Quantity Waste:	48.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
Federal Code:	D002

State:

Year:	2020
EM Manifest ID:	921393
Generator EPA ID:	CAL000438456
Shipment Date:	2019-09-03
Manifest Number:	013417131FLE
Line Number:	1
Method Code:	H121
Quantity Tons:	0.02400
Quantity Waste:	48.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
State Code:	122

Year:	2020
EM Manifest ID:	df7826f9-2c16-4fe6-9c0e-cffd2180f3af
Shipment Date:	8/6/2019
Receipt Date:	9/10/2019
Manifest Number:	013416970FLE
Generator EPA ID:	CAL000438456
Name:	ULTA BEAUTY
Address:	1027 COCHRANE ROAD
Address 2:	Not reported
City:	MORGAN HILL
Zip:	95037

ULTA BEAUTY #1434 (Continued) **S123103590**

Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	916-351-0980
Transporter 1 EPA ID:	MNS000110924
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	CAD980884183
TSDF Name:	GEM Rancho Cordova LLC
TSDF Address 1:	11855 White Rock Road
TSDF Address 2:	Not reported
TSDF City:	Rancho Cordova
TSDF Zip:	95742
TSDF Telephone:	Not reported

Federal:

Year:	2020
EM Manifest ID:	df7826f9-2c16-4fe6-9c0e-cffd2180f3af
Generator EPA ID:	CAL000438456
Shipment Date:	2019-08-06
Manifest Number:	013416970FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00650
Quantity Waste:	13.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
Federal Code:	D001

Year:	2020
EM Manifest ID:	df7826f9-2c16-4fe6-9c0e-cffd2180f3af
Generator EPA ID:	CAL000438456
Shipment Date:	2019-08-06
Manifest Number:	013416970FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00600
Quantity Waste:	12.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
Federal Code:	D001

Year:	2020
EM Manifest ID:	df7826f9-2c16-4fe6-9c0e-cffd2180f3af
Generator EPA ID:	CAL000438456
Shipment Date:	2019-08-06
Manifest Number:	013416970FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00600
Quantity Waste:	12.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases

ULTA BEAUTY #1434 (Continued) **S123103590**

Quantity Type: Pounds
Federal Code: U002

State:
Year: 2020
EM Manifest ID: df7826f9-2c16-4fe6-9c0e-cffd2180f3af
Generator EPA ID: CAL000438456
Shipment Date: 2019-08-06
Manifest Number: 013416970FLE
Line Number: 1
Method Code: H141
Quantity Tons: 0.00650
Quantity Waste: 13.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
State Code: 331

Year: 2020
EM Manifest ID: df7826f9-2c16-4fe6-9c0e-cffd2180f3af
Generator EPA ID: CAL000438456
Shipment Date: 2019-08-06
Manifest Number: 013416970FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.00600
Quantity Waste: 12.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
State Code: 331

Year: 2020
EM Manifest ID: 9bf4349c-abfa-4b23-aa96-668ef93a5248
Shipment Date: 7/24/2020
Receipt Date: 8/6/2020
Manifest Number: 014923399FLE
Generator EPA ID: CAL000438456
Name: ULTA BEAUTY
Address: 1027 COCHRANE ROAD
Address 2: Not reported
City: MORGAN HILL
Zip: 95037
Telephone: 877-577-2669
Contact: Not reported
Contact Telephone: 916-351-0980
Transporter 1 EPA ID: MNS000110924
Transporter 1 Emergency Number: Not reported
Transporter 2 EPA ID: MNS000110924
Transporter 2 Emergency Number: Not reported
TSDF EPA ID: CAD980884183
TSDF Name: GEM Rancho Cordova LLC
TSDF Address 1: 11855 White Rock Road
TSDF Address 2: Not reported

ULTA BEAUTY #1434 (Continued) **S123103590**

TSDF City: Rancho Cordova
TSDF Zip: 95742
TSDF Telephone: Not reported

Federal:
Year: 2020
EM Manifest ID: 9bf4349c-abfa-4b23-aa96-668ef93a5248
Generator EPA ID: CAL000438456
Shipment Date: 2020-07-24
Manifest Number: 014923399FLE
Line Number: 1
Method Code: H141
Quantity Tons: 0.01600
Quantity Waste: 32.000000
Quantity Unit: P
Number of Containers: 2
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
Federal Code: D001

Year: 2020
EM Manifest ID: 9bf4349c-abfa-4b23-aa96-668ef93a5248
Generator EPA ID: CAL000438456
Shipment Date: 2020-07-24
Manifest Number: 014923399FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.00600
Quantity Waste: 12.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
Federal Code: D001

Year: 2020
EM Manifest ID: 9bf4349c-abfa-4b23-aa96-668ef93a5248
Generator EPA ID: CAL000438456
Shipment Date: 2020-07-24
Manifest Number: 014923399FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.00600
Quantity Waste: 12.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
Federal Code: U002

State:
Year: 2020
EM Manifest ID: 9bf4349c-abfa-4b23-aa96-668ef93a5248
Generator EPA ID: CAL000438456
Shipment Date: 2020-07-24
Manifest Number: 014923399FLE
Line Number: 1

ULTA BEAUTY #1434 (Continued) **S123103590**

Method Code:	H141
Quantity Tons:	0.01600
Quantity Waste:	32.000000
Quantity Unit:	P
Number of Containers:	2
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
State Code:	331

Year:	2020
EM Manifest ID:	9bf4349c-abfa-4b23-aa96-668ef93a5248
Generator EPA ID:	CAL000438456
Shipment Date:	2020-07-24
Manifest Number:	014923399FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00600
Quantity Waste:	12.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
State Code:	331

Year:	2020
EM Manifest ID:	9bf4349c-abfa-4b23-aa96-668ef93a5248
Generator EPA ID:	CAL000438456
Shipment Date:	2020-07-24
Manifest Number:	014923399FLE
Line Number:	3
Method Code:	H141
Quantity Tons:	0.10950
Quantity Waste:	219.000000
Quantity Unit:	P
Number of Containers:	2
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
State Code:	331

Year:	2020
EM Manifest ID:	53237746-173f-48c1-a92f-23a8b9ad15f7
Shipment Date:	3/5/2020
Receipt Date:	3/9/2020
Manifest Number:	014375664FLE
Generator EPA ID:	CAL000438456
Name:	ULTA BEAUTY
Address:	1027 COCHRANE ROAD
Address 2:	Not reported
City:	MORGAN HILL
Zip:	95037
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	916-351-0980
Transporter 1 EPA ID:	MNS000110924
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924

ULTA BEAUTY #1434 (Continued) **S123103590**

Transporter 2 Emergency Number: Not reported
TSDF EPA ID: CAD980884183
TSDF Name: GEM Rancho Cordova LLC
TSDF Address 1: 11855 White Rock Road
TSDF Address 2: Not reported
TSDF City: Rancho Cordova
TSDF Zip: 95742
TSDF Telephone: Not reported

Federal:
Year: 2020
EM Manifest ID: 53237746-173f-48c1-a92f-23a8b9ad15f7
Generator EPA ID: CAL000438456
Shipment Date: 2020-03-05
Manifest Number: 014375664FLE
Line Number: 1
Method Code: H141
Quantity Tons: 0.02450
Quantity Waste: 49.000000
Quantity Unit: P
Number of Containers: 2
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
Federal Code: D001

Year: 2020
EM Manifest ID: 53237746-173f-48c1-a92f-23a8b9ad15f7
Generator EPA ID: CAL000438456
Shipment Date: 2020-03-05
Manifest Number: 014375664FLE
Line Number: 1
Method Code: H141
Quantity Tons: 0.02450
Quantity Waste: 49.000000
Quantity Unit: P
Number of Containers: 2
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
Federal Code: U002

Year: 2020
EM Manifest ID: 53237746-173f-48c1-a92f-23a8b9ad15f7
Generator EPA ID: CAL000438456
Shipment Date: 2020-03-05
Manifest Number: 014375664FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.01250
Quantity Waste: 25.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
Federal Code: D001

State:
Year: 2020

ULTA BEAUTY #1434 (Continued) **S123103590**

EM Manifest ID:	53237746-173f-48c1-a92f-23a8b9ad15f7
Generator EPA ID:	CAL000438456
Shipment Date:	2020-03-05
Manifest Number:	014375664FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.02450
Quantity Waste:	49.000000
Quantity Unit:	P
Number of Containers:	2
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
State Code:	331

Year:	2020
EM Manifest ID:	53237746-173f-48c1-a92f-23a8b9ad15f7
Generator EPA ID:	CAL000438456
Shipment Date:	2020-03-05
Manifest Number:	014375664FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.01250
Quantity Waste:	25.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
State Code:	331

Year:	2020
EM Manifest ID:	e73c97db-4550-4e6a-8793-85f145061552
Shipment Date:	3/5/2020
Receipt Date:	3/16/2020
Manifest Number:	014375665FLE
Generator EPA ID:	CAL000438456
Name:	ULTA BEAUTY #1434
Address:	1027 COCHRANE RD
Address 2:	Not reported
City:	MORGAN HILL
Zip:	95037
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	408-659-4877
Transporter 1 EPA ID:	MNS000110924
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	CAR000175422
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	AZR000515924
TSDF Name:	YUMA YES WASTE TRANSFER FACILITY
TSDF Address 1:	2730 E 13TH ST
TSDF Address 2:	Not reported
TSDF City:	YUMA
TSDF Zip:	85365-1901
TSDF Telephone:	Not reported

State:

Year:	2020

ULTA BEAUTY #1434 (Continued) **S123103590**

EM Manifest ID:	e73c97db-4550-4e6a-8793-85f145061552
Generator EPA ID:	CAL000438456
Shipment Date:	2020-03-05
Manifest Number:	014375665FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.24200
Quantity Waste:	484.000000
Quantity Unit:	P
Number of Containers:	4
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
State Code:	331

Year:	2020
EM Manifest ID:	1140116
Shipment Date:	2/4/2020
Receipt Date:	2/28/2020
Manifest Number:	013976451FLE
Generator EPA ID:	CAL000438456
Name:	ULTA BEAUTY #1434
Address:	1027 COCHRANE RD
Address 2:	Not reported
City:	MORGAN HILL
Zip:	95037
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	408-659-4877
Transporter 1 EPA ID:	MNS000110924
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	CAR000175422
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	AZR000515924
TSDF Name:	YUMA YES WASTE TRANSFER FACILITY
TSDF Address 1:	2730 E 13TH ST
TSDF Address 2:	Not reported
TSDF City:	YUMA
TSDF Zip:	85365-1901
TSDF Telephone:	Not reported

State:

Year:	2020
EM Manifest ID:	1140116
Generator EPA ID:	CAL000438456
Shipment Date:	2020-02-04
Manifest Number:	013976451FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.37050
Quantity Waste:	741.000000
Quantity Unit:	P
Number of Containers:	9
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
State Code:	331

ULTA BEAUTY #1434 (Continued) **S123103590**

Year:	2020
EM Manifest ID:	1108994
Shipment Date:	2/4/2020
Receipt Date:	2/24/2020
Manifest Number:	013976450FLE
Generator EPA ID:	CAL000438456
Name:	ULTA BEAUTY
Address:	1027 COCHRANE ROAD
Address 2:	Not reported
City:	MORGAN HILL
Zip:	95037
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	775-575-2760
Transporter 1 EPA ID:	MNS000110924
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City:	Fernley
TSDF Zip:	89408
TSDF Telephone:	Not reported

Federal:

Year:	2020
EM Manifest ID:	1108994
Generator EPA ID:	CAL000438456
Shipment Date:	2020-02-04
Manifest Number:	013976450FLE
Line Number:	1
Method Code:	H070
Quantity Tons:	0.00250
Quantity Waste:	5.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
Federal Code:	D001

State:

Year:	2020
EM Manifest ID:	1108994
Generator EPA ID:	CAL000438456
Shipment Date:	2020-02-04
Manifest Number:	013976450FLE
Line Number:	1
Method Code:	H070
Quantity Tons:	0.00250
Quantity Waste:	5.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
State Code:	141

ULTA BEAUTY #1434 (Continued) **S123103590**

Year:	2020
EM Manifest ID:	ae8c5596-82e9-49b2-96f6-b7b6f78926d8
Shipment Date:	2/4/2020
Receipt Date:	3/3/2020
Manifest Number:	013976449FLE
Generator EPA ID:	CAL000438456
Name:	ULTA BEAUTY
Address:	1027 COCHRANE ROAD
Address 2:	Not reported
City:	MORGAN HILL
Zip:	95037
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	916-351-0980
Transporter 1 EPA ID:	MNS000110924
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	CAD980884183
TSDF Name:	GEM Rancho Cordova LLC
TSDF Address 1:	11855 White Rock Road
TSDF Address 2:	Not reported
TSDF City:	Rancho Cordova
TSDF Zip:	95742
TSDF Telephone:	Not reported

Federal:

Year:	2020
EM Manifest ID:	ae8c5596-82e9-49b2-96f6-b7b6f78926d8
Generator EPA ID:	CAL000438456
Shipment Date:	2020-02-04
Manifest Number:	013976449FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.01600
Quantity Waste:	32.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
Federal Code:	D001

Year:	2020
EM Manifest ID:	ae8c5596-82e9-49b2-96f6-b7b6f78926d8
Generator EPA ID:	CAL000438456
Shipment Date:	2020-02-04
Manifest Number:	013976449FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.01450
Quantity Waste:	29.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
Federal Code:	D001

Year:	2020

ULTA BEAUTY #1434 (Continued) **S123103590**

EM Manifest ID: ae8c5596-82e9-49b2-96f6-b7b6f78926d8
Generator EPA ID: CAL000438456
Shipment Date: 2020-02-04
Manifest Number: 013976449FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.01450
Quantity Waste: 29.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
Federal Code: U002

State:
Year: 2020
EM Manifest ID: ae8c5596-82e9-49b2-96f6-b7b6f78926d8
Generator EPA ID: CAL000438456
Shipment Date: 2020-02-04
Manifest Number: 013976449FLE
Line Number: 1
Method Code: H141
Quantity Tons: 0.01600
Quantity Waste: 32.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
State Code: 331

Year: 2020
EM Manifest ID: ae8c5596-82e9-49b2-96f6-b7b6f78926d8
Generator EPA ID: CAL000438456
Shipment Date: 2020-02-04
Manifest Number: 013976449FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.01450
Quantity Waste: 29.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
State Code: 331

Year: 2020
EM Manifest ID: dd1dee77-6876-4fa4-8c50-25ca3c9d8a0f
Shipment Date: 11/26/2019
Receipt Date: 1/8/2020
Manifest Number: 014023362FLE
Generator EPA ID: CAL000438456
Name: ULTA BEAUTY #1434
Address: 1027 COCHRANE RD
Address 2: Not reported
City: MORGAN HILL
Zip: 95037

ULTA BEAUTY #1434 (Continued) **S123103590**

Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	408-659-4877
Transporter 1 EPA ID:	MNS000110924
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MOD095038998
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	CAD980884183
TSDF Name:	GEM RANCHO CORDOVA LLC
TSDF Address 1:	WHITE ROCK ROAD
TSDF Address 2:	Not reported
TSDF City:	RANCHO CORDOVA
TSDF Zip:	95742
TSDF Telephone:	Not reported

Federal:

Year:	2020
EM Manifest ID:	dd1dee77-6876-4fa4-8c50-25ca3c9d8a0f
Generator EPA ID:	CAL000438456
Shipment Date:	2019-11-26
Manifest Number:	014023362FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00400
Quantity Waste:	8.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
Federal Code:	D001

Year:	2020
EM Manifest ID:	dd1dee77-6876-4fa4-8c50-25ca3c9d8a0f
Generator EPA ID:	CAL000438456
Shipment Date:	2019-11-26
Manifest Number:	014023362FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00350
Quantity Waste:	7.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
Federal Code:	D001

Year:	2020
EM Manifest ID:	dd1dee77-6876-4fa4-8c50-25ca3c9d8a0f
Generator EPA ID:	CAL000438456
Shipment Date:	2019-11-26
Manifest Number:	014023362FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00350
Quantity Waste:	7.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases

ULTA BEAUTY #1434 (Continued) **S123103590**

Quantity Type: Pounds
Federal Code: U002

State:
Year: 2020
EM Manifest ID: dd1dee77-6876-4fa4-8c50-25ca3c9d8a0f
Generator EPA ID: CAL000438456
Shipment Date: 2019-11-26
Manifest Number: 014023362FLE
Line Number: 1
Method Code: H141
Quantity Tons: 0.00400
Quantity Waste: 8.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
State Code: 331

Year: 2020
EM Manifest ID: dd1dee77-6876-4fa4-8c50-25ca3c9d8a0f
Generator EPA ID: CAL000438456
Shipment Date: 2019-11-26
Manifest Number: 014023362FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.00350
Quantity Waste: 7.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
State Code: 331

Detail Two:
Year: 2019
EM Manifest ID: 765024
Shipment Date: 9/3/2019
Receipt Date: 9/23/2019
Manifest Number: 013417132FLE
Generator EPA ID: CAL000438456
Name: ULTA BEAUTY - 1434
Address: 1027 COCHRANE ROAD
Address 2: Not reported
City: MORGAN HILL
Zip: 95037
Telephone: 877-577-2669
Contact: Not reported
Contact Telephone: 408-659-4877
Transporter 1 EPA ID: MNS000110924
Transporter 1 Emergency Number: Not reported
Transporter 2 EPA ID: CAR000175422
Transporter 2 Emergency Number: Not reported
TSDF EPA ID: AZR000515924
TSDF Name: YUMA YES WASTE TRANSFER FACILITY

ULTA BEAUTY #1434 (Continued) **S123103590**

TSDF Address 1: 2730 E 13TH ST
TSDF Address 2: Not reported
TSDF City: YUMA
TSDF Zip: 85365-1901
TSDF Telephone: Not reported

State:
Year: 2019
EM Manifest ID: 765024
Generator EPA ID: CAL000438456
Shipment Date: 2019-09-03
Manifest Number: 013417132FLE
Line Number: 1
Method Code: H141
Quantity Tons: 0.23200
Quantity Waste: 464.000000
Quantity Unit: P
Number of Containers: 4
Type of Container: Fiberboard or plastic drums, barrels, kegs
Quantity Type: Pounds
State Code: 331

Year: 2019
EM Manifest ID: 555697
Shipment Date: 8/6/2019
Receipt Date: 8/27/2019
Manifest Number: 013416971FLE
Generator EPA ID: CAL000438456
Name: ULTA BEAUTY - 1434
Address: 1027 COCHRANE ROAD
Address 2: Not reported
City: MORGAN HILL
Zip: 95037
Telephone: 877-577-2669
Contact: Not reported
Contact Telephone: 408-659-4877
Transporter 1 EPA ID: MNS000110924
Transporter 1 Emergency Number: Not reported
Transporter 2 EPA ID: CAR000175422
Transporter 2 Emergency Number: Not reported
TSDF EPA ID: AZR000515924
TSDF Name: YUMA YES WASTE TRANSFER FACILITY
TSDF Address 1: 2730 E 13TH ST
TSDF Address 2: Not reported
TSDF City: YUMA
TSDF Zip: 85365-1901
TSDF Telephone: Not reported

State:
Year: 2019
EM Manifest ID: 555697
Generator EPA ID: CAL000438456
Shipment Date: 2019-08-06
Manifest Number: 013416971FLE
Line Number: 1
Method Code: H141
Quantity Tons: 0.31850

ULTA BEAUTY #1434 (Continued) **S123103590**

Quantity Waste:	637.000000
Quantity Unit:	P
Number of Containers:	5
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
State Code:	331
Year:	2019
EM Manifest ID:	469771
Shipment Date:	7/2/2019
Receipt Date:	7/16/2019
Manifest Number:	013416805FLE
Generator EPA ID:	CAL000438456
Name:	ULTA BEAUTY - 1434
Address:	1027 COCHRANE ROAD
Address 2:	Not reported
City:	MORGAN HILL
Zip:	95037
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	408-659-4877
Transporter 1 EPA ID:	MNS000110924
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	CAR000175422
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	AZR000515924
TSDF Name:	YUMA YES WASTE TRANSFER FACILITY
TSDF Address 1:	2730 E 13TH ST
TSDF Address 2:	Not reported
TSDF City:	YUMA
TSDF Zip:	85365-1901
TSDF Telephone:	Not reported

State:

Year:	2019
EM Manifest ID:	469771
Generator EPA ID:	CAL000438456
Shipment Date:	2019-07-02
Manifest Number:	013416805FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.14100
Quantity Waste:	282.000000
Quantity Unit:	P
Number of Containers:	2
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
State Code:	331
Year:	2019
EM Manifest ID:	469771
Generator EPA ID:	CAL000438456
Shipment Date:	2019-07-02
Manifest Number:	013416805FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.02800

ULTA BEAUTY #1434 (Continued) **S123103590**

Quantity Waste:	56.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
State Code:	331
Year:	2019
EM Manifest ID:	525469
Shipment Date:	7/2/2019
Receipt Date:	7/24/2019
Manifest Number:	013416804FLE
Generator EPA ID:	CAL000438456
Name:	ULTA BEAUTY
Address:	1027 COCHRANE ROAD
Address 2:	Not reported
City:	MORGAN HILL
Zip:	95037
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	775-575-2760
Transporter 1 EPA ID:	MNS000110924
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City:	Fernley
TSDF Zip:	89408
TSDF Telephone:	Not reported

Federal:

Year:	2019
EM Manifest ID:	525469
Generator EPA ID:	CAL000438456
Shipment Date:	2019-07-02
Manifest Number:	013416804FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00850
Quantity Waste:	17.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
Federal Code:	D001
Year:	2019
EM Manifest ID:	525469
Generator EPA ID:	CAL000438456
Shipment Date:	2019-07-02
Manifest Number:	013416804FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00850

ULTA BEAUTY #1434 (Continued) **S123103590**

Quantity Waste: 17.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
Federal Code: U002

Year: 2019
EM Manifest ID: 525469
Generator EPA ID: CAL000438456
Shipment Date: 2019-07-02
Manifest Number: 013416804FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.00500
Quantity Waste: 10.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
Federal Code: D001

State:
Year: 2019
EM Manifest ID: 525469
Generator EPA ID: CAL000438456
Shipment Date: 2019-07-02
Manifest Number: 013416804FLE
Line Number: 1
Method Code: H141
Quantity Tons: 0.00850
Quantity Waste: 17.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
State Code: 331

Year: 2019
EM Manifest ID: 525469
Generator EPA ID: CAL000438456
Shipment Date: 2019-07-02
Manifest Number: 013416804FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.00500
Quantity Waste: 10.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
State Code: 331

Year: 2019
EM Manifest ID: 463843
Shipment Date: 6/5/2019

ULTA BEAUTY #1434 (Continued) **S123103590**

Receipt Date:	6/26/2019
Manifest Number:	013416375FLE
Generator EPA ID:	CAL000438456
Name:	ULTA BEAUTY
Address:	1027 COCHRANE ROAD
Address 2:	Not reported
City:	MORGAN HILL
Zip:	95037
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	323-776-6233
Transporter 1 EPA ID:	MNS000110924
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	CAD008364432
TSDF Name:	Rho Chem LLC
TSDF Address 1:	425 Isis Ave.
TSDF Address 2:	Not reported
TSDF City:	Inglewood
TSDF Zip:	90301
TSDF Telephone:	Not reported

Federal:

Year:	2019
EM Manifest ID:	463843
Generator EPA ID:	CAL000438456
Shipment Date:	2019-06-05
Manifest Number:	013416375FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.01700
Quantity Waste:	34.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
Federal Code:	D002

State:

Year:	2019
EM Manifest ID:	463843
Generator EPA ID:	CAL000438456
Shipment Date:	2019-06-05
Manifest Number:	013416375FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.01700
Quantity Waste:	34.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
State Code:	122

Year:	2019

ULTA BEAUTY #1434 (Continued) **S123103590**

EM Manifest ID:	462837
Shipment Date:	6/5/2019
Receipt Date:	6/27/2019
Manifest Number:	013416376FLE
Generator EPA ID:	CAL000438456
Name:	ULTA BEAUTY
Address:	1027 COCHRANE ROAD
Address 2:	Not reported
City:	MORGAN HILL
Zip:	95037
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	775-575-2760
Transporter 1 EPA ID:	MNS000110924
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City:	Fernley
TSDF Zip:	89408
TSDF Telephone:	Not reported

Federal:

Year:	2019
EM Manifest ID:	462837
Generator EPA ID:	CAL000438456
Shipment Date:	2019-06-05
Manifest Number:	013416376FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.00450
Quantity Waste:	9.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
Federal Code:	D001

Year:	2019
EM Manifest ID:	462837
Generator EPA ID:	CAL000438456
Shipment Date:	2019-06-05
Manifest Number:	013416376FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00200
Quantity Waste:	4.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
Federal Code:	D001

Year:	2019
EM Manifest ID:	462837

ULTA BEAUTY #1434 (Continued) **S123103590**

Generator EPA ID: CAL000438456
Shipment Date: 2019-06-05
Manifest Number: 013416376FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.00200
Quantity Waste: 4.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
Federal Code: U002

State:
Year: 2019
EM Manifest ID: 462837
Generator EPA ID: CAL000438456
Shipment Date: 2019-06-05
Manifest Number: 013416376FLE
Line Number: 1
Method Code: H141
Quantity Tons: 0.00450
Quantity Waste: 9.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
State Code: 331

Year: 2019
EM Manifest ID: 462837
Generator EPA ID: CAL000438456
Shipment Date: 2019-06-05
Manifest Number: 013416376FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.00200
Quantity Waste: 4.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
State Code: 331

Year: 2019
EM Manifest ID: 384527
Shipment Date: 5/6/2019
Receipt Date: 5/22/2019
Manifest Number: 012432844FLE
Generator EPA ID: CAL000438456
Name: ULTA BEAUTY
Address: 1027 COCHRANE ROAD
Address 2: Not reported
City: MORGAN HILL
Zip: 95037
Telephone: 877-577-2669

ULTA BEAUTY #1434 (Continued) **S123103590**

Contact:	Not reported
Contact Telephone:	775-575-2760
Transporter 1 EPA ID:	MNS000110924
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City:	Fernley
TSDF Zip:	89408
TSDF Telephone:	Not reported

Federal:

Year:	2019
EM Manifest ID:	384527
Generator EPA ID:	CAL000438456
Shipment Date:	2019-05-06
Manifest Number:	012432844FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.02000
Quantity Waste:	40.000000
Quantity Unit:	P
Number of Containers:	2
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
Federal Code:	D001

Year:	2019
EM Manifest ID:	384527
Generator EPA ID:	CAL000438456
Shipment Date:	2019-05-06
Manifest Number:	012432844FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00600
Quantity Waste:	12.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
Federal Code:	D001

Year:	2019
EM Manifest ID:	384527
Generator EPA ID:	CAL000438456
Shipment Date:	2019-05-06
Manifest Number:	012432844FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00600
Quantity Waste:	12.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds

ULTA BEAUTY #1434 (Continued) **S123103590**

Federal Code: U002

State:

Year:	2019
EM Manifest ID:	384527
Generator EPA ID:	CAL000438456
Shipment Date:	2019-05-06
Manifest Number:	012432844FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.02000
Quantity Waste:	40.000000
Quantity Unit:	P
Number of Containers:	2
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
State Code:	331

Year:	2019
EM Manifest ID:	384527
Generator EPA ID:	CAL000438456
Shipment Date:	2019-05-06
Manifest Number:	012432844FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00600
Quantity Waste:	12.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
State Code:	331

Year:	2019
EM Manifest ID:	400746
Shipment Date:	5/6/2019
Receipt Date:	5/23/2019
Manifest Number:	012432845FLE
Generator EPA ID:	CAL000438456
Name:	ULTA BEAUTY #1434
Address:	1027 COCHRANE RD
Address 2:	Not reported
City:	MORGAN HILL
Zip:	95037
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	408-659-4877
Transporter 1 EPA ID:	MNS000110924
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	CAR000175422
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	AZR000515924
TSDF Name:	YUMA YES WASTE TRANSFER FACILITY
TSDF Address 1:	2730 E 13TH ST
TSDF Address 2:	Not reported
TSDF City:	YUMA

ULTA BEAUTY #1434 (Continued) **S123103590**

TSDF Zip: 85365-1901
TSDF Telephone: Not reported

State:
Year: 2019
EM Manifest ID: 400746
Generator EPA ID: CAL000438456
Shipment Date: 2019-05-06
Manifest Number: 012432845FLE
Line Number: 1
Method Code: H141
Quantity Tons: 0.25000
Quantity Waste: 500.000000
Quantity Unit: P
Number of Containers: 4
Type of Container: Fiberboard or plastic drums, barrels, kegs
Quantity Type: Pounds
State Code: 331

Year: 2019
EM Manifest ID: 368969
Shipment Date: 4/11/2019
Receipt Date: 4/26/2019
Manifest Number: 012432710FLE
Generator EPA ID: CAL000438456
Name: ULTA BEAUTY #1434
Address: 1027 COCHRANE RD
Address 2: Not reported
City: MORGAN HILL
Zip: 95037
Telephone: 877-577-2669
Contact: Not reported
Contact Telephone: 408-659-4877
Transporter 1 EPA ID: MNS000110924
Transporter 1 Emergency Number: Not reported
Transporter 2 EPA ID: CAR000175422
Transporter 2 Emergency Number: Not reported
TSDF EPA ID: AZR000515924
TSDF Name: YUMA YES WASTE TRANSFER FACILITY
TSDF Address 1: 2730 E 13TH ST
TSDF Address 2: Not reported
TSDF City: YUMA
TSDF Zip: 85365-1901
TSDF Telephone: Not reported

State:
Year: 2019
EM Manifest ID: 368969
Generator EPA ID: CAL000438456
Shipment Date: 2019-04-11
Manifest Number: 012432710FLE
Line Number: 1
Method Code: H141
Quantity Tons: 0.31250
Quantity Waste: 625.000000
Quantity Unit: P
Number of Containers: 4

ULTA BEAUTY #1434 (Continued) **S123103590**

Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
State Code:	331
Year:	2019
EM Manifest ID:	368969
Generator EPA ID:	CAL000438456
Shipment Date:	2019-04-11
Manifest Number:	012432710FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.34450
Quantity Waste:	689.000000
Quantity Unit:	P
Number of Containers:	12
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
State Code:	331

Year:	2019
EM Manifest ID:	368968
Shipment Date:	4/11/2019
Receipt Date:	5/10/2019
Manifest Number:	012432709FLE
Generator EPA ID:	CAL000438456
Name:	ULTA BEAUTY
Address:	1027 COCHRANE ROAD
Address 2:	Not reported
City:	MORGAN HILL
Zip:	95037
Telephone:	877-577-2669
Contact:	Not reported
Contact Telephone:	775-575-2760
Transporter 1 EPA ID:	MNS000110924
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	MNS000110924
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	NVD980895338
TSDF Name:	21st Century Environmental Management of Nevada, LLC
TSDF Address 1:	2095 Newlands Drive East
TSDF Address 2:	Not reported
TSDF City:	Fernley
TSDF Zip:	89408
TSDF Telephone:	Not reported

Federal:

Year:	2019
EM Manifest ID:	368968
Generator EPA ID:	CAL000438456
Shipment Date:	2019-04-11
Manifest Number:	012432709FLE
Line Number:	1
Method Code:	H141
Quantity Tons:	0.01800
Quantity Waste:	36.000000
Quantity Unit:	P
Number of Containers:	2

ULTA BEAUTY #1434 (Continued) **S123103590**

Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
Federal Code: D001

Year: 2019
EM Manifest ID: 368968
Generator EPA ID: CAL000438456
Shipment Date: 2019-04-11
Manifest Number: 012432709FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.01800
Quantity Waste: 36.000000
Quantity Unit: P
Number of Containers: 2
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
Federal Code: D001

Year: 2019
EM Manifest ID: 368968
Generator EPA ID: CAL000438456
Shipment Date: 2019-04-11
Manifest Number: 012432709FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.01800
Quantity Waste: 36.000000
Quantity Unit: P
Number of Containers: 2
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
Federal Code: U002

State:
Year: 2019
EM Manifest ID: 368968
Generator EPA ID: CAL000438456
Shipment Date: 2019-04-11
Manifest Number: 012432709FLE
Line Number: 1
Method Code: H141
Quantity Tons: 0.01800
Quantity Waste: 36.000000
Quantity Unit: P
Number of Containers: 2
Type of Container: Fiber or plastic boxes, cartons, cases
Quantity Type: Pounds
State Code: 331

Year: 2019
EM Manifest ID: 368968
Generator EPA ID: CAL000438456
Shipment Date: 2019-04-11
Manifest Number: 012432709FLE
Line Number: 2
Method Code: H141

ULTA BEAUTY #1434 (Continued) **S123103590**

Quantity Tons:	0.01800
Quantity Waste:	36.000000
Quantity Unit:	P
Number of Containers:	2
Type of Container:	Fiber or plastic boxes, cartons, cases
Quantity Type:	Pounds
State Code:	331

15
NE
1/8-1/4
0.139 mi.
734 ft.

SAINT LOUISE CANCER CARE **CUPA Listings** **S121471662**
18511 MISSION VIEW DR **N/A**
MORGAN HILL, CA 95037

Relative:
Higher

Actual:
391 ft.

CUPA SANTA CLARA:

Name:	SAINT LOUISE CANCER CARE
Address:	18511 MISSION VIEW DR
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	Not reported
UDF Email:	Not reported
PE#:	2271
Program Description:	SILVER WASTE ONLY <100 KG/YR
Program Identifier:	DEH PERMIT-HAZ WASTE GENERATOR PROGRAM
Latitude:	37.153618
Longitude:	-121.644661
Record ID:	PR0364072
Facility ID:	FA0250647

D16
SW
1/8-1/4
0.156 mi.
825 ft.

SMART PRODUCTS INC **CUPA Listings** **S113137425**
675 JARVIS AV **N/A**
MORGAN HILL, CA 95037

Site 1 of 3 in cluster D

Relative:
Lower

Actual:
378 ft.

CUPA SANTA CLARA:

Name:	SMART PRODUCTS INC
Address:	675 JARVIS AV
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	4087763035
UDF Email:	Not reported
PE#:	2201
Program Description:	GENERATES WASTE OIL ONLY
Program Identifier:	DEH PERMIT-HAZ WASTE GENERATOR PROGRAM
Latitude:	37.147621
Longitude:	-121.650388
Record ID:	PR0377870
Facility ID:	FA0258159

Name:	SMART PRODUCTS INC
Address:	675 JARVIS AV
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	4087763035

SMART PRODUCTS INC (Continued) **S113137425**

UDF Email:	Not reported
PE#:	2502
Program Description:	HAZMAT STORAGE FACILITY-MINIMAL STORAGE SITE
Program Identifier:	DEH PERMIT-HAZ MAT STORAGE PROGRAM
Latitude:	37.147621
Longitude:	-121.650388
Record ID:	PR0377871
Facility ID:	FA0258159

D17 **SHEATHING TECHNOLOGIES INC** **RCRA NonGen / NLR** **1027700755**
SW **675 JARVIS DR** **CAL000477329**
1/8-1/4 **MORGAN HILL, CA 95037**
0.156 mi.
825 ft. **Site 2 of 3 in cluster D**

Relative: **Lower**

Actual: **378 ft.**

RCRA Listings:

Date Form Received by Agency:	20230410
Handler Name:	Sheathing Technologies Inc
Handler Address:	675 JARVIS DR
Handler City,State,Zip:	MORGAN HILL, CA 95037
EPA ID:	CAL000477329
Contact Name:	YESSICA RODRIGUEZ
Contact Address:	675 JARVIS DR
Contact City,State,Zip:	MORGAN HILL, CA 95037
Contact Telephone:	408-782-2720
Contact Fax:	Not reported
Contact Email:	YESSICAR@SHEATHES.COM
Contact Title:	Not reported
EPA Region:	09
Land Type:	Not reported
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Not reported
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	675 JARVIS DR
Mailing City,State,Zip:	MORGAN HILL, CA 95037
Owner Name:	Sheathing Technololgies Inc
Owner Type:	Other
Operator Name:	Yessica Rodriguez
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported

SHEATHING TECHNOLOGIES INC (Continued) **1027700755**

Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20230417
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Operator
Owner/Operator Name: YESSICA RODRIGUEZ	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	675 JARVIS DR
Owner/Operator City,State,Zip:	MORGAN HILL, CA 95037
Owner/Operator Telephone:	408-782-2720
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name: SHEATHING TECHNOLOLGIES INC	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	675 JARVIS DR
Owner/Operator City,State,Zip:	MORGAN HILL, CA 95037
Owner/Operator Telephone:	408-782-2720
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20230410
Handler Name: SHEATHING TECHNOLOGIES INC	
Federal Waste Generator Description:	Not a generator, verified

SHEATHING TECHNOLOGIES INC (Continued) **1027700755**

State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	No
Electronic Manifest Broker:	No

List of NAICS Codes and Descriptions:

NAICS Code:	339999
NAICS Description:	ALL OTHER MISCELLANEOUS MANUFACTURING

Facility Has Received Notices of Violations:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

E18 **COCHRANE 76** **UST FINDER** **1028193368**
NNW **1107 COCHRANE RD STE 100** **N/A**
1/8-1/4 **MORGAN HILL, CA 95037**
0.158 mi.
833 ft. **Site 1 of 5 in cluster E**

Relative:
Higher

Actual:
388 ft.

UST FINDER:

Object ID:	737599
Facility ID:	CA10757287
Name:	COCHRANE 76
Address:	1107 COCHRANE RD STE 100
City,State,Zip:	MORGAN HILL, CA 95037
Address Match Type:	PointAddress
Open USTs:	3
Closed USTs:	Not reported
TOS USTs:	Not reported
Population 1500ft:	213
Private Wells 1500ft:	10
Within 100yr Floodplain:	No
Land Use:	Developed, Medium Intensity
Within SPA:	Not reported
SPA PWS Facility ID:	Not reported
SPA Water Type:	Not reported
SPA Facility Type:	Not reported
SPA HUC12:	Not reported
Within WHPA:	Yes
WHPA PWS Facility ID:	CA4300994_15504
WHPA Water Type:	GW - Ground water
WHPA Facility Type:	WL - Well
WHPA HUC12:	180500030202
Facility Status:	Open UST(s)
Date of Last Inspection:	Not reported
EPA Region:	9
Tribe:	Not reported
Coordinate Source:	Geocode

COCHRANE 76 (Continued) **1028193368**

X Coord: -121.64925498
Y Coord: 37.155642001
Latitude: 37.1556420005651
Longitude: -121.649254980334

UST FINDER:
Object ID: 2276095
Facility ID: CA10757287
Tank ID: CA10757287-003_One in a Compartmented Unit_2
Tank Status: Open
Installation Date: 2017/09/15 15:59:59+00
Removal Date: Not reported
Tank Capacity: 8000
Substances: Diesel
Tank Wall Type: Double Wall

Object ID: 2276096
Facility ID: CA10757287
Tank ID: CA10757287-002_One in a Compartmented Unit_2
Tank Status: Open
Installation Date: 2017/09/15 15:59:59+00
Removal Date: Not reported
Tank Capacity: 12000
Substances: Premium Unleaded
Tank Wall Type: Double Wall

Object ID: 2276097
Facility ID: CA10757287
Tank ID: CA10757287-001_A Stand-alone Tank_1
Tank Status: Open
Installation Date: 2017/09/15 15:59:59+00
Removal Date: Not reported
Tank Capacity: 20000
Substances: Regular Unleaded
Tank Wall Type: Double Wall

E19 **COCHRANE COMMONS SERVICE STATION** **CUPA Listings** **S121784686**
NNW **1107 COCHRANE ROAD** **EMI** **N/A**
1/8-1/4 **MORGAN HILL, CA 95037** **CERS**
0.158 mi.
833 ft. **Site 2 of 5 in cluster E**

Relative:
Higher

Actual:
388 ft.

CUPA SANTA CLARA:
Name: BURGER KING #23829
Address: 1107 COCHRANE RD STE 150
City,State,Zip: MORGAN HILL, CA 95037
Region: SANTA CLARA
Telephone: Not reported
UDF Email: Not reported
PE#: BP01
Program Description: HMBP FACILITY, 1-3 CHEMICALS
Program Identifier: DEH PERMIT-HAZ MAT BUSINESS PLAN PROGRAM
Latitude: 37.155642
Longitude: -121.649299
Record ID: PR0431126
Facility ID: FA0287415

COCHRANE COMMONS SERVICE STATION (Continued) **S121784686**

Name:	COCHRANE 76
Address:	1107 COCHRANE RD 100
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	9162051537
UDF Email:	COCHRANECHEVRON@GMAIL.COM
PE#:	2399
Program Description:	UNDERGROUND STORAGE TANK PROGRAM RECORD
Program Identifier:	Not reported
Latitude:	37.155358
Longitude:	-121.649421
Record ID:	PR0430575
Facility ID:	FA0283980

Name:	COCHRANE 76
Address:	1107 COCHRANE RD 100
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	9162051537
UDF Email:	COCHRANECHEVRON@GMAIL.COM
PE#:	2202
Program Description:	GENERATES USED OIL ONLY OR <100 KG/YR
Program Identifier:	DEH PERMIT-HAZ WASTE GENERATOR PROGRAM
Latitude:	37.155358
Longitude:	-121.649421
Record ID:	PR0430577
Facility ID:	FA0283980

Name:	COCHRANE 76
Address:	1107 COCHRANE RD 100
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	9162051537
UDF Email:	COCHRANECHEVRON@GMAIL.COM
PE#:	BP01
Program Description:	HMBP FACILITY, 1-3 CHEMICALS
Program Identifier:	DEH PERMIT-HAZ MAT BUSINESS PLAN PROGRAM
Latitude:	37.155358
Longitude:	-121.649421
Record ID:	PR0430578
Facility ID:	FA0283980

EMI:

Name:	COCHRANE COMMONS SERVICE STATION
Address:	1107 COCHRANE ROAD
City,State,Zip:	MORGAN HILL, CA 95037
Year:	2018
County Code:	43
Air Basin:	SF
Facility ID:	200249
Air District Name:	BA
SIC Code:	5541
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.154745742
Reactive Organic Gases Tons/Yr:	0.154745742

COCHRANE COMMONS SERVICE STATION (Continued) **S121784686**

Carbon Monoxide Emissions Tons/Yr:	Not reported
NOX - Oxides of Nitrogen Tons/Yr:	Not reported
SOX - Oxides of Sulphur Tons/Yr:	Not reported
Particulate Matter Tons/Yr:	Not reported
Part. Matter 10 Micrometers and Smllr Tons/Yr:	Not reported

Name:	COCHRANE COMMONS SERVICE STATION
Address:	1107 COCHRANE ROAD
City,State,Zip:	MORGAN HILL, CA 95037
Year:	2019
County Code:	43
Air Basin:	SF
Facility ID:	200249
Air District Name:	BA
SIC Code:	5541
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.154745742
Reactive Organic Gases Tons/Yr:	0.154745742
Carbon Monoxide Emissions Tons/Yr:	Not reported
NOX - Oxides of Nitrogen Tons/Yr:	Not reported
SOX - Oxides of Sulphur Tons/Yr:	Not reported
Particulate Matter Tons/Yr:	Not reported
Part. Matter 10 Micrometers and Smllr Tons/Yr:	Not reported

Name:	COCHRANE COMMONS SERVICE STATION
Address:	1107 COCHRANE ROAD
City,State,Zip:	MORGAN HILL, CA 95037
Year:	2020
County Code:	43
Air Basin:	SF
Facility ID:	200249
Air District Name:	BA
SIC Code:	5541
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.154745742
Reactive Organic Gases Tons/Yr:	0.154745742
Carbon Monoxide Emissions Tons/Yr:	Not reported
NOX - Oxides of Nitrogen Tons/Yr:	Not reported
SOX - Oxides of Sulphur Tons/Yr:	Not reported
Particulate Matter Tons/Yr:	Not reported
Part. Matter 10 Micrometers and Smllr Tons/Yr:	Not reported

Name:	COCHRANE COMMONS SERVICE STATION
Address:	1107 COCHRANE ROAD
City,State,Zip:	MORGAN HILL, CA 95037
Year:	2021
County Code:	43
Air Basin:	SF
Facility ID:	200249
Air District Name:	BA
SIC Code:	5411
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported

COCHRANE COMMONS SERVICE STATION (Continued) **S121784686**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.3971814
Reactive Organic Gases Tons/Yr:	0.3971814
Carbon Monoxide Emissions Tons/Yr:	Not reported
NOX - Oxides of Nitrogen Tons/Yr:	Not reported
SOX - Oxides of Sulphur Tons/Yr:	Not reported
Particulate Matter Tons/Yr:	Not reported
Part. Matter 10 Micrometers and Smllr Tons/Yr:	Not reported

CERS:

Name:	BURGER KING #23829
Address:	1107 COCHRANE RD 150
City,State,Zip:	MORGAN HILL, CA 95037
Site ID:	434572
CERS ID:	10757722
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	434572
Site Name:	Burger King #23829
Violation Date:	05-26-2021
Citation:	HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(3)
Violation Description:	Failure to establish and electronically submit an adequate training program in safety procedures in the event of a release or threatened release of a hazardous material.
Violation Notes:	Facility operator failed to provide sufficient details on training records for Hazardous Materials Business Plan. Facility Manager indicated staff take online computer training but unsure what topics are covered. Facility is required to provide initial training for new employees and annual refresher training for all employees. The training shall cover emergency and safety procedures in the event of a release or threatened release of a hazardous material, as described in the facility's Hazardous Materials Business Plan. Training must be documented electronically or by hard copy and maintained for 3 years. Provide inspector with 3 years of employee training records via email to resolve violation.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,

Site ID:	434572
Site Name:	Burger King #23829
Violation Date:	05-26-2021
Citation:	HSC 6.95 25505.1 - California Health and Safety Code, Chapter 6.95, Section(s) 25505.1
Violation Description:	Failure to provide a copy of the business plan to the owner or the owner's agent within five working days after receiving a request for a copy from the owner or the owner's agent.
Violation Notes:	Facility has not provided written notification to the property owners of their compliance requirements with the HMBP program. A template was provided to the facility during the inspection. Provide property owners written notification m(via email or mail) that the facility is beholden to the compliance requirements of the HMBP program. Submit a copy to the inspector and retain a copy for your records.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	HMRRP

COCHRANE COMMONS SERVICE STATION (Continued) **S121784686**

Violation Source: CERS,

Site ID: 434572
Site Name: Burger King #23829
Violation Date: 05-26-2021
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes: Facility operator failed to electronically submit the facility's Hazardous Materials Business Plan (HMBP) prior to the required due date. Facility required to submit HMBP online on a yearly basis. Last submittal was on 3/1/2018 To correct violation within the next 30 days Electronically submit HMBP through California Environmental Reporting System (CERS) (https://cers.calepa.ca.gov). Be sure to submit all of the elements that comprise a complete HMBP including Facility Information, Hazardous Materials Inventory, and Emergency Response and Training Plans. LAST CERS VIOLATION COMMENTS: CERS NOTES: Not Accepted on 3/1/2018 by Michelle Santos for Santa Clara County Environmental Health Comments by regulator: You only uploaded the 1st page of the Consolidated Emergency Response/ Contingency Plan. Please upload all of the pages. Make sure to include Hospital Information on the first page.
Violation Division: Santa Clara County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 434572
Site Name: Burger King #23829
Violation Date: 02-27-2018
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes: Observed one dewar containing, liquid carbon dioxide (LCO2) that contains 48-gallons of LCO2. The gaseous volume for 48-gallons of LCO2 is 3,554 cubic feet of carbon dioxide. The LCO2 services the fountain drink dispenser.
Violation Division: Santa Clara County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 02-27-2018
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: On-site to conduct a permit investigation at this new facility with Mr. Steve Thomas, VP of Operations with Ghai Management Services, Incorporated, which is the owner of this site. The annual permit fee: BP01: $378.00 Hazardous Materials Facility: $49.00 Electronic Reporting: $25.00 Total: $452.00 annually. The permit invoice will be sent to: Ghai Management Services Inc. 25 E. Airway Blvd Livermore, CA 94551 For questions regarding this report, contact Ray Maiden at ray.maiden@cep.sccgov.org or at 408-918-1980.

COCHRANE COMMONS SERVICE STATION (Continued) **S121784686**

Eval Division: Santa Clara County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-26-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Conducted a Hazardous Materials Business Plan (HMBP) Routine Inspection at Burger King with Assistant Manager Lexi Paz with inspector Yoni Fajardo. The last HMBP was submitted on 3/1/2018 via CERS. CERS ID10757722 The following reportable hazardous materials were observed during the inspection: 1.) 1 x 50 gal Liquid CO2 in Dewar contain located inside facility kitchen. Notes: -The business owner is unsure if the property owners have been provided a Property Owner Notification Letter. A template was provided. -Current permit level = BP01 -Store Manager Katie Garret indicated staff training was done via online portal but unsure if Emergency response items were covered. Follow up compliance items were sent to store manager Katie Garret Contact Information: Katie Garret Email: bk23829@ghaimanagement.com Phone: 831-224-6921 Ryan Fox Hazardous Materials Specialist I County of Santa Clara Dept. of Environmental Health | Hazardous Materials [Truncated]
Eval Division: Santa Clara County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Santa Clara County Environmental Health
Entity Title: Not reported
Affiliation Address: 1555 Berger Drive, Suite 300
Affiliation City: San Jose
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95112-2716
Affiliation Phone: (408) 918-3400,

Affiliation Type Desc: Parent Corporation
Entity Name: Burger King #23829
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Environmental Contact
Entity Name: Armando Padilla
Entity Title: Not reported
Affiliation Address: 25 E Airway Blvd.
Affiliation City: Livermore
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 94551
Affiliation Phone: ,

COCHRANE COMMONS SERVICE STATION (Continued) **S121784686**

Affiliation Type Desc:	Operator
Entity Name:	Cochrane Co-Brands II
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(707) 246-5431,

Affiliation Type Desc:	Legal Owner
Entity Name:	Sunny Ghai
Entity Title:	Not reported
Affiliation Address:	25 E Airway Blvd.
Affiliation City:	Livermore
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	94551
Affiliation Phone:	(510) 333-7802,

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	1107 Cochrane Rd #150
Affiliation City:	Morgan Hill
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95037
Affiliation Phone:	,

Affiliation Type Desc:	Identification Signer
Entity Name:	Armando Padilla
Entity Title:	Director of Operations
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

E20 **COCHRANE 76** **CERS HAZ WASTE** **S121784697**
NNW **1107 COCHRANE RD STE 100** **CERS TANKS** **N/A**
1/8-1/4 **MORGAN HILL, CA 95037** **CERS**
0.158 mi.
833 ft. **Site 3 of 5 in cluster E**

Relative:
Higher

Actual:
388 ft.

CERS HAZ WASTE:

Name:	COCHRANE 76
Address:	1107 COCHRANE RD STE 100
City,State,Zip:	MORGAN HILL, CA 95037
Site ID:	434599
CERS ID:	10757287
CERS Description:	Hazardous Waste Generator

CERS TANKS:

Name:	COCHRANE 76

COCHRANE 76 (Continued) **S121784697**

Address: 1107 COCHRANE RD STE 100
City,State,Zip: MORGAN HILL, CA 95037
Site ID: 434599
CERS ID: 10757287
CERS Description: Underground Storage Tank

CERS:
Name: COCHRANE 76
Address: 1107 COCHRANE RD STE 100
City,State,Zip: MORGAN HILL, CA 95037
Site ID: 434599
CERS ID: 10757287
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 434599
Site Name: Cochrane 76
Violation Date: 06-17-2020
Citation: HSC 6.7 25291(a)(1) - California Health and Safety Code, Chapter 6.7, Section(s) 25291(a)(1)
Violation Description: Failure to construct, operate, and maintain primary containment as product-tight.
Violation Notes: Returned to compliance on 11/06/2020. Observed approximately 6-8 ounces of gasoline at the bottom of the 87 & 91 STP sumps. Mr. Nicholson stated that it may be there as a result of repairs made to both turbines last month (May 2020). Clean-up the fuel then troubleshoot the source of the fuel and make repairs as necessary (notify our agency of the scope of any work before it begins).
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 434599
Site Name: Cochrane 76
Violation Date: 04-03-2019
Citation: 23 CCR 16 2715(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(f)
Violation Description: Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).
Violation Notes: All PLLDs could not be tested within the required 12-months due to the technician's (Philip Nicholson from NPM Inc.) LLD testing apparatus (VMI LDT-890) was overdue for calibration (exp: 5/27/18).
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 434599
Site Name: Cochrane 76
Violation Date: 03-10-2021
Citation: HSC 6.7 25290.1(c)(3),25290.2(c)(3) - California Health and Safety Code, Chapter 6.7, Section(s) 25290.1(c)(3),25290.2(c)(3)
Violation Description: Failure to keep water out of the secondary containment of UST systems installed on or after July 1, 2003.
Violation Notes: Returned to compliance on 08/26/2021. Water was observed in 91 STP sump, ~2 gallons. According to Mr. Sawhney, water intrusion may be due

COCHRANE 76 (Continued) **S121784697**

to the city not allowing for additional storm water drains upon construction of the site. Troubleshoot the cause of the intrusion as sumps are supposed to be designed to not allow water intrusion. Make repairs as necessary (notify our agency of the scope of any work before it begins) and/or provide correspondence from city agency confirming issue.

Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 434599
Site Name: Cochrane 76
Violation Date: 04-03-2019
Citation: HSC 6.7 Multiple - California Health and Safety Code, Chapter 6.7, Section(s) Multiple
Violation Description: UST Program -General - Must include violation description, proper statute and regulation citation in the "comment" section.
Violation Notes: The owner/operator failed to provide a description of each corrective action taken or to be taken for the compliance issues noted by the DO on reports dated: 11/7/19. The owner/operator failed to sign and date the following DO reports that noted compliance issues: 11/7/19. [23 CCR 2716(e)]
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 434599
Site Name: Cochrane 76
Violation Date: 06-17-2020
Citation: 23 CCR 16 2716(e) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2716(e)
Violation Description: For designated operator (DO) monthly inspections conducted before October 1, 2018, failure to comply with one or more of the following requirements: Be performed by an ICC certified DO. Inspect monthly alarm history report, check that alarms are documented and responded to appropriately, and attach a copy. Inspect for the presence of liquid/debris in spill containers. Inspect for the presence of liquid/debris in under dispenser containment (UDC) and ensure that the monitoring equipment is positioned correctly. Inspect for liquid or debris in containment sumps where an alarm occurred with no service visit. Check that all testing and maintenance has been completed and documented. Verify that all facility employees have been trained in accordance with 23 CCR 2715(c). For designated operator (DO) 30 day inspections conducted on and after October 1, 2018, failure to conduct the designated UST operator visual inspection at least once every 30 days.
Violation Notes: Returned to compliance on 08/26/2021. Facility’s DUSTO failed to perform inspections every 30 days as required on the following instances: 7/2/19-8/25/19, 10/8/19-11/17/19, and 1/7/20-2/17/20. This is a repeat violation that was cited on 4/3/19 as well, and as a result the violation has been escalated to a class II violation.
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 434599
Site Name: Cochrane 76

COCHRANE 76 (Continued) **S121784697**

Violation Date:	03-10-2021
Citation:	23 CCR 16 2715(a)(1)(B) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2715(a)(1)(B)
Violation Description:	Failure to submit the Designated Underground Storage Tank Operator Identification Form within 30 days of installing a UST system or within 30 days of a change in DO.
Violation Notes:	Returned to compliance on 08/26/2021. DUSTO conducting monthly inspections is not listed in the CERS submitted "Designated Underground Storage Tank Operator Identification Form". Update "Designated Underground Storage Tank Operator Identification Form" to include most up to date DUSTO within 30 days.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	434599
Site Name:	Cochrane 76
Violation Date:	04-03-2019
Citation:	23 CCR 16 2716(e) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2716(e)
Violation Description:	For designated operator (DO) monthly inspections conducted before October 1, 2018, failure to comply with one or more of the following requirements: Be performed by an ICC certified DO. Inspect monthly alarm history report, check that alarms are documented and responded to appropriately, and attach a copy. Inspect for the presence of liquid/debris in spill containers. Inspect for the presence of liquid/debris in under dispenser containment (UDC) and ensure that the monitoring equipment is positioned correctly. Inspect for liquid or debris in containment sumps where an alarm occurred with no service visit. Check that all testing and maintenance has been completed and documented. Verify that all facility employees have been trained in accordance with 23 CCR 2715(c). For designated operator (DO) 30 day inspections conducted on and after October 1, 2018, failure to conduct the designated UST operator visual inspection at least once every 30 days.
Violation Notes:	The DO (Philip Nicholson from NPM Inc.) failed to note in Section III that the facility has not completed the overfill protection equipment inspection on the following DO reports: 3/4/19, 2/5/19, 1/2/19, 12/24/18 and 11/7/18. The DO (Philip Nicholson from NPM Inc.) signed as the facility owner/operator on the DO report dated, 3/4/19. The facility failed to have a qualified DUSTO complete an inspection of the UST system between the dates of (1/2/19 & 2/5/19, 11/7/18 & 12/24/18).
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	434599
Site Name:	Cochrane 76
Violation Date:	05-08-2019
Citation:	HSC 6.7 25290.1(d) - California Health and Safety Code, Chapter 6.7, Section(s) 25290.1(d)
Violation Description:	Failure of a UST system installed on or after July 1, 2004 to be designed and constructed with a monitoring system capable of detecting the entry of the liquid or vapor-phase of the hazardous substance stored in the primary containment into the secondary containment and capable of detecting water intrusion into the secondary containment.

COCHRANE 76 (Continued) **S121784697**

Violation Notes:	Returned to compliance on 01/09/2020. The secondary containment piping (vacuum chase piping) that is between the 87, 91 and diesel STP sumps and Fill sumps is not being monitored by a vacuum sensor. Vacuum tubing on Smart Sensor S9 has degraded causing the tubing to collapse under normal vacuum monitoring conditions. An in-field repair was authorized to get sensor S9 up and functional, all other Smart Sensors use the same vacuum tubing and are showing signs of degradation (ultra flexible, spongy appearance). All vacuum tubing on all Smart Sensors must be replaced. To correct this violation, submit a UST retrofit permit (Hazardous Materials Construction Permit Application, HMCD-116 & Equipment List for Underground Storage Tank Systems, HMCD-024U), fee of $692.00. Ensure to include a technical specification document that indicates that the replacement vacuum tubing has a high resistance to gasoline and diesel fuel.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	434599
Site Name:	Cochrane 76
Violation Date:	04-03-2019
Citation:	23 CCR 16 2712(b) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)
Violation Description:	Failure to maintain records of repairs and upgrades on site, or off site if approved by the UPA, for the life of the UST.
Violation Notes:	The UST operator could not locate the UST service order for the interstitial fluid that was added on 11/17/18 to dispensers: 1/2, 3/4 and 11/12.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	434599
Site Name:	Cochrane 76
Violation Date:	05-08-2019
Citation:	HSC 6.7 25290.1(e)2 - California Health and Safety Code, Chapter 6.7, Section(s) 25290.1(e)2
Violation Description:	Failure to maintain the interstitial space such that a breach in the primary or secondary containment is detected before the liquid or vapor phase of the hazardous substance stored in the UST tank is released into the environment, i.e., vapor, pressure, hydrostatic (VPH) monitoring.
Violation Notes:	Returned to compliance on 01/09/2020. Vacuum communication for Smart Sensor S11 (87/91 vapor recovery) was tested at the furthest dispensers and confirmed with the exception of dispenser 5/6. See violation note below for additional information.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	UST
Violation Source:	CERS,
Site ID:	434599
Site Name:	Cochrane 76
Violation Date:	04-03-2019
Citation:	HSC 6.7 25290.1(e)2 - California Health and Safety Code, Chapter 6.7, Section(s) 25290.1(e)2
Violation Description:	Failure to maintain the interstitial space such that a breach in the primary or secondary containment is detected before the liquid or

COCHRANE 76 (Continued) **S121784697**

vapor phase of the hazardous substance stored in the UST tank is released into the environment, i.e., vapor, pressure, hydrostatic (VPH) monitoring.

Violation Notes: The following vacuum sensors failed to detect a "No Vac" alarm for the following sensors: -S9: 87 product -S10: 87 Vent -S11: 87/91 Vapor Recovery The following vacuum sensor failed to detect a "high liquid" alarm for the following sensors: -S9: 87 product Vacuum communication for all lines (S9 - S14) could not be demonstrated. TEST REPORT WILL NOT BE ACCEPTED UNLESS TESTING (No Vac, High Liquid, Vac Communication) IS OBSERVED BY THIS OFFICE. See additional comments below regarding this violation.
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 434599
Site Name: Cochrane 76
Violation Date: 06-17-2020
Citation: HSC 6.7 25290.1(c)(3),25290.2(c)(3) - California Health and Safety Code, Chapter 6.7, Section(s) 25290.1(c)(3),25290.2(c)(3)
Violation Description: Failure to keep water out of the secondary containment of UST systems installed on or after July 1, 2003.
Violation Notes: Returned to compliance on 08/26/2021. According to the DUSTO inspection reports, sump alarms were noted on 3 separate occasions during the winter months of 2019/2020. The cause was determined to be water intrusion. Troubleshoot the cause of the intrusion as sumps are designed to not allow water intrusion. Make repairs as necessary (notify our agency of the scope of any work before it begins).
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 434599
Site Name: Cochrane 76
Violation Date: 04-03-2019
Citation: 23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)
Violation Description: Failure to comply with one or more of the following overfill prevention equipment requirements: Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling. Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1, 2018. For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter. For USTs installed on and after October 1, 2018, perform an inspection at installation and every 36 months thereafter. Inspected within 30 days after a repair to the overfill prevention equipment. Inspected using

COCHRANE 76 (Continued) **S121784697**

an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Inspected by a certified UST service technician. Maintain records of overfill prevention equipment inspection for 36 months.

Violation Notes: Facility failed to have the UST overfill prevention equipment inspected for all tanks as required.
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Site ID: 434599
Site Name: Cochrane 76
Violation Date: 03-10-2021
Citation: 23 CCR 16 2716(f) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2716(f)
Violation Description: Failure to maintain on-site, or off-site at a readily available location if approved by the UPA, copies of Designated Operator inspection records as follows: Designated operator monthly inspection records for inspections performed before October 1, 2018 must be kept for 12 months from the month of inspection. For inspections performed on or after October 1, 2018, copies of the "Designated Underground Storage Tank Operator Visual Inspection Report" must be kept for 36 months from the month of inspection.
Violation Notes: Returned to compliance on 08/26/2021. Facility failed to produce DUSTO inspection record for June 2020. Provide DUSTO inspection record within 30 days.
Violation Division: Santa Clara County Environmental Health
Violation Program: UST
Violation Source: CERS,

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-10-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Inspection began on 3/9/2021 with an on-site visit to conduct this facility’s annual underground storage tank (UST) compliance inspection and concluded today with the review of the facility’s CERS submittal, email correspondence, and issuance of this report. Leak detection equipment was tested today by UST Service Technician Carmen Fredricks with NPM, Inc. and functioned properly except as noted above. Mr. Fredricks has current ICC California UST Service Technician certification, Veeder-Root certification, and Red Jacket tester certification. The UST systems are equipped with continuous vacuum/pressure/hydrostatic (VPH) monitoring. The Veeder-Root model 794380-303 hydrostatic tank annular sensors were tested by raising them out of the tank interstitial fluid to trigger audible & visual alarms on the Veeder-Root TLS-350 monitoring panel. Veeder-Root model 794380-208 liquid sensors located at the bottom of 3 tank top submersible turbine pump (STP) sumps, 3 Fill [Truncated]
Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-13-2018
Violations Found: No

COCHRANE 76 (Continued) **S121784697**

Eval Type: Routine done by local agency
Eval Notes: CERS ID: 10757287 Site recently opened for business on March 5, 2018. There was no hazardous waste on-site to inspect. The facility has submitted their application to obtain an EPA ID number.
Eval Division: Santa Clara County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-13-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Conducted a HMBP inspection, which included a comparison of information submitted to CERS on 1/10/18. Site recently opened for business on March 5, 2018. Confirmed Inventory: 87-Grade: 20,000-gal UST 91-Grade: 12,000-gal UST Diesel: 6,000-gal UST Site Map and Contingency Plan were verified to be current. Emergency equipment (fire extinguishers & spill absorbent) were available and recently inspected. CERS ID: 10757287 John DiNapoli Morgan Hill Retail Venture 99 Almaden Boulevard, Suite 565 San Jose, CA 95113
Eval Division: Santa Clara County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-23-2022
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: I am on site at 1107 Cochrane Rd, Morgan Hill for the 2022 UST Operating Permit Inspection. Jagpreet Singh, General Manager, Environmental Contact, is on site and is providing facility access and records for review. Note: I closed 3 violations in this office's database that had returned to compliance on 8/26/2021 with Return to Compliance (RTC) documentation on file. The system certification and spill bucket test performed by Mr. James Boteiho, UST Service Tech, (all certifications are current) of Nicholson Petroleum Maintenance, Inc. The UST Containment System is VPH. Liquid filled UST, Vac Piping, and Liquid UDC and Sumps. All system communicate as designed. Overfill protection is provided in all tanks by a flapper valve in the fill risers. See triennial report dated 3/2/2021. The spill buckets are in sumps, tested with a 60 minute water test, all passed with no loss observed. The emergency shut off switch was not tested. Sensor out and power out [Truncated]
Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-28-2023
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: I am on site at 1107 Cochrane Rd Ste 100, Morgan Hill, CA for the 2023 Hazardous Waste Generator Permit Inspection. Jagpreet Singh and I spoke of the business's waste management. No waste on site. Non generated this last year. Jagpreet confirmed the permit is to remain active. ERP and Training, OK The ERP and Training, submitted for CERS ID 10757287 was on 3/25/2023. The submittal was Accepted on 3/28/2023.

COCHRANE 76 (Continued) **S121784697**

Emergency equipment is on site and available for response needs.
Eval Division: Santa Clara County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-17-2020
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: On-site to conduct a UST compliance inspection. Annual monitoring system and secondary containment testing were performed by NPM Inc. in March 2020 during the time our agency was not conducting inspections due to Covid-19. The DUSTO, Mr. Phillip Nicholson of NPM Inc. was present today to open all sumps and UDCs. A visual inspection was then performed of these areas with the following observations made: -Approximately 6-8 ounces of gasoline was observed at the bottom of the 87 & 91 STP sumps (which according to Mr. Nicholson may have been the result of repairs made to both turbines last month). The following records were reviewed on-site: -DUSTO inspection reports and training log, monitoring system certification and secondary containment test reports, and alarm history and system set-up. The following records were reviewed electronically: -A current UST CERS submittal was made and reviewed by our agency. The following violation will be closed out: -T990, cited [Truncated]
Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-28-2023
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: I am on site at 1107 Cochrane Rd Ste 100, Morgan Hill, CA for the 2023 Hazardous Materials Business Plan Permit Inspection. The Hazardous Materials Business Plan elements were submitted for CERS ID 10757287 was on 3/25/2023. The submittal was Accepted on 3/28/2023. The Permit Category, or Program/Element, as identified in CERS HMIS is correct.
Eval Division: Santa Clara County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-28-2023
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: I am on site at 1107 Cochrane Rd Ste 100, Morgan Hill, CA for the 2023 UST Operating Permit Inspection. Jagpreet Singh is on site to provide consent, Facility access, and records for review. This report willl be emailed to Jagpreet Singh via cochranechevron@gmail.com James Boteilho, UST Service Tech was on site to conduct the 2023 UST Monitoring System and Spill Containment Testing and Certification. His ICC and all training certificates are current. Records Review, DUSTO, OK DUSTO Inspection Reports, OK DUSTO Training, OK CFO Letter - FR, On site, OK I received a completed RTC fot the Inspection Date 6/17/2020. This will be placed in file. All violations were cleared. - UST PERMIT EXPIRES: 3/31/2023, This Operating Permit will be issued at the end of this month. CERS Review, The CERS submitted for CERS ID 10757287 was

COCHRANE 76 (Continued) **S121784697**

on 3/25/2023. The submittal was Accepted on 3/28/2023. This is a VPH site. Sensor out and power out (fail safe) [Truncated]

Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 05-08-2019
Violations Found: Yes
Eval Type: Other, not routine, done by local agency
Eval Notes: On-site with Albert Wollf, Hazardous Materials Specialist from this office to conduct a follow-up inspection from 3/27/19 & 4/3/19 to witness testing and communication of smart sensors and testing of the line leak detectors. All testing was conducted by Service technician Philip Nicholson from NPM, Inc. Verified that Mr. Nicholson's ICC Service Tech. and Veeder-Root training certifications were current. All PLLD leak detectors were tested at dispenser 9/10 using a calibrated VMI LDT-890 test system to simulate a 3-gallon per hour leak at 10-psi. All leak detectors functioned as required. All Smart Sensors (S9-S14) were re-tested for functionality (no vacuum and high liquid) and all functioned as required. All Smart Sensors (S9, S11, S12 & S14) were tested for vacuum communication at the furthest dispensers (1/2, 5/6, 9/10) and all except S11 were confirmed to have communication. Sensor S11 was also tested for communication inboard at dispenser 7/8 and was [Truncated]

Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-03-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: This inspection began on 3/27/19 and concluded on 4/3/19 with the delivery of the report. The UST service technician for all testing was Philip Nicholson from NPM Inc. Mr. Nicholson's ICC and mfg. certifications were verified to be current. Activities conducted on 3/27/19: All STP sump and UDC sensors were tested in water and produced positive shutdown of the turbines and audible/visual alarms at the monitoring panel; all functioned as required. All Fill sump (primary/secondary), UDC/vent box (secondary), all STP sump (secondary) and annular sensors produced audible/visual alarms at the monitoring panel; all functioned as required. All spill buckets were filled with 5-gallons of water for 60-minutes with no loss of liquid; all passed. The service technician was not anticipating that a confined space entry was required and did not have the required equipment to enter the sumps. The balance of the functional testing and records review was completed on [Truncated]

Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-13-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: This is the site's first annual monitoring certification for a new

COCHRANE 76 (Continued) **S121784697**

installation of 3-Xerxes 10-ft diameter USTs (87-20,000 gal, 91-12,000 gal and Diesel 8,000 gal; 91 / Diesel are in a compartmentalized tank). The 91-grade is the base tank and the Diesel is the end tank. All testing was completed on 3/2/18 during the final installation inspection. This report was delivered on 3/13/18. CERS ID: 10757287 UST BOE: TK044-052754 All components tested today passed functional testing. All testing was completed by Byron Molina, Service Technician with MDSM Corporation. Mr. Molina s certifications for ICC Service Technician (expires 05/18/2018), Veeder-Root Level 4 (A27999, expires: 11/1/18) and VMI LDT-890 certification (2770, expires: 3/4/19) were confirmed to be current. Hydrostatic communication was confirmed in all sumps/UDCs/Vent Box. All sumps are equipped with clear tubing connected to the lowest point and a valve for testing at grade. Vacuum communication was [Truncated]

Eval Division: Santa Clara County Environmental Health
Eval Program: UST
Eval Source: CERS,

Affiliation:
Affiliation Type Desc: Parent Corporation
Entity Name: Cochrane 76
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: UST Property Owner Name
Entity Name: MORGAN HILL RETAIL VENTURE
Entity Title: Not reported
Affiliation Address: 99 ALMADEN BLVD., STE. 565
Affiliation City: San Jose
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 95113
Affiliation Phone: (408) 998-2460,

Affiliation Type Desc: UST Tank Owner
Entity Name: Cochrane Co-Brands II, Inc.
Entity Title: Not reported
Affiliation Address: 1107 Cochrane Rd Ste 100
Affiliation City: Morgan Hill
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 95037
Affiliation Phone: (510) 305-1280,

Affiliation Type Desc: Document Preparer
Entity Name: Jagpreet Singh
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported

COCHRANE 76 (Continued) **S121784697**

Affiliation Phone: ,

Affiliation Type Desc: Environmental Contact
Entity Name: Jagpreet Singh
Entity Title: Not reported
Affiliation Address: 1107 Cochrane Rd Ste 100
Affiliation City: Morgan Hill
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95037
Affiliation Phone: ,

Affiliation Type Desc: Identification Signer
Entity Name: Jagpreet Singh
Entity Title: General Manager
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: UST Tank Operator
Entity Name: Cochrane Co-Brands II, Inc.
Entity Title: Not reported
Affiliation Address: 1107 Cochrane Rd Ste 100
Affiliation City: Morgan Hill
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 95037
Affiliation Phone: (510) 305-1280,

Affiliation Type Desc: CUPA District
Entity Name: Santa Clara County Environmental Health
Entity Title: Not reported
Affiliation Address: 1555 Berger Drive, Suite 300
Affiliation City: San Jose
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95112-2716
Affiliation Phone: (408) 918-3400,

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 1107 Cochrane Rd Ste 100
Affiliation City: Morgan Hill
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95037
Affiliation Phone: ,

Affiliation Type Desc: Legal Owner
Entity Name: Cochrane Co-Brands II, Inc
Entity Title: Not reported
Affiliation Address: 1107 Cochrane Rd Ste 100
Affiliation City: Morgan Hill

COCHRANE 76 (Continued) **S121784697**

Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	95037
Affiliation Phone:	(510) 305-1280,
Affiliation Type Desc:	Operator
Entity Name:	Cochrane 76
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(510) 305-1280,

E21 **COCHRANE 76** **UST** **U004351275**
NNW **1107 COCHRANE RD** **N/A**
1/8-1/4 **MORGAN HILL, CA 95037**
0.158 mi.
833 ft. **Site 4 of 5 in cluster E**

Relative: UST:
Higher

Actual:
388 ft.

Name:	COCHRANE 76
Address:	1107 COCHRANE RD
City,State,Zip:	MORGAN HILL, CA 95037
Facility ID:	Not reported
Permitting Agency:	Santa Clara County Environmental Health
CERSID:	Not reported
Latitude:	37.15566
Longitude:	-121.64922
Owner type:	Not reported
Facility type:	Not reported
Num of inuse ust:	Not reported
Num of closed ust:	Not reported
Num of oos ust:	Not reported
Epa region:	Not reported
Tribal lands:	Not reported
Tank owner name:	Not reported
Tank owner mailing address:	Not reported
Tank owner mailing city:	Not reported
Tank owner mailing zip:	Not reported
Tank owner mailing state:	Not reported
Tank operator name:	Not reported
Tank operator mailing address:	Not reported
Tank operator mailing city:	Not reported
Tank operator mailing zip:	Not reported
Tank operator mailing state:	Not reported
Tankidnumber:	Not reported
Tank status:	Not reported
Tank configuration:	Not reported
Tank closure date:	Not reported
Tank installation date:	Not reported
Tank num of compartments:	Not reported
Tank contents:	Not reported
Tank capacity gallons:	Not reported
Tank type:	Not reported
Tank pc construction:	Not reported

COCHRANE 76 (Continued) **U004351275**

Tank pwpiping construction:	Not reported
Tank piping type:	Not reported
Tank piping construction:	Not reported
Tank sacrificial anode:	Not reported
Tank cp impressed current:	Not reported
Tank cp shutoff:	Not reported
Tank alarms:	Not reported
Tank ball float:	Not reported
Tank spill bucket:	Not reported

E22
NNW
1/8-1/4
0.158 mi.
833 ft.

COCHRANE 76 **UST** **U004355282**
1107 COCHRANE RD STE 100 **N/A**
MORGAN HILL, CA 95037

Site 5 of 5 in cluster E

Relative:
Higher

Actual:
388 ft.

UST:

Name:	COCHRANE 76
Address:	1107 COCHRANE RD STE 100
City,State,Zip:	MORGAN HILL, CA 95037
Facility ID:	FA0283980
Permitting Agency:	Santa Clara County Environmental Health
CERSID:	10757287
Latitude:	37.1556600
Longitude:	-121.649220
Owner type:	Non-Government
Facility type:	Motor Vehicle Fueling
Num of inuse ust:	Not reported
Num of closed ust:	0
Num of oos ust:	0
Epa region:	9
Tribal lands:	No
Tank owner name:	Cochrane Co-Brands II, Inc.
Tank owner mailing address:	1107 Cochrane Rd Ste 100
Tank owner mailing city:	Morgan Hill
Tank owner mailing zip:	95037
Tank owner mailing state:	CA
Tank operator name:	Cochrane Co-Brands II, Inc.
Tank operator mailing address:	1107 Cochrane Rd Ste 100
Tank operator mailing city:	Morgan Hill
Tank operator mailing zip:	95037
Tank operator mailing state:	CA
Tankidnumber:	87
Tank status:	Confirmed/Updated Information
Tank configuration:	Stand Alone Tank
Tank closure date:	Not reported
Tank installation date:	9/15/2017 12:00:00 AM
Tank num of compartments:	1
Tank contents:	Regular Unleaded
Tank capacity gallons:	20000
Tank type:	Double Wall
Tank pc construction:	Fiberglass
Tank pwpiping construction:	Fiberglass
Tank piping type:	Pressure
Tank piping construction:	Double Walled
Tank sacrificial anode:	No
Tank cp impressed current:	No
Tank cp shutoff:	Yes

COCHRANE 76 (Continued) **U004355282**

Tank alarms:	No
Tank ball float:	No
Tank spill bucket:	Yes
Name:	COCHRANE 76
Address:	1107 COCHRANE RD STE 100
City,State,Zip:	MORGAN HILL, CA 95037
Facility ID:	FA0283980
Permitting Agency:	Santa Clara County Environmental Health
CERSID:	10757287
Latitude:	37.1556600
Longitude:	-121.649220
Owner type:	Non-Government
Facility type:	Motor Vehicle Fueling
Num of inuse ust:	Not reported
Num of closed ust:	0
Num of oos ust:	0
Epa region:	9
Tribal lands:	No
Tank owner name:	Cochrane Co-Brands II, Inc.
Tank owner mailing address:	1107 Cochrane Rd Ste 100
Tank owner mailing city:	Morgan Hill
Tank owner mailing zip:	95037
Tank owner mailing state:	CA
Tank operator name:	Cochrane Co-Brands II, Inc.
Tank operator mailing address:	1107 Cochrane Rd Ste 100
Tank operator mailing city:	Morgan Hill
Tank operator mailing zip:	95037
Tank operator mailing state:	CA
Tankidnumber:	Diesel
Tank status:	Confirmed/Updated Information
Tank configuration:	One in a Compartmented Unit
Tank closure date:	Not reported
Tank installation date:	9/15/2017 12:00:00 AM
Tank num of compartments:	2
Tank contents:	Diesel
Tank capacity gallons:	8000
Tank type:	Double Wall
Tank pc construction:	Fiberglass
Tank pwpiping construction:	Fiberglass
Tank piping type:	Pressure
Tank piping construction:	Double Walled
Tank sacrificial anode:	No
Tank cp impressed current:	No
Tank cp shutoff:	Yes
Tank alarms:	No
Tank ball float:	No
Tank spill bucket:	Yes
Name:	COCHRANE 76
Address:	1107 COCHRANE RD STE 100
City,State,Zip:	MORGAN HILL, CA 95037
Facility ID:	FA0283980
Permitting Agency:	Santa Clara County Environmental Health
CERSID:	10757287
Latitude:	37.1556600
Longitude:	-121.649220

COCHRANE 76 (Continued) **U004355282**

Owner type:	Non-Government
Facility type:	Motor Vehicle Fueling
Num of inuse ust:	Not reported
Num of closed ust:	0
Num of oos ust:	0
Epa region:	9
Tribal lands:	No
Tank owner name:	Cochrane Co-Brands II, Inc.
Tank owner mailing address:	1107 Cochrane Rd Ste 100
Tank owner mailing city:	Morgan Hill
Tank owner mailing zip:	95037
Tank owner mailing state:	CA
Tank operator name:	Cochrane Co-Brands II, Inc.
Tank operator mailing address:	1107 Cochrane Rd Ste 100
Tank operator mailing city:	Morgan Hill
Tank operator mailing zip:	95037
Tank operator mailing state:	CA
Tankidnumber:	91
Tank status:	Confirmed/Updated Information
Tank configuration:	One in a Compartmented Unit
Tank closure date:	Not reported
Tank installation date:	9/15/2017 12:00:00 AM
Tank num of compartments:	2
Tank contents:	Premium Unleaded
Tank capacity gallons:	12000
Tank type:	Double Wall
Tank pc construction:	Fiberglass
Tank pwpiping construction:	Fiberglass
Tank piping type:	Pressure
Tank piping construction:	Double Walled
Tank sacrificial anode:	No
Tank cp impressed current:	No
Tank cp shutoff:	Yes
Tank alarms:	No
Tank ball float:	No
Tank spill bucket:	Yes

23
SSW
1/8-1/4
0.161 mi.
852 ft.

USI MANUFACTURING SERVICES INC
685 JARVIS DR A
MORGAN HILL, CA 95037

CUPA Listings **S121472375**
N/A

Relative:
Lower

Actual:
377 ft.

CUPA SANTA CLARA:

Name:	USI MANUFACTURING SERVICES INC
Address:	685 JARVIS DR A
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	4084333334
UDF Email:	Not reported
PE#:	2205
Program Description:	GENERATES 100 KG YR TO <5 TONS/YR
Program Identifier:	DEH PERMIT-HAZ WASTE GENERATOR PROGRAM
Latitude:	37.147417
Longitude:	-121.650312
Record ID:	PR0369227
Facility ID:	FA0253583

F24 **PARTY CITY CORPORATION STORE 867** **RCRA NonGen / NLR** **1024855349**
NW **1007 COCHRANE RD** **CAL000417879**
1/8-1/4 **MORGAN HILL, CA 95037**
0.179 mi.
944 ft. **Site 1 of 3 in cluster F**

Relative: **Lower**

Actual: **383 ft.**

RCRA Listings:

Date Form Received by Agency:	20160608
Handler Name:	Party City Corporation Store 867
Handler Address:	1007 COCHRANE RD
Handler City,State,Zip:	MORGAN HILL, CA 95037
EPA ID:	CAL000417879
Contact Name:	MARGARET CASTILLO
Contact Address:	25 GREEN POND RD STE 1
Contact City,State,Zip:	ROCKAWAY, NJ 07866
Contact Telephone:	973-453-8600
Contact Fax:	Not reported
Contact Email:	MCASTILLO@PARTYCITY.COM
Contact Title:	Not reported
EPA Region:	09
Land Type:	Not reported
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	PO BOX 2513
Mailing City,State,Zip:	TRUCKEE, CA 96160-2513
Owner Name:	Party City Corporation
Owner Type:	Other
Operator Name:	Margaret Castillo
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	Yes
Universal Waste Destination Facility:	Yes
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No

PARTY CITY CORPORATION STORE 867 (Continued) **1024855349**

Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20180906
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: PARTY CITY CORPORATION	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	25 GREEN POND RD STE 1
Owner/Operator City,State,Zip:	ROCKAWAY, NJ 07866
Owner/Operator Telephone:	973-453-8600
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: MARGARET CASTILLO	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	25 GREEN POND RD STE 1
Owner/Operator City,State,Zip:	ROCKAWAY, NJ 07866
Owner/Operator Telephone:	973-453-8600
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20160608
Handler Name: PARTY CITY CORPORATION STORE 867	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

PARTY CITY CORPORATION STORE 867 (Continued) **1024855349**

List of NAICS Codes and Descriptions:
NAICS Code: 45299
NAICS Description: ALL OTHER GENERAL MERCHANDISE STORES

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

F25 **PARTY CITY #867** **CUPA Listings** **S121287937**
NW **1007 COCHRANE RD** **N/A**
1/8-1/4 **MORGAN HILL, CA 95037**
0.179 mi.
944 ft. **Site 2 of 3 in cluster F**

Relative: **Lower**
Actual: **383 ft.**

CUPA SANTA CLARA:
Name: DICK'S SPORTING GOODS#1262
Address: 1007 COCHRANE RD STE 150
City,State,Zip: MORGAN HILL, CA 95037
Region: SANTA CLARA
Telephone: 4087634779
UDF Email: dickssportinggoods@cleanharbors.com
PE#: 2202
Program Description: GENERATES USED OIL ONLY OR <100 KG/YR
Program Identifier: DEH PERMIT-HAZ WASTE GENERATOR PROGRAM
Latitude: 37.1537492
Longitude: -121.65147426
Record ID: PR0439633
Facility ID: FA0299591

Name: PARTY CITY #867
Address: 1007 COCHRANE RD
City,State,Zip: MORGAN HILL, CA 95037
Region: SANTA CLARA
Telephone: 4087797535
UDF Email: Not reported
PE#: BP01
Program Description: HMBP FACILITY, 1-3 CHEMICALS
Program Identifier: DEH PERMIT-HAZ MAT BUSINESS PLAN PROGRAM
Latitude: 37.1544753
Longitude: -121.6519261
Record ID: PR0428636
Facility ID: FA0285853

Name: PARTY CITY #867
Address: 1007 COCHRANE RD
City,State,Zip: MORGAN HILL, CA 95037
Region: SANTA CLARA
Telephone: 4087797535
UDF Email: Not reported
PE#: 2202
Program Description: GENERATES USED OIL ONLY OR <100 KG/YR
Program Identifier: DEH PERMIT-HAZ WASTE GENERATOR PROGRAM
Latitude: 37.1544753

PARTY CITY #867 (Continued) **S121287937**

Longitude: -121.6519261
Record ID: PR0428637
Facility ID: FA0285853

F26 **PARTY CITY CORPORATION STORE 867** **CERS HAZ WASTE** **S121778576**
NW **1007 COCHRANE RD** **HWTS** **N/A**
1/8-1/4 **MORGAN HILL, CA 95037** **HAZNET**
0.179 mi. **CERS**
944 ft. **Site 3 of 3 in cluster F**

Relative:
Lower

Actual:
383 ft.

CERS HAZ WASTE:
Name: PARTY CITY #867 MORGAN HILL
Address: 1007 COCHRANE RD
City,State,Zip: MORGAN HILL, CA 95037
Site ID: 412018
CERS ID: 10711540
CERS Description: Hazardous Waste Generator

Name: DICK'S SPORTING GOODS #1262
Address: 1007 COCHRANE RD STE 150
City,State,Zip: MORGAN HILL, CA 95037
Site ID: 563598
CERS ID: 10835869
CERS Description: Hazardous Waste Generator

HWTS:
Name: PARTY CITY CORPORATION STORE 867
Address: 1007 COCHRANE RD
Address 2: Not reported
City,State,Zip: MORGAN HILL, CA 95037
EPA ID: CAL000417879
Inactive Date: Not reported
Create Date: 06/08/2016
Last Act Date: Not reported
Mailing Name: Not reported
Mailing Address: PO BOX 2513
Mailing Address 2: Not reported
Mailing City,State,Zip: TRUCKEE, CA 96160
Owner Name: PARTY CITY CORPORATION
Owner Address: 25 GREEN POND RD STE 1
Owner Address 2: Not reported
Owner City,State,Zip: ROCKAWAY, NJ 7866
Owner Phone: Not reported
Owner Fax: Not reported
Contact Name: RAPHAEL BOHNER
Contact Address: 25 GREEN POND RD STE 1
Contact Address 2: Not reported
City,State,Zip: ROCKAWAY, NJ 7866
Contact Phone: Not reported
Contact Fax: Not reported
Facility Status: Active
Facility Type: PERMANENT
Category: STATE
Latitude: -90
Longitude: 180

NAICS:
EPA ID: CAL000417879

PARTY CITY CORPORATION STORE 867 (Continued) **S121778576**

Create Date:	2016-06-08 15:23:07.760
NAICS Code:	45299
NAICS Description:	All Other General Merchandise Stores
Issued EPA ID Date:	2016-06-08 15:23:07.75700
Inactive Date:	Not reported
Facility Name:	PARTY CITY CORPORATION STORE 867
Facility Address:	1007 COCHRANE RD
Facility Address 2:	Not reported
Facility City:	MORGAN HILL
Facility County:	Not reported
Facility State:	CA
Facility Zip:	95037

HAZNET:

Name:	PARTY CITY CORPORATION STORE 867
Address:	1007 COCHRANE RD
Address 2:	Not reported
City,State,Zip:	MORGAN HILL, CA 95037
Contact:	RAPHAEL BOHNER
Telephone:	9734538600
Mailing Name:	Not reported
Mailing Address:	PO BOX 2513
Year:	2021
Gepaid:	CAL000417879
TSD EPA ID:	CAD008252405
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.005
Year:	2021
Gepaid:	CAL000417879
TSD EPA ID:	CAD008252405
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0275
Year:	2020
Gepaid:	CAL000417879
TSD EPA ID:	CAD008252405
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0625
Year:	2019
Gepaid:	CAL000417879
TSD EPA ID:	CAD008252405
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.01160
Year:	2019
Gepaid:	CAL000417879
TSD EPA ID:	CAD008252405

PARTY CITY CORPORATION STORE 867 (Continued) **S121778576**

CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.01330
Year:	2017
Gepaid:	CAL000417879
TSD EPA ID:	CAD008252405
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Tons:	0.005

Additional Info:

Year:	2021
Gen EPA ID:	CAL000417879
Shipment Date:	5/14/2020
Creation Date:	6/29/2020
Receipt Date:	5/22/2020
Manifest ID:	017681504JJK
Trans EPA ID:	CAD028277036
Trans Name:	ASBURY ENVIRONMENTAL SERVICES DBA WORLD OIL ENVIROMENTAL SERVICES
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY SERVICES INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0025
Waste Quantity:	5
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	5/14/2020
Creation Date:	6/29/2020
Receipt Date:	5/22/2020
Manifest ID:	017681504JJK
Trans EPA ID:	CAD028277036
Trans Name:	ASBURY ENVIRONMENTAL SERVICES DBA WORLD OIL ENVIROMENTAL SERVICES
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY SERVICES INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No

PARTY CITY CORPORATION STORE 867 (Continued) **S121778576**

	Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0025
Waste Quantity:	5
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	12/24/2020
Creation Date:	1/21/2021
Receipt Date:	1/8/2021
Manifest ID:	020811886JJK
Trans EPA ID:	CAD028277036
Trans Name:	ASBURY ENVIRONMENTAL SERVICES DBA WORLD OIL ENVIRONMENTAL SERVICES
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY SERVICES INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.035
Waste Quantity:	70
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	12/14/2020
Creation Date:	1/12/2021
Receipt Date:	12/22/2020
Manifest ID:	014641710FLE
Trans EPA ID:	CAR000245050
Trans Name:	ECOTRANS LLC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY SERVICES INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.005
Waste Quantity:	10
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported

PARTY CITY CORPORATION STORE 867 (Continued) **S121778576**

Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	12/14/2020
Creation Date:	1/12/2021
Receipt Date:	12/22/2020
Manifest ID:	014641710FLE
Trans EPA ID:	CAR000245050
Trans Name:	ECOTRANS LLC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY SERVICES INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.005
Waste Quantity:	10
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	12/14/2020
Creation Date:	1/12/2021
Receipt Date:	12/22/2020
Manifest ID:	014641710FLE
Trans EPA ID:	CAR000245050
Trans Name:	ECOTRANS LLC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY SERVICES INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0125
Waste Quantity:	25
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2020
Gen EPA ID:	CAL000417879

PARTY CITY CORPORATION STORE 867 (Continued) **S121778576**

Shipment Date:	5/14/2020
Creation Date:	6/29/2020
Receipt Date:	5/22/2020
Manifest ID:	017681504JJK
Trans EPA ID:	CAD028277036
Trans Name:	ASBURY ENVIRONMENTAL SERVICES DBA WORLD OIL ENVIROMENTAL SERVICES
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY SERVICES INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0025
Waste Quantity:	5
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	5/14/2020
Creation Date:	6/29/2020
Receipt Date:	5/22/2020
Manifest ID:	017681504JJK
Trans EPA ID:	CAD028277036
Trans Name:	ASBURY ENVIRONMENTAL SERVICES DBA WORLD OIL ENVIROMENTAL SERVICES
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY SERVICES INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0025
Waste Quantity:	5
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	12/24/2020
Creation Date:	1/21/2021
Receipt Date:	1/8/2021
Manifest ID:	020811886JJK
Trans EPA ID:	CAD028277036
Trans Name:	ASBURY ENVIRONMENTAL SERVICES DBA WORLD OIL ENVIRONMENTAL SERVICES
Trans 2 EPA ID:	Not reported

PARTY CITY CORPORATION STORE 867 (Continued) **S121778576**

Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY SERVICES INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.035
Waste Quantity:	70
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	12/14/2020
Creation Date:	1/12/2021
Receipt Date:	12/22/2020
Manifest ID:	014641710FLE
Trans EPA ID:	CAR000245050
Trans Name:	ECOTRANS LLC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY SERVICES INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.005
Waste Quantity:	10
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	12/14/2020
Creation Date:	1/12/2021
Receipt Date:	12/22/2020
Manifest ID:	014641710FLE
Trans EPA ID:	CAR000245050
Trans Name:	ECOTRANS LLC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY SERVICES INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D001

PARTY CITY CORPORATION STORE 867 (Continued) **S121778576**

Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.0125
Waste Quantity:	25
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	12/14/2020
Creation Date:	1/12/2021
Receipt Date:	12/22/2020
Manifest ID:	014641710FLE
Trans EPA ID:	CAR000245050
Trans Name:	ECOTRANS LLC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY SERVICES INC
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.005
Waste Quantity:	10
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Detail Two:

Year:	2019
EM Manifest ID:	831835
Shipment Date:	3/5/2019
Receipt Date:	3/11/2019
Manifest Number:	013187317FLE
Generator EPA ID:	CAL000417879
Name:	PARTY CITY CORPORATION STORE 867
Address:	1007 COCHRANE RD
Address 2:	Not reported
City:	MORGAN HILL
Zip:	95037
Telephone:	973-453-8600
Contact:	Not reported
Contact Telephone:	973-453-8600
Transporter 1 EPA ID:	CAR000245050
Transporter 1 Emergency Number:	Not reported
Transporter 2 EPA ID:	CAR000009910
Transporter 2 Emergency Number:	Not reported
TSDF EPA ID:	CAD008252405
TSDF Name:	PACIFIC RESOURCE RECOVERY SERVICES INC

PARTY CITY CORPORATION STORE 867 (Continued) **S121778576**

TSDF Address 1: 3150 EAST PICO BLVD
TSDF Address 2: Not reported
TSDF City: LOS ANGELES
TSDF Zip: 90023-0000
TSDF Telephone: Not reported

Federal:
Year: 2019
EM Manifest ID: 831835
Generator EPA ID: CAL000417879
Shipment Date: 2019-03-05
Manifest Number: 013187317FLE
Line Number: 1
Method Code: H061
Quantity Tons: 0.00500
Quantity Waste: 10.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiberboard or plastic drums, barrels, kegs
Quantity Type: Pounds
Federal Code: D001

Year: 2019
EM Manifest ID: 831835
Generator EPA ID: CAL000417879
Shipment Date: 2019-03-05
Manifest Number: 013187317FLE
Line Number: 2
Method Code: H141
Quantity Tons: 0.00500
Quantity Waste: 10.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiberboard or plastic drums, barrels, kegs
Quantity Type: Pounds
Federal Code: D001

State:
Year: 2019
EM Manifest ID: 831835
Generator EPA ID: CAL000417879
Shipment Date: 2019-03-05
Manifest Number: 013187317FLE
Line Number: 1
Method Code: H061
Quantity Tons: 0.00500
Quantity Waste: 10.000000
Quantity Unit: P
Number of Containers: 1
Type of Container: Fiberboard or plastic drums, barrels, kegs
Quantity Type: Pounds
State Code: 331

Year: 2019
EM Manifest ID: 831835
Generator EPA ID: CAL000417879
Shipment Date: 2019-03-05

PARTY CITY CORPORATION STORE 867 (Continued) **S121778576**

Manifest Number:	013187317FLE
Line Number:	2
Method Code:	H141
Quantity Tons:	0.00500
Quantity Waste:	10.000000
Quantity Unit:	P
Number of Containers:	1
Type of Container:	Fiberboard or plastic drums, barrels, kegs
Quantity Type:	Pounds
State Code:	331

Additional Info:

Year:	2017
Gen EPA ID:	CAL000417879
Shipment Date:	20170404
Creation Date:	5/12/2018 18:30:23
Receipt Date:	20170411
Manifest ID:	017051058JJK
Trans EPA ID:	CAR000245050
Trans Name:	ECOTRANS RECYCLING
Trans 2 EPA ID:	CAR000009910
Trans 2 Name:	CALIFORNIA ENVIRONMENTAL & LITHO
TSDF EPA ID:	CAD008252405
Trans Name:	PACIFIC RESOURCE RECOVERY SERVICES
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	H061 - Fuel Blending Prior To Energy Recovery At Another Site
Quantity Tons:	0.005
Waste Quantity:	10
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

CERS:

Name:	PARTY CITY #867 MORGAN HILL
Address:	1007 COCHRANE RD
City,State,Zip:	MORGAN HILL, CA 95037
Site ID:	412018
CERS ID:	10711540
CERS Description:	Chemical Storage Facilities

Coordinates:

Site ID:	412018
Facility Name:	Party City #867 Morgan Hill
Env Int Type Code:	HMBP
Program ID:	10711540
Coord Name:	Not reported
Ref Point Type Desc:	Center of a facility or station.,
Latitude:	37.154530
Longitude:	-121.651660

PARTY CITY CORPORATION STORE 867 (Continued) **S121778576**

Affiliation:

Affiliation Type Desc:	CUPA District
Entity Name:	Santa Clara County Environmental Health
Entity Title:	Not reported
Affiliation Address:	1555 Berger Drive, Suite 300
Affiliation City:	San Jose
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95112-2716
Affiliation Phone:	(408) 918-3400,

Affiliation Type Desc:	Legal Owner
Entity Name:	Party City Corporation
Entity Title:	Not reported
Affiliation Address:	100 Tice Blvd
Affiliation City:	Woodcliff Lake
Affiliation State:	NJ
Affiliation Country:	United States
Affiliation Zip:	07677
Affiliation Phone:	(973) 453-8601,

Affiliation Type Desc:	Operator
Entity Name:	Party City Corporation
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(973) 453-8601,

Affiliation Type Desc:	Document Preparer
Entity Name:	William Hendel
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Identification Signer
Entity Name:	Cristina Armstrong
Entity Title:	Attorney for Party City Corporation
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Parent Corporation
Entity Name:	Party City Corporation
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported

PARTY CITY CORPORATION STORE 867 (Continued) **S121778576**

Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 1007 Cochrane Rd
Affiliation City: Morgan Hill
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95037
Affiliation Phone: ,

Affiliation Type Desc: Environmental Contact
Entity Name: Cynthia Trow
Entity Title: Not reported
Affiliation Address: 100 Tice Blvd
Affiliation City: Woodcliff Lake
Affiliation State: NJ
Affiliation Country: Not reported
Affiliation Zip: 07677
Affiliation Phone: ,

Affiliation Type Desc: Property Owner
Entity Name: MORGAN HILL RETAIL VENTURE, LP
Entity Title: Not reported
Affiliation Address: 1556 Parkside Dr.
Affiliation City: Walnut Creek
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 94596
Affiliation Phone: (925) 588-2213,

27
West
1/8-1/4
0.182 mi.
959 ft.

BIG 5 SPORTING GOODS #149
150 COCHRANE PLZ
MORGAN HILL, CA 95037

RCRA NonGen / NLR **1024851600**
CAL000410195

Relative:
Lower

Actual:
378 ft.

RCRA Listings:
Date Form Received by Agency: 20150915
Handler Name: Big 5 Sporting Goods #149
Handler Address: 150 COCHRANE PLZ
Handler City,State,Zip: MORGAN HILL, CA 95037-2812
EPA ID: CAL000410195
Contact Name: ROGER TANAKA EXT 5523
Contact Address: 2525 E EL SEGUNDO BLVD
Contact City,State,Zip: EL SEGUNDO, CA 90245
Contact Telephone: 310-536-0611
Contact Fax: Not reported
Contact Email: ASHLEY.CAMPBELL@STERICYCLE.COM
Contact Title: Not reported
EPA Region: 09
Land Type: Not reported
Federal Waste Generator Description: Not a generator, verified
Non-Notifier: Not reported

BIG 5 SPORTING GOODS #149 (Continued) **1024851600**

Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	2525 E EL SEGUNDO BLVD
Mailing City,State,Zip:	EL SEGUNDO, CA 90245
Owner Name:	Big 5 Corp
Owner Type:	Other
Operator Name:	Roger Tanaka Ext 5523
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	Yes
Universal Waste Destination Facility:	Yes
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20180906
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: BIG 5 CORP	
Legal Status:	Other

BIG 5 SPORTING GOODS #149 (Continued) **1024851600**

Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 E EL SEGUNDO BLVD
Owner/Operator City,State,Zip:	EL SEGUNDO, CA 90245
Owner/Operator Telephone:	310-536-0611
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name: ROGER TANAKA EXT 5523	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2525 E EL SEGUNDO BLVD
Owner/Operator City,State,Zip:	EL SEGUNDO, CA 90245
Owner/Operator Telephone:	310-536-0611
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20150915
Handler Name: BIG 5 SPORTING GOODS #149	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

List of NAICS Codes and Descriptions:

NAICS Code:	45111
NAICS Description:	SPORTING GOODS STORES

Facility Has Received Notices of Violations:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

D28
SW
1/8-1/4
0.183 mi.
967 ft.

DENISE BLASE
700 JARVIS DRIVE
MORGAN HILL, CA 95037

Site 3 of 3 in cluster D

RCRA NonGen / NLR

1026484051
CAC003090139

Relative:
Lower

Actual:
377 ft.

RCRA Listings:

Date Form Received by Agency:	20201027
Handler Name:	Denise Blase
Handler Address:	700 JARVIS DRIVE
Handler City,State,Zip:	MORGAN HILL, CA 95037
EPA ID:	CAC003090139
Contact Name:	DENISE BLASE
Contact Address:	700 JARVIS DRIVE
Contact City,State,Zip:	MORGAN HILL, CA 95037
Contact Telephone:	408-465-0819
Contact Fax:	Not reported
Contact Email:	DENISE.BLASE@ENDRIES.COM
Contact Title:	Not reported
EPA Region:	09
Land Type:	Not reported
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Not reported
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	700 JARVIS DRIVE
Mailing City,State,Zip:	MORGAN HILL, CA 95037
Owner Name:	Endries International, Inc.
Owner Type:	Other
Operator Name:	Denise Blase
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No

DENISE BLASE (Continued) **1026484051**

Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20201106
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: ENDRIES INTERNATIONAL, INC.	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	700 JARVIS DRIVE
Owner/Operator City,State,Zip:	MORGAN HILL, CA 95037
Owner/Operator Telephone:	408-465-0819
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: DENISE BLASE	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	700 JARVIS DRIVE
Owner/Operator City,State,Zip:	MORGAN HILL, CA 95037
Owner/Operator Telephone:	408-465-0819
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20201027
Handler Name: DENISE BLASE	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

DENISE BLASE (Continued) **1026484051**

List of NAICS Codes and Descriptions:
NAICS Code: 325311
NAICS Description: NITROGENOUS FERTILIZER MANUFACTURING

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

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29 NE 1/8-1/4 0.201 mi. 1061 ft. **ST. LOUISE HOSPITAL** **UST U003976875**
18500 ST LOUISE DR **N/A**
MORGAN HILL, CA 95037

Relative: Higher
Actual: 393 ft.

UST:

Name:	ST. LOUISE HOSPITAL
Address:	18500 ST LOUISE DR
City,State,Zip:	MORGAN HILL, CA 95037
Facility ID:	85
Permitting Agency:	CAMPBELL,CUPERTINO,LOS GATOS,MORGAN HILL
CERSID:	Not reported
Latitude:	37.154975
Longitude:	-121.64481
Owner type:	Not reported
Facility type:	Not reported
Num of inuse ust:	Not reported
Num of closed ust:	Not reported
Num of oos ust:	Not reported
Epa region:	Not reported
Tribal lands:	Not reported
Tank owner name:	Not reported
Tank owner mailing address:	Not reported
Tank owner mailing city:	Not reported
Tank owner mailing zip:	Not reported
Tank owner mailing state:	Not reported
Tank operator name:	Not reported
Tank operator mailing address:	Not reported
Tank operator mailing city:	Not reported
Tank operator mailing zip:	Not reported
Tank operator mailing state:	Not reported
Tankidnumber:	Not reported
Tank status:	Not reported
Tank configuration:	Not reported
Tank closure date:	Not reported
Tank installation date:	Not reported
Tank num of compartments:	Not reported
Tank contents:	Not reported
Tank capacity gallons:	Not reported
Tank type:	Not reported
Tank pc construction:	Not reported
Tank pwpiping construction:	Not reported
Tank piping type:	Not reported
Tank piping construction:	Not reported

ST. LOUISE HOSPITAL (Continued) **U003976875**

Tank sacrificial anode:	Not reported
Tank cp impressed current:	Not reported
Tank cp shutoff:	Not reported
Tank alarms:	Not reported
Tank ball float:	Not reported
Tank spill bucket:	Not reported

G30 **GMP METAL PLATING INC** **PFAS ECHO** **1027364203**
SSW **N/A**
1/8-1/4 **MORGAN HILL, CA**
0.209 mi.
1102 ft. **Site 1 of 4 in cluster G**

Relative: **Lower**

Actual: **376 ft.**

PFAS ECHO:

Name:	GMP METAL PLATING INC
Address:	Not reported
City,State,Zip:	MORGAN HILL, CA
Latitude:	37.147030
Longitude:	-121.650360
Count:	1
County:	SANTA CLARA
Status:	Active
Region:	09
Industry:	Metal Coating
ECHO Facility Report:	https://echo.epa.gov/detailed-facility-report?fid=110002932596
Facility Percent Minority:	52.719
Facility Derived Tribes:	-
Facility Population:	1330.64
EPA Programs:	CWA; RCRA
Federal Facility:	No
Federal Agency:	-
Facility FIPS Code:	06085
Facility Indian Country Flag:	N
Facility Collection Method:	ADDRESS MATCHING-HOUSE NUMBER
Facility Derived HUC:	18060002
Facility Derived WBD:	180500030202
Facility Derived CD113:	19
Facility Derived CB2010:	060855123111016
Facility Major Flag:	-
Facility Active Flag:	Y
Facility Inspection Count:	2
Facility Date Last Inspection:	11/4/2021
Facility Days Last Inspection:	688
Facility Informal Count:	0
Facility Date Last Informal Action:	8/5/2015
Facility Formal Action Count:	0
Facility Date Last Formal Action:	-
Facility Total Penalties:	0
Facility Penalty Count:	-
Facility Date Last Penalty:	-
Facility Last Penalty AMT:	-
Facility QTRS With NC:	1
Facility Programs With SNC:	0
Facility Compliance Status:	No Violation Identified
Facility SNC Flag:	N
AIR Flag:	N
NPDES Flag:	Y
SDWIS Flag:	N

GMP METAL PLATING INC (Continued) **1027364203**

RCRA Flag:	Y
TRI Flag:	N
GHG Flag:	N
AIR IDS:	-
CAA Permit Types:	-
CAA NAICS:	-
CAA SICS:	-
NPDES IDS:	CAZ471059
CWA Permit Types:	Minor
CWA NAICS:	-
CWA SICS:	3471
RCRA IDS:	CAR000065565
RCRA Permit Types:	LQG
RCRA NAICS:	332813
SDWA IDS:	-
SDWA System Types:	-
SDWA Compliance Status:	-
SDWA SNC Flag:	N
TRI IDS:	95037GMPMT74JAR
TRI Releases Transfers:	-
TRI On Site Releases:	-
TRI Off Site Transfers:	-
TRI Reporter:	-
Facility IMP Water Flag:	-
EJSCREEN Flag US:	N
EJSCREEN Report:	https://ejscreen.epa.gov/mapper/mobile/EJSCREEN_mobile.aspx?geometry=%7B%22x%22:-121.65036,%22y%22:37.14703,%22spatialReference%22:%7B%22wkid%22:4326%7D%7D&unit=9035&areatype=&areaid=&basemap=streets&distance=1

H31 **RUGE RANCH** **CUPA Listings** **S121468847**
North **1320 COCHRANE RD** **N/A**
1/8-1/4 **MORGAN HILL, CA 95037**
0.216 mi.
1141 ft. **Site 1 of 2 in cluster H**

Relative: **Higher**
Actual: **393 ft.**

CUPA SANTA CLARA:

Name:	RUGE RANCH
Address:	1320 COCHRANE RD
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	Not reported
UDF Email:	Not reported
PE#:	2399
Program Description:	UNDERGROUND STORAGE TANK PROGRAM RECORD
Program Identifier:	Not reported
Latitude:	37.157533
Longitude:	-121.646352
Record ID:	PR0308204
Facility ID:	FA0203013

H32 **RUGE RANCH** **HIST UST** **U001601613**
North **1320 COCHRANE ROAD** **N/A**
1/8-1/4 **MORGAN HILL, CA 95037**
0.216 mi.
1141 ft. **Site 2 of 2 in cluster H**

Relative: **Higher**
Actual: **393 ft.**

HIST UST:

Name:	RUGE RANCH
Address:	1320 COCHRANE ROAD
City,State,Zip:	MORGAN HILL, CA 95037
File Number:	00020abf
URL:	https://documents.geotracker.waterboards.ca.gov/ustpdfs/pdf/00020abf.pdf
Region:	STATE
Facility ID:	00000032162
Facility Type:	Other
Other Type:	FARM2
Contact Name:	Not reported
Telephone:	4087793760
Owner Name:	WILLIAM R. RUGE
Owner Address:	1320 COCHRANE ROAD
Owner City,St,Zip:	MORGAN HILL, CA 95037
Total Tanks:	0002
Tank Num:	001
Container Num:	I
Year Installed:	1950
Tank Capacity:	00000550
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Visual
Tank Num:	002
Container Num:	II
Year Installed:	1952
Tank Capacity:	00000350
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Click here for Geo Tracker PDF:

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33 **T-MOBILE WEST, LLC SF04815A** **CUPA Listings** **S121779182**
WSW **144 COCHRANE PLZ** **CERS** **N/A**
1/8-1/4 **MORGAN HILL, CA 95037**
0.225 mi.
1186 ft.

Relative: **Lower**
Actual: **376 ft.**

CUPA SANTA CLARA:

Name:	T-MOBILE WEST, LLC SF04815A
Address:	144 COCHRANE PLZ
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	8886624662
UDF Email:	CHRISTINA.SPOTT@T-MOBILE.COM
PE#:	BP01
Program Description:	HMBP FACILITY, 1-3 CHEMICALS
Program Identifier:	DEH PERMIT-HAZ MAT BUSINESS PLAN PROGRAM
Latitude:	Not reported

T-MOBILE WEST, LLC SF04815A (Continued) **S121779182**

Longitude: Not reported
Record ID: PR0446336
Facility ID: FA0303690

CERS:
Name: T-MOBILE WEST, LLC SF04815A
Address: 144 COCHRANE PLZ
City,State,Zip: MORGAN HILL, CA 95037
Site ID: 414844
CERS ID: 10720402
CERS Description: Chemical Storage Facilities

Affiliation:
Affiliation Type Desc: Environmental Contact
Entity Name: Kelly Michaels
Entity Title: Not reported
Affiliation Address: 2008 McGaw Ave
Affiliation City: Irvine
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 92614
Affiliation Phone: ,

Affiliation Type Desc: Identification Signer
Entity Name: Donna Kellison
Entity Title: Project Manager
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Document Preparer
Entity Name: Donna Kellison
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 1200 Concord Ave., Suite 500
Affiliation City: Concord
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 94520
Affiliation Phone: ,

Affiliation Type Desc: Legal Owner
Entity Name: T-MOBILE WEST, LLC
Entity Title: Not reported
Affiliation Address: 12920 SE 38th Street

T-MOBILE WEST, LLC SF04815A (Continued) **S121779182**

Affiliation City:	Bellevue
Affiliation State:	WA
Affiliation Country:	United States
Affiliation Zip:	98006
Affiliation Phone:	(425) 383-4000,
Affiliation Type Desc:	Operator
Entity Name:	T-MOBILE WEST, LLC
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(406) 561-6942,
Affiliation Type Desc:	CUPA District
Entity Name:	Santa Clara County Environmental Health
Entity Title:	Not reported
Affiliation Address:	1555 Berger Drive, Suite 300
Affiliation City:	San Jose
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95112-2716
Affiliation Phone:	(408) 918-3400,
Affiliation Type Desc:	Parent Corporation
Entity Name:	T-MOBILE WEST, LLC
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

G34 **GMP PLATING, INC** **RCRA-LQG** **1001959868**
SSW **740 JARVIS DR** **CAR000065565**
1/8-1/4 **MORGAN HILL, CA 95037**
0.238 mi.
1257 ft. **Site 2 of 4 in cluster G**

Relative: **Lower**

Actual: **375 ft.**

RCRA Listings:

Date Form Received by Agency:	20220117
Handler Name:	Gmp Plating, Inc
Handler Address:	JARVIS DR
Handler City,State,Zip:	MORGAN HILL, CA 95037-0000
EPA ID:	CAR000065565
Contact Name:	MARTIN GUTIERREZ
Contact Address:	JARVIS DR
Contact City,State,Zip:	MORGAN HILL, CA 95037-0000
Contact Telephone:	408-446-0712
Contact Fax:	Not reported
Contact Email:	MARTIN@GMPPLATING.COM
Contact Title:	PRESIDENT
EPA Region:	09
Land Type:	Private

GMP PLATING, INC (Continued) **1001959868**

Federal Waste Generator Description:	Large Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	2021
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	JARVIS DR
Mailing City,State,Zip:	MORGAN HILL, CA 95037-0000
Owner Name:	Martin Gutierrez
Owner Type:	Private
Operator Name:	Martin Gutierrez
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20220125
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Biennial: List of Years
Year: 2021

GMP PLATING, INC (Continued) **1001959868**

Click Here for Biennial Reporting System Data:
Year: 2019

Click Here for Biennial Reporting System Data:
Year: 2017

Click Here for Biennial Reporting System Data:
Year: 2015

Click Here for Biennial Reporting System Data:
Year: 2013

Click Here for Biennial Reporting System Data:
Year: 2011

Click Here for Biennial Reporting System Data:
Year: 2009

Click Here for Biennial Reporting System Data:
Year: 2007

Click Here for Biennial Reporting System Data:
Year: 2005

Click Here for Biennial Reporting System Data:
Year: 2003

Click Here for Biennial Reporting System Data:

Hazardous Waste Summary:

Waste Code:	D002
Waste Description:	Corrosive Waste
Waste Code:	D006
Waste Description:	Cadmium
Waste Code:	D007
Waste Description:	Chromium
Waste Code:	D008
Waste Description:	Lead
Waste Code:	F006
Waste Description:	Wastewater Treatment Sludges From Electroplating Operations, Except From The Following Processes: (1) Sulfuric Acid Anodizing Of Aluminum; (2) Tin Plating On Carbon Steel; (3) Zinc Plating (Segregated Basis) On Carbon Steel; (4) Aluminum Or Zinc-Aluminum Plating On Carbon Steel; (5) Cleaning/Stripping Associated With Tin, Zinc, And Aluminum Plating On Carbon Steel; And (6) Chemical Etching And Milling Of Aluminum.
Waste Code:	LABP
Waste Description:	Labp

Handler - Owner Operator:

GMP PLATING, INC (Continued) **1001959868**

Owner/Operator Indicator:	Operator
Owner/Operator Name: MARTIN GUTIERREZ	
Legal Status:	Private
Date Became Current:	20000701
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name: MARTIN GUTIERREZ	
Legal Status:	Private
Date Became Current:	20000701
Date Ended Current:	Not reported
Owner/Operator Address:	740 JARVIS DRIVE
Owner/Operator City,State,Zip:	MORGAN HILL, CA 95037
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: MARTIN GUTIERREZ	
Legal Status:	Private
Date Became Current:	20000701
Date Ended Current:	Not reported
Owner/Operator Address:	740 JARVIS DRIVE
Owner/Operator City,State,Zip:	MORGAN HILL, CA 95037
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name: MARTIN GUTTIERREZ	
Legal Status:	Private
Date Became Current:	20000701
Date Ended Current:	Not reported
Owner/Operator Address:	740 JARVIS DR
Owner/Operator City,State,Zip:	MORGAN HILL, CA 95037
Owner/Operator Telephone:	408-776-0712
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: MARTIN GUTIERREZ	
Legal Status:	Private
Date Became Current:	20000701
Date Ended Current:	Not reported
Owner/Operator Address:	740 JARVIS DR
Owner/Operator City,State,Zip:	MORGAN HILL, CA 95037-0000
Owner/Operator Telephone:	408-776-0712
Owner/Operator Telephone Ext:	Not reported

GMP PLATING, INC (Continued) **1001959868**

Owner/Operator Fax: Not reported
Owner/Operator Email: MARTIN@GMPPLATING.COM

Owner/Operator Indicator: Operator
Owner/Operator Name: MARTIN GUTIERREZ
Legal Status: Private
Date Became Current: 20000715
Date Ended Current: Not reported
Owner/Operator Address: Not reported
Owner/Operator City,State,Zip: Not reported
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: MARTIN GUTIERREZ
Legal Status: Private
Date Became Current: 20001207
Date Ended Current: Not reported
Owner/Operator Address: 740 JARVIS DRIVE
Owner/Operator City,State,Zip: MORGAN HILL, CA 95037
Owner/Operator Telephone: 408-776-0712
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: MARTIN GUTIERREZ
Legal Status: Private
Date Became Current: 20000701
Date Ended Current: Not reported
Owner/Operator Address: 740 JARVIS DR
Owner/Operator City,State,Zip: MORGAN HILL, CA 95037-0000
Owner/Operator Telephone: 408-776-0712
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: MARTIN@GMPPLATING.COM

Owner/Operator Indicator: Owner
Owner/Operator Name: MARTIN GUTIERREZ
Legal Status: Private
Date Became Current: 20000701
Date Ended Current: Not reported
Owner/Operator Address: 740 JARVIS DR
Owner/Operator City,State,Zip: MORGAN HILL, CA 95037
Owner/Operator Telephone: 408-776-0712
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: MARTIN@GMPPLATING.COM

Owner/Operator Indicator: Owner
Owner/Operator Name: MARTIN GUTIERREZ
Legal Status: Private
Date Became Current: 20000701
Date Ended Current: Not reported
Owner/Operator Address: 740 JARVIS DR

GMP PLATING, INC (Continued) **1001959868**

Owner/Operator City,State,Zip: MORGAN HILL, CA 95037-0000
Owner/Operator Telephone: 408-776-0712
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: MARTIN@GMPPLATING.COM

Owner/Operator Indicator: Owner
Owner/Operator Name: MARTIN GUTIERREZ
Legal Status: Private
Date Became Current: 20000715
Date Ended Current: Not reported
Owner/Operator Address: 740 JARVIS DRIVE
Owner/Operator City,State,Zip: MORGAN HILL, CA 95037
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: MARTIN GUTIERREZ
Legal Status: Private
Date Became Current: 20000701
Date Ended Current: Not reported
Owner/Operator Address: Not reported
Owner/Operator City,State,Zip: Not reported
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: MARTIN GUTIERREZ
Legal Status: Private
Date Became Current: 20000701
Date Ended Current: Not reported
Owner/Operator Address: 740 JARVIS DR
Owner/Operator City,State,Zip: MORGAN HILL, CA 95037-0000
Owner/Operator Telephone: 408-776-0712
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: MARTIN@GMPPLATING.COM

Owner/Operator Indicator: Operator
Owner/Operator Name: MARTIN GUTIERREZ
Legal Status: Private
Date Became Current: 20000701
Date Ended Current: Not reported
Owner/Operator Address: 740 JARVIS DR
Owner/Operator City,State,Zip: MORGAN HILL, CA 95037-0000
Owner/Operator Telephone: 408-776-0712
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: MARTIN@GMPPLATING.COM

Owner/Operator Indicator: Operator
Owner/Operator Name: GMP METAL PLATING, INC.
Legal Status: Private

GMP PLATING, INC (Continued) **1001959868**

Date Became Current:	20000615
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name: MARTIN GUTIERREZ	
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	740 JARVIS RD
Owner/Operator City,State,Zip:	MORGAN HILL, CA 95037
Owner/Operator Telephone:	408-489-1064
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name: MARTIN GUTIERREZ	
Legal Status:	Private
Date Became Current:	20001207
Date Ended Current:	Not reported
Owner/Operator Address:	740 JARVIS DRIVE
Owner/Operator City,State,Zip:	MORGAN HILL, CA 95037
Owner/Operator Telephone:	408-776-0712
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name: MARTIN GUTIERREZ	
Legal Status:	Private
Date Became Current:	20000615
Date Ended Current:	Not reported
Owner/Operator Address:	740 JARVIS AVENUE
Owner/Operator City,State,Zip:	MORGAN HILL, CA 95037
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name: MARTIN GUTIERREZ	
Legal Status:	Private
Date Became Current:	20000701
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

GMP PLATING, INC (Continued) **1001959868**

Owner/Operator Indicator:	Owner
Owner/Operator Name: MARTIN GUTIERREZ	
Legal Status:	Private
Date Became Current:	20000701
Date Ended Current:	Not reported
Owner/Operator Address:	740 JARVIS DRIVE
Owner/Operator City,State,Zip:	MORGAN HILL, CA 95037
Owner/Operator Telephone:	408-776-0712
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name: MARTIN GUTIERREZ	
Legal Status:	Private
Date Became Current:	20000701
Date Ended Current:	Not reported
Owner/Operator Address:	740 JARVIS DR
Owner/Operator City,State,Zip:	MORGAN HILL, CA 95037-0000
Owner/Operator Telephone:	408-776-0712
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	MARTIN@GMPPLATING.COM

Owner/Operator Indicator:	Operator
Owner/Operator Name: MARTIN GUTIERREZ	
Legal Status:	Private
Date Became Current:	20000701
Date Ended Current:	Not reported
Owner/Operator Address:	740 JARVIS DR
Owner/Operator City,State,Zip:	MORGAN HILL, CA 95037-0000
Owner/Operator Telephone:	408-776-0712
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	MARTIN@GMPPLATING.COM

Owner/Operator Indicator:	Owner
Owner/Operator Name: MARTIN GUTIERREZ	
Legal Status:	Private
Date Became Current:	20000701
Date Ended Current:	Not reported
Owner/Operator Address:	740 JARVIS DRIVE
Owner/Operator City,State,Zip:	MORGAN HILL, CA 95035
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20100209
Handler Name: GMP METAL PLATING, INC.	
Federal Waste Generator Description:	Large Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No

GMP PLATING, INC (Continued) **1001959868**

Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	20120224
Handler Name: GMP METAL PLATING, INC.	
Federal Waste Generator Description:	Large Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	20140301
Handler Name: GMP METAL PLATING INC	
Federal Waste Generator Description:	Large Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	20160218
Handler Name: GMP METAL PLATING, INC	
Federal Waste Generator Description:	Large Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	20180126
Handler Name: GMP PLATING INC	
Federal Waste Generator Description:	Large Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	No
Electronic Manifest Broker:	No

GMP PLATING, INC (Continued) **1001959868**

Receive Date:		20201002
Handler Name:	GMP PLATING, INC	
Federal Waste Generator Description:		Large Quantity Generator
State District Owner:		Not reported
Large Quantity Handler of Universal Waste:		No
Recognized Trader Importer:		No
Recognized Trader Exporter:		No
Spent Lead Acid Battery Importer:		No
Spent Lead Acid Battery Exporter:		No
Current Record:		No
Non Storage Recycler Activity:		No
Electronic Manifest Broker:		No

Receive Date:		20220117
Handler Name:	GMP PLATING, INC	
Federal Waste Generator Description:		Large Quantity Generator
State District Owner:		Not reported
Large Quantity Handler of Universal Waste:		No
Recognized Trader Importer:		No
Recognized Trader Exporter:		No
Spent Lead Acid Battery Importer:		No
Spent Lead Acid Battery Exporter:		No
Current Record:		Yes
Non Storage Recycler Activity:		No
Electronic Manifest Broker:		No

Receive Date:		20190109
Handler Name:	GMP METAL PLATING, INC	
Federal Waste Generator Description:		Large Quantity Generator
State District Owner:		Not reported
Large Quantity Handler of Universal Waste:		No
Recognized Trader Importer:		No
Recognized Trader Exporter:		No
Spent Lead Acid Battery Importer:		No
Spent Lead Acid Battery Exporter:		No
Current Record:		No
Non Storage Recycler Activity:		No
Electronic Manifest Broker:		No

Receive Date:		20000202
Handler Name:	GMP INC	
Federal Waste Generator Description:		Large Quantity Generator
State District Owner:		Not reported
Large Quantity Handler of Universal Waste:		No
Recognized Trader Importer:		No
Recognized Trader Exporter:		No
Spent Lead Acid Battery Importer:		No
Spent Lead Acid Battery Exporter:		No
Current Record:		No
Non Storage Recycler Activity:		Not reported
Electronic Manifest Broker:		Not reported

Receive Date:		20040701
Handler Name:	GMP METAL PLATING INC.	
Federal Waste Generator Description:		Large Quantity Generator
State District Owner:		Not reported
Large Quantity Handler of Universal Waste:		No

GMP PLATING, INC (Continued) **1001959868**

Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	20060217
Handler Name:	GMP METAL PLATING, INC.
Federal Waste Generator Description:	Large Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	20080229
Handler Name:	GMP METAL PLATING, INC.
Federal Waste Generator Description:	Large Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

List of NAICS Codes and Descriptions:

NAICS Code:	332813
NAICS Description:	ELECTROPLATING, PLATING, POLISHING, ANODIZING, AND COLORING

NAICS Code:	334119
NAICS Description:	OTHER COMPUTER PERIPHERAL EQUIPMENT MANUFACTURING

Has the Facility Received Notices of Violations:

Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	Generators - Pre-transport
Date Violation was Determined:	20180927
Actual Return to Compliance Date:	20181030
Return to Compliance Qualifier:	Documented
Violation Responsible Agency:	State
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported

GMP PLATING, INC (Continued) **1001959868**

Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported
Enforcement Type:	Not reported
Enforcement Responsible Person:	Not reported
Enforcement Responsible Sub-Organization:	Not reported
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported
SEP Scheduled Completion Date:	Not reported
SEP Actual Date:	Not reported
SEP Defaulted Date:	Not reported
SEP Type:	Not reported
SEP Type Description:	Not reported
Proposed Amount:	Not reported
Final Monetary Amount:	Not reported
Paid Amount:	Not reported
Final Count:	Not reported
Final Amount:	Not reported

Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	Generators - Pre-transport
Date Violation was Determined:	20211104
Actual Return to Compliance Date:	20211202
Return to Compliance Qualifier:	Documented
Violation Responsible Agency:	State
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported
Enforcement Type:	Not reported
Enforcement Responsible Person:	Not reported
Enforcement Responsible Sub-Organization:	Not reported
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported
SEP Scheduled Completion Date:	Not reported
SEP Actual Date:	Not reported
SEP Defaulted Date:	Not reported
SEP Type:	Not reported
SEP Type Description:	Not reported
Proposed Amount:	Not reported

GMP PLATING, INC (Continued) **1001959868**

Final Monetary Amount:	Not reported
Paid Amount:	Not reported
Final Count:	Not reported
Final Amount:	Not reported
Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	Generators - General
Date Violation was Determined:	20211104
Actual Return to Compliance Date:	20211202
Return to Compliance Qualifier:	Documented
Violation Responsible Agency:	State
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported
Enforcement Type:	Not reported
Enforcement Responsible Person:	Not reported
Enforcement Responsible Sub-Organization:	Not reported
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported
SEP Scheduled Completion Date:	Not reported
SEP Actual Date:	Not reported
SEP Defaulted Date:	Not reported
SEP Type:	Not reported
SEP Type Description:	Not reported
Proposed Amount:	Not reported
Final Monetary Amount:	Not reported
Paid Amount:	Not reported
Final Count:	Not reported
Final Amount:	Not reported
Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	Generators - Pre-transport
Date Violation was Determined:	20180927
Actual Return to Compliance Date:	20181030
Return to Compliance Qualifier:	Documented
Violation Responsible Agency:	State
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported

GMP PLATING, INC (Continued) **1001959868**

Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported
Enforcement Type:	Not reported
Enforcement Responsible Person:	Not reported
Enforcement Responsible Sub-Organization:	Not reported
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported
SEP Scheduled Completion Date:	Not reported
SEP Actual Date:	Not reported
SEP Defaulted Date:	Not reported
SEP Type:	Not reported
SEP Type Description:	Not reported
Proposed Amount:	Not reported
Final Monetary Amount:	Not reported
Paid Amount:	Not reported
Final Count:	Not reported
Final Amount:	Not reported

Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	Generators - Pre-transport
Date Violation was Determined:	20150805
Actual Return to Compliance Date:	20150904
Return to Compliance Qualifier:	Documented
Violation Responsible Agency:	State
Scheduled Compliance Date:	20150904
Enforcement Identifier:	603
Date of Enforcement Action:	20150805
Enforcement Responsible Agency:	State
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	No
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported
Enforcement Type:	WRITTEN INFORMAL
Enforcement Responsible Person:	Not reported
Enforcement Responsible Sub-Organization:	Not reported
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported
SEP Scheduled Completion Date:	Not reported
SEP Actual Date:	Not reported
SEP Defaulted Date:	Not reported
SEP Type:	Not reported
SEP Type Description:	Not reported
Proposed Amount:	Not reported

GMP PLATING, INC (Continued) **1001959868**

Final Monetary Amount:	Not reported
Paid Amount:	Not reported
Final Count:	Not reported
Final Amount:	Not reported
Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	Generators - Pre-transport
Date Violation was Determined:	20211104
Actual Return to Compliance Date:	20211202
Return to Compliance Qualifier:	Documented
Violation Responsible Agency:	State
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported
Enforcement Type:	Not reported
Enforcement Responsible Person:	Not reported
Enforcement Responsible Sub-Organization:	Not reported
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported
SEP Scheduled Completion Date:	Not reported
SEP Actual Date:	Not reported
SEP Defaulted Date:	Not reported
SEP Type:	Not reported
SEP Type Description:	Not reported
Proposed Amount:	Not reported
Final Monetary Amount:	Not reported
Paid Amount:	Not reported
Final Count:	Not reported
Final Amount:	Not reported
Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	Generators - Pre-transport
Date Violation was Determined:	20150805
Actual Return to Compliance Date:	20150904
Return to Compliance Qualifier:	Documented
Violation Responsible Agency:	State
Scheduled Compliance Date:	20150904
Enforcement Identifier:	603
Date of Enforcement Action:	20150805
Enforcement Responsible Agency:	State
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	No

GMP PLATING, INC (Continued) **1001959868**

Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: WRITTEN INFORMAL
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: Yes
Agency Which Determined Violation: State
Violation Short Description: Generators - Pre-transport
Date Violation was Determined: 20180927
Actual Return to Compliance Date: 20181123
Return to Compliance Qualifier: Observed
Violation Responsible Agency: State
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported

GMP PLATING, INC (Continued) **1001959868**

Final Monetary Amount:	Not reported
Paid Amount:	Not reported
Final Count:	Not reported
Final Amount:	Not reported
Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	Generators - Pre-transport
Date Violation was Determined:	20180927
Actual Return to Compliance Date:	20181030
Return to Compliance Qualifier:	Documented
Violation Responsible Agency:	State
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported
Enforcement Type:	Not reported
Enforcement Responsible Person:	Not reported
Enforcement Responsible Sub-Organization:	Not reported
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported
SEP Scheduled Completion Date:	Not reported
SEP Actual Date:	Not reported
SEP Defaulted Date:	Not reported
SEP Type:	Not reported
SEP Type Description:	Not reported
Proposed Amount:	Not reported
Final Monetary Amount:	Not reported
Paid Amount:	Not reported
Final Count:	Not reported
Final Amount:	Not reported
Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	Generators - Pre-transport
Date Violation was Determined:	20150805
Actual Return to Compliance Date:	20150904
Return to Compliance Qualifier:	Documented
Violation Responsible Agency:	State
Scheduled Compliance Date:	20150904
Enforcement Identifier:	603
Date of Enforcement Action:	20150805
Enforcement Responsible Agency:	State
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	No

GMP PLATING, INC (Continued) **1001959868**

Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: WRITTEN INFORMAL
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Evaluation Action Summary:
Evaluation Date: 20180927
Evaluation Responsible Agency: State
Found Violation: Yes
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier: Not reported
Evaluation Responsible Sub-Organization: Not reported
Actual Return to Compliance Date: 20181030
Scheduled Compliance Date: Not reported
Date of Request: Not reported
Date Response Received: Not reported
Request Agency: Not reported
Former Citation: Not reported

Evaluation Date: 20211104
Evaluation Responsible Agency: State
Found Violation: Yes
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier: CUPA
Evaluation Responsible Sub-Organization: Not reported
Actual Return to Compliance Date: 20211202
Scheduled Compliance Date: Not reported
Date of Request: Not reported
Date Response Received: Not reported
Request Agency: Not reported
Former Citation: Not reported

Evaluation Date: 20211104
Evaluation Responsible Agency: State
Found Violation: Yes
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier: CUPA
Evaluation Responsible Sub-Organization: Not reported

GMP PLATING, INC (Continued) **1001959868**

Actual Return to Compliance Date:	20211202
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20180927
Evaluation Responsible Agency:	State
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier:	Not reported
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	20181030
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20150805
Evaluation Responsible Agency:	State
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier:	Not reported
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	20150904
Scheduled Compliance Date:	20150904
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20211104
Evaluation Responsible Agency:	State
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier:	CUPA
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	20211202
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20150805
Evaluation Responsible Agency:	State
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier:	Not reported
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	20150904
Scheduled Compliance Date:	20150904
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported

GMP PLATING, INC (Continued) **1001959868**

Former Citation:	Not reported
Evaluation Date:	20180927
Evaluation Responsible Agency:	State
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier:	Not reported
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	20181123
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20180927
Evaluation Responsible Agency:	State
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier:	Not reported
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	20181030
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20150805
Evaluation Responsible Agency:	State
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier:	Not reported
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	20150904
Scheduled Compliance Date:	20150904
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported

G35 **GMP PLATING INC** **CUPA Listings** **S105726298**
SSW **740 JARVIS DR** **N/A**
1/8-1/4 **MORGAN HILL, CA 95037**
0.238 mi.
1257 ft. **Site 3 of 4 in cluster G**

Relative: **Lower**
Actual: **375 ft.**

CUPA SANTA CLARA:

Name:	GMP PLATING INC
Address:	740 JARVIS DR
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	4087760712
UDF Email:	Not reported
PE#:	LQ08
Program Description:	GENERATES 50 TO <250 TONS/YR (RCRA LQG)
Program Identifier:	DEH PERMIT-HAZ WASTE GENERATOR PROGRAM

GMP PLATING INC (Continued) **S105726298**

Latitude:	37.146215
Longitude:	-121.650388
Record ID:	PR0369484
Facility ID:	FA0253699
Name:	GMP PLATING INC
Address:	740 JARVIS DR
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	4087760712
UDF Email:	Not reported
PE#:	2261
Program Description:	PERMIT BY RULE (PBR)
Program Identifier:	DEH PERMIT-ONSITE HAZ WASTE TREATMENT/TIERED PERMIT PROGRAM
Latitude:	37.146215
Longitude:	-121.650388
Record ID:	PR0369735
Facility ID:	FA0253699
Name:	GMP PLATING INC
Address:	740 JARVIS DR
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	4087760712
UDF Email:	Not reported
PE#:	BP06
Program Description:	HMBP FACILITY, 22+ CHEMICALS
Program Identifier:	DEH PERMIT-HAZ MAT BUSINESS PLAN PROGRAM
Latitude:	37.146215
Longitude:	-121.650388
Record ID:	PR0375999
Facility ID:	FA0253699

G36 **GMP PLATING INC** **CERS HAZ WASTE** **S118595190**
SSW **740 JARVIS DR** **NPDES** **N/A**
1/8-1/4 **MORGAN HILL, CA 95037** **CIWQS**
0.238 mi. **CERS**
1257 ft. **Site 4 of 4 in cluster G**

Relative: **Lower**

Actual: **375 ft.**

CERS HAZ WASTE:

Name:	GMP PLATING INC
Address:	740 JARVIS DR
City,State,Zip:	MORGAN HILL, CA 95037
Site ID:	393927
CERS ID:	10355452
CERS Description:	Hazardous Waste Onsite Treatment
Name:	GMP PLATING INC
Address:	740 JARVIS DR
City,State,Zip:	MORGAN HILL, CA 95037
Site ID:	393927
CERS ID:	10355452
CERS Description:	Hazardous Waste Generator
Name:	GMP PLATING INC
Address:	740 JARVIS DR
City,State,Zip:	MORGAN HILL, CA 95037
Site ID:	393927

GMP PLATING INC (Continued) **S118595190**

CERS ID: 10355452
CERS Description: RCRA LQ HW Generator

NPDES:
Name: GMP PLATING INC
Address: 740 JARVIS DR
City,State,Zip: MORGAN HILL, CA 95307
Facility Status: Not reported
NPDES Number: Not reported
Region: Not reported
Agency Number: Not reported
Regulatory Measure ID: Not reported
Place ID: Not reported
Order Number: Not reported
WDID: 3 43NEC002021
Regulatory Measure Type: Industrial
Program Type: Not reported
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Expiration Date Of Regulatory Measure: Not reported
Discharge Address: Not reported
Discharge Name: Not reported
Discharge City: Not reported
Discharge State: Not reported
Discharge Zip: Not reported
Status: Terminated
Status Date: 10/16/2018
Operator Name: GMP Plating Inc
Operator Address: 740 Jarvis Dr
Operator City: Morgan Hill
Operator State: California
Operator Zip: 95307

NPDES as of 03/2018:
NPDES Number: CAS000001
Status: Active
Agency Number: 0
Region: 3
Regulatory Measure ID: 471059
Order Number: 97-03-DWQ
Regulatory Measure Type: Enrollee
Place ID: Not reported
WDID: 3 43NEC002021
Program Type: Industrial
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 04/25/2016
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: GMP Plating Inc
Discharge Address: 740 Jarvis Dr
Discharge City: Morgan Hill
Discharge State: California
Discharge Zip: 95307
Received Date: Not reported
Processed Date: Not reported
Status: Not reported

GMP PLATING INC (Continued) **S118595190**

Status Date:	Not reported
Place Size:	Not reported
Place Size Unit:	Not reported
Contact:	Not reported
Contact Title:	Not reported
Contact Phone:	Not reported
Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported
NPDES Number:	Not reported
Status:	Not reported
Agency Number:	Not reported

GMP PLATING INC (Continued) **S118595190**

Region:	3
Regulatory Measure ID:	471059
Order Number:	Not reported
Regulatory Measure Type:	Industrial
Place ID:	Not reported
WDID:	3 43NEC002021
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Received Date:	04/12/2016
Processed Date:	04/25/2016
Status:	Active
Status Date:	04/25/2016
Place Size:	67500
Place Size Unit:	SqFt
Contact:	Teresa Pimentel
Contact Title:	Quality Director
Contact Phone:	408-776-0712
Contact Phone Ext:	101
Contact Email:	teresa@gmpplating.com
Operator Name:	GMP Plating Inc
Operator Address:	740 Jarvis Dr
Operator City:	Morgan Hill
Operator State:	California
Operator Zip:	95307
Operator Contact:	Teresa Pimentel
Operator Contact Title:	Quality Director
Operator Contact Phone:	408-776-0712
Operator Contact Phone Ext:	101
Operator Contact Email:	Teresa@gmpplating.com
Operator Type:	Private Business
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	California
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported

GMP PLATING INC (Continued) **S118595190**

Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Y
Receiving Water Name:	Coyote Creek
Certifier:	Teresa Pimentel
Certifier Title:	Quality Director
Certification Date:	06-SEP-16
Primary Sic:	3471-Electroplating, Plating, Polishing, Anodizing, and Coloring
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

CIWQS:

Name:	GMP PLATING INC
Address:	740 JARVIS DR
City,State,Zip:	MORGAN HILL, CA 95307
Agency:	GMP Plating Inc
Agency Address:	740 Jarvis Dr, Morgan Hill, CA 95307
Place/Project Type:	Industrial - Electroplating, Plating, Polishing, Anodizing, and Coloring
SIC/NAICS:	3471
Region:	3
Program:	INDSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water industrial
Order Number:	2014-0057-DWQ
WDID:	3 43NEC002021
NPDES Number:	CAS000001
Adoption Date:	Not reported
Effective Date:	04/25/2016
Termination Date:	10/16/2018
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	37.146636
Longitude:	-121.650958

CERS:

Name:	GMP PLATING INC
Address:	740 JARVIS DR
City,State,Zip:	MORGAN HILL, CA 95037
Site ID:	393927
CERS ID:	10355452
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	393927
Site Name:	GMP PLATING INC

GMP PLATING INC (Continued) **S118595190**

Violation Date:	09-27-2018
Citation:	22 CCR 45 67450.3(c)(8) - California Code of Regulations, Title 22, Chapter 45, Section(s) 67450.3(c)(8)
Violation Description:	Failure to maintain the required documents, including waste analysis plan, contingency plan, training documents, Phase I Environmental Assessment, written inspections schedules, etc. at the facility where the FTU is operating and upon request make these documents available to the authorized agency, DTSC, the CUPA, or EPA, or local government agency.
Violation Notes:	Returned to compliance on 10/30/2018. Documented tank inspection logs were not available at the time of the compliance inspection.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	PBR
Violation Source:	CERS,
Site ID:	393927
Site Name:	GMP PLATING INC
Violation Date:	11-04-2021
Citation:	22 CCR 11 66261.7 - California Code of Regulations, Title 22, Chapter 11, Section(s) 66261.7
Violation Description:	Failure to manage empty containers greater than 5 gallons in capacity that previously held a hazardous material/waste in accordance with 22 CCR 11 66261.7 including but not limited to the following: (e)(2)By reclaiming its scrap value onsite or shipping the container or inner liner to a person who reclaims its scrap value; or (3) By reconditioning or remanufacturing the container or inner liner onsite for subsequent reuse, or shipping the container or inner liner to a person who reconditions or remanufactures the container or inner liner; or (4) By shipping the container or inner liner to a supplier or to another intermediate collection location for accumulation prior to managing the container or inner liner pursuant to subsections (e)(2) or (e)(3) of 22 CCR 11 66261.7; or (i) By shipping the container or inner liner back to the supplier for the purpose of being refilled. (f) A container or an inner liner removed from a container larger than five gallons in capacity which is managed pursuant to subsection (e) of 22 CCR 11 66261.7 shall be marked with the date it has been emptied and shall be managed within one year of being emptied.
Violation Notes:	Returned to compliance on 12/02/2021.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	HWLQG
Violation Source:	CERS,
Site ID:	393927
Site Name:	GMP PLATING INC
Violation Date:	11-04-2021
Citation:	22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Description:	Failure to properly label hazardous waste accumulation containers with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.
Violation Notes:	Returned to compliance on 12/02/2021. Bucket under sink in QA/QC lab used to collect test materials is unlabeled. The bin under the press was missing the start date.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	HWLQG

GMP PLATING INC (Continued) **S118595190**

Violation Source: CERS,

Site ID: 393927
Site Name: GMP PLATING INC
Violation Date: 09-27-2018
Citation: HSC 6.95 25508.1(a)-(f) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(a)-(f)
Violation Description: Failure to electronically update business plan within 30 days of any one of the following events: A 100 percent or more increase in the quantity of a previously disclosed material. Any handling of a previously undisclosed hazardous materials at or above reportable quantities. A change of business address, business ownership, or business name. A substantial change in the handler's operations that requires modification to any portion of the business plan.
Violation Notes: Returned to compliance on 10/25/2018. Facility has made changes to the way it purchases and stores chemicals, in may instances moving from storage of multip 55 gallon drums to storage in single 275 totes. HMBP inventory does not reflect this. While this is did not manifest itself in a 100% increase in quantity of any chemical, it is a substantial change in the handler's operation and method of storage.
Violation Division: Santa Clara County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 393927
Site Name: GMP PLATING INC
Violation Date: 08-05-2015
Citation: 22 CCR 12 66262.34(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(a)
Violation Description: Failure to obtain a permit or grant of interim status to accumulate hazardous waste longer than 90 days.
Violation Notes: Returned to compliance on 09/04/2015. Noted one 55 gallon steel drum holding used oil with a start date of 8/10/14 marked on it.
Violation Division: Santa Clara County Environmental Health
Violation Program: HWLQG
Violation Source: CERS,

Site ID: 393927
Site Name: GMP PLATING INC
Violation Date: 11-04-2021
Citation: HSC 6.5 Multiple - California Health and Safety Code, Chapter 6.5, Section(s) Multiple
Violation Description: Tiered Permitting - Administration/Documentation - General
Violation Notes: Site has established financial responsibilty using a alternate mechanism (savings account). Account does not currently have any restrictions or note that County of Santa Clara, Department of Environmental Health is co-benificiary or should be notified prior to removal of monies.
Violation Division: Santa Clara County Environmental Health
Violation Program: PBR
Violation Source: CERS,

Site ID: 393927
Site Name: GMP PLATING INC
Violation Date: 09-27-2018
Citation: 22 CCR 15 66265.52 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.52

GMP PLATING INC (Continued) **S118595190**

Violation Description:	Failure to include all of the following in the Contingency Plan: description of actions personnel will take in response to a release or emergency, arrangements with local authorities, list of emergency coordinators including name, addresses & phone numbers, list of emergency equipment and their physical description, location and capabilities, evacuation plan, and OES phone number. (If the owner or operator has already prepared a Spill Prevention, Control, and Countermeasures (SPCC) Plan or some other emergency or contingency plan, the owner or operator need only amend that plan to incorporate hazardous waste management provisions.)
Violation Notes:	Returned to compliance on 10/30/2018. Site is using the older version of the online consolidated contingency/emergency plan that is not complete. Copy of new version will be provided to Mr. Sanborn.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	HWLQG
Violation Source:	CERS,
Site ID:	393927
Site Name:	GMP PLATING INC
Violation Date:	08-05-2015
Citation:	HSC 6.5 Multiple - California Health and Safety Code, Chapter 6.5, Section(s) Multiple
Violation Description:	Tiered Permitting Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 09/04/2015. Per authorization letter, noted that cost of PBR closure permit changed closure cost estimate to >$10,000. GMP is working iwth Citbank to obtain a letter of credit, but has not finalized that documentation.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	PBR
Violation Source:	CERS,
Site ID:	393927
Site Name:	GMP PLATING INC
Violation Date:	08-05-2015
Citation:	HSC 6.5 Multiple - California Health and Safety Code, Chapter 6.5, Section(s) Multiple
Violation Description:	Tiered Permitting Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 09/04/2015. Tank re-assessment provided (dated 7/31/15) did not include assessment of the filter press. PLEASE AMEND TO INCLUDE THIS DEVICE.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	PBR
Violation Source:	CERS,
Site ID:	393927
Site Name:	GMP PLATING INC
Violation Date:	11-04-2021
Citation:	22 CCR 12 66262.11 - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.11
Violation Description:	Failure to determine if the waste generated is a hazardous waste.
Violation Notes:	Returned to compliance on 12/02/2021. Liquid noted in orange containment outside of building which holds two 55 gallon drums (oil and IPA). Need to make a determination on this liquid and immediately place it in an appropriate container.
Violation Division:	Santa Clara County Environmental Health
Violation Program:	HWLQG
Violation Source:	CERS,

GMP PLATING INC (Continued) **S118595190**

Site ID: 393927
Site Name: GMP PLATING INC
Violation Date: 09-27-2018
Citation: 22 CCR 15 66265.194 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.194
Violation Description: Failure to comply with general tank operating requirements: (a) Hazardous wastes or treatment reagents shall not be placed in a tank system if they could cause the tank , its ancillary equipment, or the secondary containment system to rupture, leak, corrode, or otherwise fail. (b) The owner or operator shall useing appropriate controls and practices to prevent spills and overflows from tank or secondary containment systems. These include at a minimum: (1) spill prevention controls (e.g., check valves, dry discount couplings); (2) overfill prevention controls (e.g., level sensing devices, high level alarms, automatic feed cutoff, or bypass to a standby tank); and (3) maintenance of sufficient freeboard in uncovered tanks to prevent overtopping by wave or wind action or by precipitation. Uncovered tanks shall be operated to ensure at least 60 centimeters (2 feet) of freeboard, unless the tank is equipped with a containment structure (e.g., dike or trench), a drainage control system or a diversion structure (e.g., standby tank) with a capacity that equals or exceeds the volume of the top 60 centimeters (2 feet) of the tank.
Violation Notes: Returned to compliance on 11/23/2018. Tanks are flow through, with high retention times, but are not fitted with overfill control other than freeboard retention.
Violation Division: Santa Clara County Environmental Health
Violation Program: HWLQG
Violation Source: CERS,

Site ID: 393927
Site Name: GMP PLATING INC
Violation Date: 08-05-2015
Citation: 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Description: Failure to properly label hazardous waste accumulation containers with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.
Violation Notes: Returned to compliance on 09/04/2015. Bucket of sludge material at press which is to be returned to the treatment process was unlabeled.
Violation Division: Santa Clara County Environmental Health
Violation Program: HWLQG
Violation Source: CERS,

Site ID: 393927
Site Name: GMP PLATING INC
Violation Date: 08-05-2015
Citation: 22 CCR 15 66265.16 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.16
Violation Description: Failure to provide employees within the first six months after the date of their employment, or assignment to the facility, or to work unsupervised, or to a new position at a facility with hazardous waste training to ensure employees are competent in the following areas: hazardous waste management procedures (including contingency plan implementation) relevant to the positions in which they are employed, emergency response and emergency equipment, and procedures for using, inspecting, repairing, and replacing facility emergency and monitoring

GMP PLATING INC (Continued) **S118595190**

equipment. In addition, the owner/operator shall ensure facility personnel take part in an annual review of the initial training and training records training records on current personnel shall be kept until closure of the facility. Training records on former employees shall be kept for at least three years from the date the employee last worked at the facility. The records shall include the following: the job title for each position at the facility related to hazardous waste management, and the name of the employee filling each job; a written job description for each position, duties of facility personnel assigned to each position, and a written description of the type and amount of both introductory and continuing training that will be given to each person filling a position.

Violation Notes: Returned to compliance on 09/04/2015. Training records do not specifically address the operation of the treatment system. Additionally, the training plans for various persons titled "Plater" and "product sorter" had varying levels of documentation of IIPP and safety training- A Zamora, E Juarez and RValdez all noted as missing IIPP training.
Violation Division: Santa Clara County Environmental Health
Violation Program: PBR
Violation Source: CERS,

Site ID: 393927
Site Name: GMP PLATING INC
Violation Date: 11-04-2021
Citation: HSC 6.95 25508.1(a)-(f) - California Health and Safety Code, Chapter 6.95, Section(s) 25508.1(a)-(f)
Violation Description: Failure to electronically update business plan within 30 days of any one of the following events: A 100 percent or more increase in the quantity of a previously disclosed material. Any handling of a previously undisclosed hazardous materials at or above reportable quantities. A change of business address, business ownership, or business name. A substantial change in the handler's operations that requires modification to any portion of the business plan.
Violation Notes: Returned to compliance on 12/02/2021. Shop plating line has been reconfigured to facilitate robotic/automated plating. Reconfiguration has changed sequencing of tanks, numbering of tanks, and amount of support chemicals needed (ex. noted totes used for HCl, Coldip Tri-V and ColSid AP Carrier 2x and AP Brightener which were not previously reported, or reported below current thresholds. WWTS feed tanks for HCl and NaOH do not appear to be in current inventory. Additionally, map will need to updated to reflect new locations of materials.
Violation Division: Santa Clara County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Site ID: 393927
Site Name: GMP PLATING INC
Violation Date: 08-05-2015
Citation: 22 CCR 15 66265.31 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.31
Violation Description: Failure to maintain and operate the facility to minimize the possibility of a fire, explosion, or any unplanned sudden or non-sudden release of hazardous waste or hazardous waste constituents to the air, soil, or surface water which could threaten human health or the environment.
Violation Notes: Returned to compliance on 09/04/2015. Noted water outside of the

GMP PLATING INC (Continued) **S118595190**

containment along the alodine line. Mr. Gutierrez indicated it was from the overspray from the air drying of parts exiting tank 1. This tank holds a corrosive material.
Violation Division: Santa Clara County Environmental Health
Violation Program: HWLQG
Violation Source: CERS,

Site ID: 393927
Site Name: GMP PLATING INC
Violation Date: 09-27-2018
Citation: 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Description: Failure to properly label hazardous waste accumulation containers with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.
Violation Notes: Returned to compliance on 10/30/2018. 2x55 gallon drums holding used oil located outside in the parts storage area were marked only "used oil" and missing all other required information.
Violation Division: Santa Clara County Environmental Health
Violation Program: HWLQG
Violation Source: CERS,

Site ID: 393927
Site Name: GMP PLATING INC
Violation Date: 09-27-2018
Citation: HSC 6.5 25201(a) - California Health and Safety Code, Chapter 6.5, Section(s) 25201(a)
Violation Description: Failure to obtain a permit or grant of interim status to accumulate hazardous waste longer than 90 days.
Violation Notes: Returned to compliance on 10/30/2018. Site could not provide evidence that routine maintenance of vehicles that generates used oil was not done in 2017, while manifested shipments of oil were noted only in May 2016 and then not again until June 2018. Also, note that as an LQG, all wastes (not just sludge) is subject to 90 day accumulation times unless "satellite accumulation" conditions are met.
Violation Division: Santa Clara County Environmental Health
Violation Program: HWLQG
Violation Source: CERS,

Site ID: 393927
Site Name: GMP PLATING INC
Violation Date: 09-27-2018
Citation: 22 CCR 45 67450.3(c)(8) - California Code of Regulations, Title 22, Chapter 45, Section(s) 67450.3(c)(8)
Violation Description: Failure to maintain the required documents, including waste analysis plan, contingency plan, training documents, Phase I Environmental Assessment, written inspections schedules, etc. at the facility where the FTU is operating and upon request make these documents available to the authorized agency, DTSC, the CUPA, or EPA, or local government agency.
Violation Notes: Returned to compliance on 10/30/2018. Documented training for the waste treatment operator was not available since Mr. Othon Leon left employment.
Violation Division: Santa Clara County Environmental Health
Violation Program: PBR
Violation Source: CERS,

GMP PLATING INC (Continued) **S118595190**

Site ID: 393927
Site Name: GMP PLATING INC
Violation Date: 08-05-2015
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 09/04/2015. Noted 2x55 gallon containers of CORAK 777 in the chem store area, 300 ft3 trigas and 300 ft3 Ar/CO2, 2x55 used oil and 2x55 new oil which are not in the submitted inventory.
Violation Division: Santa Clara County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-05-2015
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: CERS ID 10355452 submitted 3/4/15. Inventory appears complete. NOTE: INVENTORY LISTS MULTIPLE "TANK 1" GMP HAS NOTED THAT ALL TANKS ARE IN THE PROCESS OF BEING NUMBERED SEQUENTIALLY TO ALLEVIATE THIS POTENTIAL PROBLEM. Training for 2015 not due yet this year. PLEASE NOTE THAT HMBP TRAINING MUST (AS OF 1/1/15) BE DOCUMENTED. Noted that phone number in emergency plan is direct line to DEH staff person, please update to 918-3400
Eval Division: Santa Clara County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-05-2015
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Facility is metal finisher who conducts zinc and chromate plating with alodining. Generate wastes from the treatment of rinsewaters and waste acids as well as some used oils. Containers holding chemicals used in process are marked empty and dated, stored outside building. Noted a tank removed from service (tank 1, zinc line). Per Mr. Gutierrez, tank will be repaired and returned to service or held as a extra tank for expansion or replacement of other like tanks when needed. Sludge stored in 20- yard bin, properly labeled and secured/closed. Bin for catching sludge under press marked with complete label, dated "empty daily". Per Mr. Gutierrez, press is emptied and bin is rolled to yard for transfer to 20 yard bin. Bath make up chemistry testing waste is poured back to sump 1 for future treatment. Spill kit and fire extinguishers available. Extinguishers and eyewash regularly tested and serviced. Eyewash tested during inspection provided adequate flow. In-line [Truncated]
Eval Division: Santa Clara County Environmental Health
Eval Program: HWLQG
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-04-2021

GMP PLATING INC (Continued) **S118595190**

Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: CERS 10355452, submitted 3/12/21. Confirmed inventory onsite matches (substantially) that submitted on CERS. Map is OK, all elements accounted for. Emergency and training plan utilizes template. complete. Company owns land, no notification required. Training records reviewed. Using individual sheet for each employee. Training on emergency evac and response clearly indicated and office staff are included in those trained. HMCD does not have storage ordinance authority in City of Morgan Hill, however GMP MUST separate the storage of strong oxidizing materials (potassium permanganate) from flammable materials (isopropal alcohol) in the flammable storage locker in the laboratory area.
Eval Division: Santa Clara County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 08-05-2015
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: System is three tank, one press treatment. Current notification indicates six tanks wich includes two sumps. Clarified during inspection that sumps are not used as lift or surge stations, and are not integral to the movement of waste to the treatment tanks, except as the function to collect and convey drips and floor water. THESE TANKS DO NOT NEED TO BE INCLUDED IN THE TANK COUNTS WITHIN THE SYSTEM. PLEASE REVISE THE NOTIFICATION TO READ 4 TANKS. All tanks marked with EPAID, FTU and tank number. Noted that press was marked with "FTU2". There is no FTU2 anymore, please revise. System is gravity fed flow from tank 1 to tank 2 with tank 3 as reserve or reuse. Only tank 1 is equipped with an overfill alarm. STRONGLY RECOMMEND OVERFILL ALARM ON TANK 3 AS IS CAN BE ISOLATED AND MAY NOT BEHAVE SOLELY AS A GRAVITY FEED TANK WITHIN THE SYSTEM. Reviewed the following documents on CERS (submitted 3/4/15) Notifications closure cost estimate financial assurance [Truncated]
Eval Division: Santa Clara County Environmental Health
Eval Program: PBR
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-27-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: CERS ID 10355452 Annual submittal 1/15/18, 2/12/17, 2/18/16 Map, emergency plan and training plan complete Property owned by operator. Training documented for 2018 for emergency response and evacuation.
Eval Division: Santa Clara County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-27-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Site is an electroplating shop operating under EPA ID CAR000065565, active as of date of inspection. Wastes generated include used oil

GMP PLATING INC (Continued) **S118595190**

from vehicle maintenance and sludge from the onsite treatment of wastewater, rinses and bath chemistry. Sludge from press held in rolling open topped bin, properly labeled and emptied daily to a 20 yard roll-off bin. Roll off also labeled properly. --NOTE: onsite labels affixed to containers only reference the wastes D007 waste code and not its F006 and D006 components. While waste codes are not required to be marked during accumulation, they are still incomplete and recommended to be updated. Inline filters are rinsed to the treatment system for reuse. Observed mop water from cleaning of containment area. Staff indicated that the water is added to the treatment system. Have a 55 gal drum labeled "scrubber" used to bubble out head space vapor from the feed drum of hydrochloric acid (50-50 mix of 38% HCl and water). Per site drum has [Truncated]

Eval Division: Santa Clara County Environmental Health
Eval Program: HWLQG
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-27-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: System used to treat waste water, spent rinses, process wastes. 3 tanks with a equalization tank and press System is marked with ID number and unit number System is flow through with high volume and high retention times. Reviewed the following documents: Map Online notificaiton, with annual recertification (1/2018) Closure plan and cost estimate -Mechanism confirmed to be in possession of Dept, using modified CUPA accepted savings account. Tank assessment - condicted 2015, due for renewal 2020. Waste analysis plan OPerating logs demonstrating days of treatment and discharge

Eval Division: Santa Clara County Environmental Health
Eval Program: PBR
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-04-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Inspection conducted 11/3, report delivered 11/4 to allow for documentation to be gathered and reviewed. EPA ID CAR000065565, active as of date of inspection. Mr. Sanborn, while consultant, is listed as site secondary emergency contact, and consulted with Mr. Gutierrez regarding consent to conduct inspection. Site is a shop which applies coatings to aluminum parts as anodizing, chromating and zinc plating. Site is RCRA LQG, even after discounted counting for water entering WWTS/ENU, generating 150 tons/yr pre-covid and approximately 80 tons/yr during covid. Waste waters, rinses, dilute etch and cleaning solutions are routed through an onsite waste treatment system (see below). Shipment of wastes limited to sludge from wastewater treatment (including any inline filters from baths and rinses). Shipped as D006, D007, F006. No shipment of spent etch, strip or plating solution noted in past 3 years. Per Mr. Sanborn (site’s consultant) these solutions will be [Truncated]

Eval Division: Santa Clara County Environmental Health
Eval Program: HWLQG
Eval Source: CERS,

GMP PLATING INC (Continued) **S118595190**

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-04-2021
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Permit was re-authorized 4/22/2021 based on information provided 3/12/2021 via CERS. System is three large (9500 gal) tanks in series with continuous flow treatment. Tanks provide retention time for pH adjustment, addition of flocculant, settling of flocculated metal complexes. Settled materials are pumped from tank bottom through filter press for dewater, with excess water returned to system. Sludge is boxed for disposal. Tanks are open top, overfill prevention provided by float device with audible and visual warning. Alarm was not measured, but appears to provide a full 2 feet of freeboard in each tank. Site also operates three new parts dryers in which racked parts with residual rinse solutions are placed to dry by addition of heat. Reviewed information submitted on CERS 3/12/2021. - Unit specific notification - Closure cost estimate - Financial mechanism for closure guarantee (savings account) -Tank system assessment (3/8/2021) which is stamped certified [Truncated]
Eval Division: Santa Clara County Environmental Health
Eval Program: PBR
Eval Source: CERS,

Enforcement Action:
Site ID: 393927
Site Name: GMP PLATING INC
Site Address: 740 JARVIS DR
Site City: MORGAN HILL
Site Zip: 95037
Enf Action Date: 08-05-2015
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Santa Clara County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 393927
Site Name: GMP PLATING INC
Site Address: 740 JARVIS DR
Site City: MORGAN HILL
Site Zip: 95037
Enf Action Date: 08-05-2015
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Santa Clara County Environmental Health
Enf Action Program: PBR
Enf Action Source: CERS,

Site ID: 393927
Site Name: GMP PLATING INC
Site Address: 740 JARVIS DR
Site City: MORGAN HILL
Site Zip: 95037
Enf Action Date: 08-05-2015
Enf Action Type: Notice of Violation (Unified Program)

GMP PLATING INC (Continued) **S118595190**

Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Santa Clara County Environmental Health
Enf Action Program: HWLQG
Enf Action Source: CERS,

Coordinates:
Site ID: 393927
Facility Name: GMP PLATING INC
Env Int Type Code: HMBP
Program ID: 10355452
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.,
Latitude: 37.146600
Longitude: -121.650940

Affiliation:
Affiliation Type Desc: Property Owner
Entity Name: Martin Gutierrez
Entity Title: Not reported
Affiliation Address: 740 Jarvis Drive
Affiliation City: Morgan Hill
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 95037
Affiliation Phone: (408) 776-0712,

Affiliation Type Desc: CUPA District
Entity Name: Santa Clara County Environmental Health
Entity Title: Not reported
Affiliation Address: 1555 Berger Drive, Suite 300
Affiliation City: San Jose
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95112-2716
Affiliation Phone: (408) 918-3400,

Affiliation Type Desc: Document Preparer
Entity Name: Bill Sanborn
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Onsite Treatment Unit Owner Operator
Entity Name: Bill Sanborn
Entity Title: EHS Consultant for GMP
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

GMP PLATING INC (Continued) **S118595190**

Affiliation Type Desc:	Environmental Contact
Entity Name:	Bill Sanborn
Entity Title:	Not reported
Affiliation Address:	18644 Cox Ave.
Affiliation City:	Saratoga
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95070
Affiliation Phone:	,

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	740 JARVIS DR
Affiliation City:	MORGAN HILL
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95037
Affiliation Phone:	,

Affiliation Type Desc:	Identification Signer
Entity Name:	Martin Gutierrez
Entity Title:	President
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Legal Owner
Entity Name:	GMP PLATING INC
Entity Title:	Not reported
Affiliation Address:	740 JARVIS DR
Affiliation City:	MORGAN HILL
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	95037
Affiliation Phone:	(408) 776-0712,

Affiliation Type Desc:	Onsite Treatment Unit Owner Operator
Entity Name:	Martin Gutierrez
Entity Title:	GMP President
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Operator
Entity Name:	GMP Plating Inc.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported

GMP PLATING INC (Continued) **S118595190**

Affiliation Zip:	Not reported
Affiliation Phone:	(408) 776-0712,
Affiliation Type Desc:	Parent Corporation
Entity Name:	GMP PLATING INC
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

37
SE
1/4-1/2
0.307 mi.
1621 ft.

CROSSWINDS **CPS-SLIC S130565541**
1105 HALF ROAD **HWTS N/A**
MORGAN HILL, CA 95037 **CERS**

Relative:
Higher

Actual:
387 ft.

CPS-SLIC:

Name:	CROSSWINDS
Address:	1105 HALF ROAD
City,State,Zip:	MORGAN HILL, CA 95037
Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	08/15/2023
Global Id:	T10000021225
Lead Agency:	SANTA CLARA COUNTY LOP
Lead Agency Case Number:	2023-18s
Latitude:	37.14928
Longitude:	-121.6429
Case Type:	Cleanup Program Site
Case Worker:	JM
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
File Location:	All Files are on GeoTracker or in the Local Agency Database
Potential Media Affected:	Soil
Potential Contaminants of Concern:	Lead
EPA Region:	9
Coordinate Source:	Not reported
Cuf Case:	NO
Quantity Released Gallons:	Not reported
Begin Date:	07/07/2023
Leak Reported Date:	Not reported
How Discovered:	Not reported
How Discovered Description:	Not reported
Discharge Source:	Not reported
Discharge Cause:	Not reported
Stop Method:	Not reported
Stop Description:	Not reported
No Further Action Date:	Not reported
CA Water Watershed Name:	Pajaro River - South Santa Clara Valley (305.30)
Dwr Groundwater Subbasin Name:	Santa Clara Valley - Santa Clara (2-009.02)
Disadvantaged Community:	Not reported
CA Enviroscreen 3 Score:	41-45%
CA Enviroscreen 4 Score:	15-20%
Military DOD Site:	No

CROSSWINDS (Continued) **S130565541**

Facility Project Subtype: Not reported
RWQCB Region: CENTRAL COAST RWQCB (REGION 3)
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

HWTS:
Name: THE CROSSWINDS AT MORGAN HILL LLC
Address: 1105 HALF RD
Address 2: Not reported
City,State,Zip: MORGAN HILL, CA 950372919
EPA ID: CAC003263060
Inactive Date: Not reported
Create Date: 11/30/2023
Last Act Date: 11/30/2023
Mailing Name: Not reported
Mailing Address: 385 WOODVIEW AVE
Mailing Address 2: Not reported
Mailing City,State,Zip: MORGAN HILL, CA
Owner Name: THE CROSSWINDS AT MORGAN HILL LLC
Owner Address: 385 WOODVIEW AVE
Owner Address 2: Not reported
Owner City,State,Zip: MORGAN HILL, CA 95037
Owner Phone: 4087795900
Owner Fax: Not reported
Contact Name: LIZ SIMMONS
Contact Address: 385 WOODVIEW AVE
Contact Address 2: Not reported
City,State,Zip: MORGAN HILL, CA 95037
Contact Phone: 4087795900
Contact Fax: Not reported
Facility Status: Not reported
Facility Type: Not reported
Category: Not reported
Latitude: Not reported
Longitude: Not reported

CERS:
Name: CROSSWINDS
Address: 1105 HALF ROAD
City,State,Zip: MORGAN HILL, CA 95037
Site ID: 704199
CERS ID: T10000021225
CERS Description: Cleanup Program Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: JOE MUZZIO - SANTA CLARA COUNTY LOP
Entity Title: Not reported
Affiliation Address: 1555 BERGER DRIVE, SUITE 300
Affiliation City: SAN JOSE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

38
SW
1/4-1/2
0.354 mi.
1871 ft.

PHOTOTEK
18450 SUTTER BLVD
MORGAN HILL, CA 95037

RCRA-SQG **1001115570**
ENVIROSTOR **CAR000015065**
HWTS
HAZNET

Relative:
Lower

Actual:
373 ft.

RCRA Listings:

Date Form Received by Agency:	20020430
Handler Name:	Phototek
Handler Address:	18450 SUTTER BLVD
Handler City,State,Zip:	MORGAN HILL, CA 95037
EPA ID:	CAR000015065
Contact Name:	ROBIN A ADAIR
Contact Address:	Not reported
Contact City,State,Zip:	Not reported
Contact Telephone:	650-361-3022 3022
Contact Fax:	Not reported
Contact Email:	Not reported
Contact Title:	Not reported
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Small Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	307 CONSTITUTION DRIVE, MS
Mailing City,State,Zip:	MENLO PARK, CA 94025
Owner Name:	Tyco Electronics Corporation
Owner Type:	Private
Operator Name:	Tyco Electronics Corporation
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No

PHOTOTEK (Continued) **1001115570**

Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20060905
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Biennial: List of Years
Year: 2001

Click Here for Biennial Reporting System Data:

Hazardous Waste Summary:

Waste Code:	D001
Waste Description:	Ignitable Waste
Waste Code:	D002
Waste Description:	Corrosive Waste
Waste Code:	D004
Waste Description:	Arsenic
Waste Code:	D007
Waste Description:	Chromium
Waste Code:	D008
Waste Description:	Lead
Waste Code:	F006
Waste Description:	Wastewater Treatment Sludges From Electroplating Operations, Except From The Following Processes: (1) Sulfuric Acid Anodizing Of Aluminum; (2) Tin Plating On Carbon Steel; (3) Zinc Plating (Segregated Basis) On Carbon Steel; (4) Aluminum Or Zinc-Aluminum Plating On Carbon Steel; (5) Cleaning/Stripping Associated With Tin, Zinc, And Aluminum Plating On Carbon Steel; And (6) Chemical Etching And Milling Of Aluminum.

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: JAMES OSTENDORF	
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	2310 LUNDY AVE
Owner/Operator City,State,Zip:	SAN JOSE, CA 95131
Owner/Operator Telephone:	408-435-5501
Owner/Operator Telephone Ext:	Not reported

PHOTOTEK (Continued) **1001115570**

Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: TYCO ELECTRONICS CORPORATION
Legal Status: Private
Date Became Current: 20020101
Date Ended Current: Not reported
Owner/Operator Address: Not reported
Owner/Operator City,State,Zip: Not reported
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: TYCO ELECTRONICS CORPORATION
Legal Status: Private
Date Became Current: 20020101
Date Ended Current: Not reported
Owner/Operator Address: Not reported
Owner/Operator City,State,Zip: Not reported
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: TYCO ELECTRONICS CORPORATION
Legal Status: Private
Date Became Current: 20020101
Date Ended Current: Not reported
Owner/Operator Address: Not reported
Owner/Operator City,State,Zip: Not reported
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: TYCO ELECTRONICS CORPORATION
Legal Status: Private
Date Became Current: 20020101
Date Ended Current: Not reported
Owner/Operator Address: Not reported
Owner/Operator City,State,Zip: Not reported
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20020430
Handler Name: PHOTOTEK
Federal Waste Generator Description: Small Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No

PHOTOTEK (Continued) **1001115570**

Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20010430
Handler Name: DYNAVISION INC DBA PHOTOTEK
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 19990304
Handler Name: AGASIS
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20020430
Handler Name: PHOTOTEK
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 334412
NAICS Description: BARE PRINTED CIRCUIT BOARD MANUFACTURING

NAICS Code: 334418
NAICS Description: PRINTED CIRCUIT ASSEMBLY (ELECTRONIC ASSEMBLY) MANUFACTURING

Facility Has Received Notices of Violations:
Violations: No Violations Found

PHOTOTEK (Continued) **1001115570**

Evaluation Action Summary:
Evaluations: No Evaluations Found

ENVIROSTOR:
Name: PHOTOTEK
Address: 18450 SUTTER BOULEVARD
City,State,Zip: MORGAN HILL, CA 95037
Facility ID: 71003458
Status: Inactive - Needs Evaluation
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Berkeley
Assembly: 28
Senate: 15
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 37.14834
Longitude: -121.6543
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAR000015065
Alias Type: EPA Identification Number
Alias Name: 110008062005
Alias Type: EPA (FRS #)
Alias Name: 71003458
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 07/11/2012
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

PHOTOTEK (Continued) **1001115570**

HWTS:

Name:	PHOTOTEK
Address:	18450 SUTTER BLVD
Address 2:	Not reported
City,State,Zip:	MORGAN HILL, CA 95037
EPA ID:	CAR000015065
Inactive Date:	06/30/2004
Create Date:	02/26/1997
Last Act Date:	Not reported
Mailing Name:	Not reported
Mailing Address:	738 LOYOLA DR
Mailing Address 2:	Not reported
Mailing City,State,Zip:	LOS ALTOS, CA 94024
Owner Name:	JAMES OSTENDOR F
Owner Address:	738 LOYOLA DR
Owner Address 2:	Not reported
Owner City,State,Zip:	LOS ALTOS, CA 94024
Owner Phone:	Not reported
Owner Fax:	Not reported
Contact Name:	JAMES OSTENDOR F
Contact Address:	738 LOYOLA DR
Contact Address 2:	Not reported
City,State,Zip:	LOS ALTOS, CA 94024
Contact Phone:	Not reported
Contact Fax:	Not reported
Facility Status:	Inactive
Facility Type:	PERMANENT
Category:	FEDERAL
Latitude:	37.147907
Longitude:	-121.654802

NAICS:

EPA ID:	CAR000015065
Create Date:	2002-03-14 16:36:30.000
NAICS Code:	334412
NAICS Description:	Bare Printed Circuit Board Manufacturing
Issued EPA ID Date:	1997-02-26 00:00:00
Inactive Date:	2004-06-30 00:00:00
Facility Name:	PHOTOTEK
Facility Address:	18450 SUTTER BLVD
Facility Address 2:	Not reported
Facility City:	MORGAN HILL
Facility County:	Not reported
Facility State:	CA
Facility Zip:	950370000

HAZNET:

Name:	PHOTOTEK
Address:	18450 SUTTER BLVD
Address 2:	Not reported
City,State,Zip:	MORGAN HILL, CA 950370000
Contact:	JAMES OSTENDOR F
Telephone:	6509486781
Mailing Name:	Not reported
Mailing Address:	738 LOYOLA DR

PHOTOTEK (Continued) **1001115570**

Year:	2004
Gepaid:	CAR000015065
TSD EPA ID:	CAD008302903
CA Waste Code:	134 - Aqueous solution with total organic residues less than 10 percent
Disposal Method:	H01 - Transfer Station
Tons:	9.24
Year:	2003
Gepaid:	CAR000015065
TSD EPA ID:	CAT000646117
CA Waste Code:	352 - Other organic solids
Disposal Method:	D80 - Disposal, Land Fill
Tons:	67.424
Year:	2002
Gepaid:	CAR000015065
TSD EPA ID:	CAT080014079
CA Waste Code:	141 - Off-specification, aged or surplus inorganics
Disposal Method:	H01 - Transfer Station
Tons:	0.005
Year:	2002
Gepaid:	CAR000015065
TSD EPA ID:	CAT080014079
CA Waste Code:	331 - Off-specification, aged or surplus organics
Disposal Method:	H01 - Transfer Station
Tons:	0.5875
Year:	2002
Gepaid:	CAR000015065
TSD EPA ID:	CAD097030993
CA Waste Code:	352 - Other organic solids
Disposal Method:	D99 - Disposal, Other
Tons:	0.125
Year:	2001
Gepaid:	CAR000015065
TSD EPA ID:	CAD097030993
CA Waste Code:	171 - Metal sludge (Alkaline solution (pH >= 12.5) with metals)
Disposal Method:	D99 - Disposal, Other
Tons:	1.2
Year:	2001
Gepaid:	CAR000015065
TSD EPA ID:	CAD097030993
CA Waste Code:	181 - Other inorganic solid waste
Disposal Method:	R01 - Recycler
Tons:	1.39
Year:	2001
Gepaid:	CAR000015065
TSD EPA ID:	CAD097030993
CA Waste Code:	726 - Liquids with nickel >= 134 Mg./L
Disposal Method:	R01 - Recycler
Tons:	0.221

PHOTOTEK (Continued) **1001115570**

Year:	2001
Gepaid:	CAR000015065
TSD EPA ID:	CAD097030993
CA Waste Code:	181 - Other inorganic solid waste
Disposal Method:	D99 - Disposal, Other
Tons:	12.367

Year:	2001
Gepaid:	CAR000015065
TSD EPA ID:	CAD008488025
CA Waste Code:	132 - Aqueous solution with metals (< restricted levels and (Alkaline solution (pH >= 12.5) with metals))
Disposal Method:	-
Tons:	4.17

Click this hyperlink while viewing on your computer to access
62 additional CA HAZNET: record(s) in the EDR Site Report.

Additional Info:

Year:	2004
Gen EPA ID:	CAR000015065
Shipment Date:	20040122
Creation Date:	8/13/2004 7:53:20
Receipt Date:	20040123
Manifest ID:	23310365
Trans EPA ID:	CAD004778742
Trans Name:	STURGEON AND SON INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008302903
Trans Name:	ONYX ENVIRONMENTAL SVCS LLC
TSDF Alt EPA ID:	CAD008302903
TSDF Alt Name:	Not reported
Waste Code Description:	134 - Aqueous solution with <10% total organic residues
RCRA Code:	Not reported
Meth Code:	H01 - Transfer Station
Quantity Tons:	9.24
Waste Quantity:	2200
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2003
Gen EPA ID:	CAR000015065
Shipment Date:	20031229
Creation Date:	8/30/2004 14:52:16
Receipt Date:	20031229
Manifest ID:	23310294
Trans EPA ID:	CAD004778742

PHOTOTEK (Continued) **1001115570**

Trans Name:	STURGEON AND SON INC
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT000646117
Trans Name:	CHEMICAL WASTE MANAGEMENT INC
TSDF Alt EPA ID:	CAT000646117
TSDF Alt Name:	Not reported
Waste Code Description:	352 - Other organic solids
RCRA Code:	Not reported
Meth Code:	D80 - Disposal, Land Fill
Quantity Tons:	67.424
Waste Quantity:	80
Quantity Unit:	Y
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2002
Gen EPA ID:	CAR000015065
Shipment Date:	Not reported
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	21573267
Trans EPA ID:	NJD080631369
Trans Name:	Not reported
Trans 2 EPA ID:	CAD004778742
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	141 - Off-specification, aged, or surplus inorganics
RCRA Code:	D001
Meth Code:	- Not reported
Quantity Tons:	0.015
Waste Quantity:	30
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	Not reported
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	21573267
Trans EPA ID:	NJD080631369
Trans Name:	Not reported
Trans 2 EPA ID:	CAD004778742
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported

PHOTOTEK (Continued) **1001115570**

TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	141 - Off-specification, aged, or surplus inorganics
RCRA Code:	P106
Meth Code:	- Not reported
Quantity Tons:	0.004
Waste Quantity:	8
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	Not reported
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	21573267
Trans EPA ID:	NJD080631369
Trans Name:	Not reported
Trans 2 EPA ID:	CAD004778742
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	0.02
Waste Quantity:	40
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	Not reported
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	21573267
Trans EPA ID:	NJD080631369
Trans Name:	Not reported
Trans 2 EPA ID:	CAD004778742
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	352 - Other organic solids
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	0.0875
Waste Quantity:	175
Quantity Unit:	P
Additional Code 1:	Not reported

PHOTOTEK (Continued) **1001115570**

Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	Not reported
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	21573267
Trans EPA ID:	NJD080631369
Trans Name:	Not reported
Trans 2 EPA ID:	CAD004778742
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	0.95
Waste Quantity:	1900
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	Not reported
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	21573267
Trans EPA ID:	NJD080631369
Trans Name:	Not reported
Trans 2 EPA ID:	CAD004778742
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	331 - Off-specification, aged, or surplus organics
RCRA Code:	D002
Meth Code:	- Not reported
Quantity Tons:	0.003
Waste Quantity:	6
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	Not reported
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	21573267

PHOTOTEK (Continued) **1001115570**

Trans EPA ID:	NJD080631369
Trans Name:	Not reported
Trans 2 EPA ID:	CAD004778742
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	791 - Liquids with pH < 2 792 Liquids with pH < 2 with metals
RCRA Code:	D002
Meth Code:	- Not reported
Quantity Tons:	0.045
Waste Quantity:	90
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	Not reported
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	21573267
Trans EPA ID:	NJD080631369
Trans Name:	Not reported
Trans 2 EPA ID:	CAD004778742
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	141 - Off-specification, aged, or surplus inorganics
RCRA Code:	D009
Meth Code:	- Not reported
Quantity Tons:	0.005
Waste Quantity:	10
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	Not reported
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	21573267
Trans EPA ID:	NJD080631369
Trans Name:	Not reported
Trans 2 EPA ID:	CAD004778742
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	141 - Off-specification, aged, or surplus inorganics

PHOTOTEK (Continued) **1001115570**

RCRA Code:	D005
Meth Code:	- Not reported
Quantity Tons:	0.0125
Waste Quantity:	25
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	Not reported
Creation Date:	Not reported
Receipt Date:	Not reported
Manifest ID:	21573267
Trans EPA ID:	NJD080631369
Trans Name:	Not reported
Trans 2 EPA ID:	CAD004778742
Trans 2 Name:	Not reported
TSDF EPA ID:	CAT080014079
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	141 - Off-specification, aged, or surplus inorganics
RCRA Code:	D002
Meth Code:	- Not reported
Quantity Tons:	0.015
Waste Quantity:	30
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2001
Gen EPA ID:	CAR000015065
Shipment Date:	20011228
Creation Date:	7/25/2002 18:31:24
Receipt Date:	Not reported
Manifest ID:	21271332
Trans EPA ID:	CAR000003707
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	4.17
Waste Quantity:	1000

PHOTOTEK (Continued) **1001115570**

Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20011228
Creation Date:	6/7/2002 18:30:54
Receipt Date:	20020108
Manifest ID:	20828059
Trans EPA ID:	CAR000003707
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986619328
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	181 - Other inorganic solid waste Organics
RCRA Code:	F006
Meth Code:	- Not reported
Quantity Tons:	0.225
Waste Quantity:	450
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20011228
Creation Date:	2/20/2002 0:00:00
Receipt Date:	20020108
Manifest ID:	21271335
Trans EPA ID:	CAR000003707
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	791 - Liquids with pH < 2 792 Liquids with pH < 2 with metals
RCRA Code:	D002
Meth Code:	R01 - Recycler
Quantity Tons:	0.0834
Waste Quantity:	20
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20011228
Creation Date:	2/20/2002 0:00:00

PHOTOTEK (Continued) **1001115570**

Receipt Date:	20020108
Manifest ID:	21271335
Trans EPA ID:	CAR000003707
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Meth Code:	D99 - Disposal, Other
Quantity Tons:	0.3
Waste Quantity:	600
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20011228
Creation Date:	2/20/2002 0:00:00
Receipt Date:	20020108
Manifest ID:	21271335
Trans EPA ID:	CAR000003707
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	181 - Other inorganic solid waste Organics
RCRA Code:	F006
Meth Code:	D99 - Disposal, Other
Quantity Tons:	2
Waste Quantity:	4000
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20011228
Creation Date:	7/2/2002 18:32:18
Receipt Date:	20020108
Manifest ID:	21271334
Trans EPA ID:	CAR000003707
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD980888598
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported

PHOTOTEK (Continued) **1001115570**

TSDF Alt Name:	Not reported
Waste Code Description:	711 - Liquids with cyanides > 1000 mg/l
RCRA Code:	Not reported
Meth Code:	R01 - Recycler
Quantity Tons:	0.10425
Waste Quantity:	25
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20011228
Creation Date:	6/7/2002 18:30:54
Receipt Date:	20020108
Manifest ID:	20828059
Trans EPA ID:	CAR000003707
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986619328
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	141 - Off-specification, aged, or surplus inorganics
RCRA Code:	D001
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	0.014
Waste Quantity:	28
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20011228
Creation Date:	7/25/2002 18:31:24
Receipt Date:	Not reported
Manifest ID:	21271328
Trans EPA ID:	CAR000003707
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	135 - Unspecified aqueous solution
RCRA Code:	Not reported
Meth Code:	- Not reported
Quantity Tons:	17.22
Waste Quantity:	4100
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported

PHOTOTEK (Continued) **1001115570**

Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20011220
Creation Date:	9/5/2002 18:30:37
Receipt Date:	20020107
Manifest ID:	21271322
Trans EPA ID:	CAR000003707
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986619328
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	792 - Not reported
RCRA Code:	D002
Meth Code:	R01 - Recycler
Quantity Tons:	1.8765
Waste Quantity:	450
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20011220
Creation Date:	9/5/2002 18:30:37
Receipt Date:	20020107
Manifest ID:	21271322
Trans EPA ID:	CAR000003707
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986619328
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	122 - Alkaline solution without metals (pH > 12.5
RCRA Code:	D002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	0.4587
Waste Quantity:	110
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	2000
Gen EPA ID:	CAR000015065
Shipment Date:	20001228

PHOTOTEK (Continued) **1001115570**

Creation Date:	3/22/2001 0:00:00
Receipt Date:	20010103
Manifest ID:	20581134
Trans EPA ID:	CAD010925576
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986607380
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD008488025
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	1.8348
Waste Quantity:	440
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20001221
Creation Date:	3/6/2001 0:00:00
Receipt Date:	20001227
Manifest ID:	20581125
Trans EPA ID:	CAD010925576
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986607380
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	0.9174
Waste Quantity:	220
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20001219
Creation Date:	3/6/2001 0:00:00
Receipt Date:	20001222
Manifest ID:	20581049
Trans EPA ID:	CAD010925576
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986607380
Trans 2 Name:	Not reported

PHOTOTEK (Continued) **1001115570**

TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	1.6054
Waste Quantity:	385
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20001215
Creation Date:	2/1/2001 0:00:00
Receipt Date:	20001220
Manifest ID:	20175174
Trans EPA ID:	CAR000003707
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	F006
Meth Code:	D99 - Disposal, Other
Quantity Tons:	1.5
Waste Quantity:	3000
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20001214
Creation Date:	3/6/2001 0:00:00
Receipt Date:	20001219
Manifest ID:	20581050
Trans EPA ID:	CAD010925576
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986607380
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	T01 - Treatment, Tank

PHOTOTEK (Continued) **1001115570**

Quantity Tons:	0.9174
Waste Quantity:	220
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20001212
Creation Date:	3/6/2001 0:00:00
Receipt Date:	20001218
Manifest ID:	20581016
Trans EPA ID:	CAD010925576
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986607380
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD008488025
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	1.6054
Waste Quantity:	385
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	20001207
Creation Date:	3/22/2001 0:00:00
Receipt Date:	20001215
Manifest ID:	20580982
Trans EPA ID:	CAD010925576
Trans Name:	Not reported
Trans 2 EPA ID:	CAR000047696
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD097030993
TSDF Alt Name:	Not reported
Waste Code Description:	726 - Liquids with nickel > 134 mg/l
RCRA Code:	Not reported
Meth Code:	R01 - Recycler
Quantity Tons:	0.5
Waste Quantity:	1000
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

PHOTOTEK (Continued) **1001115570**

Shipment Date:	20001207
Creation Date:	3/5/2001 0:00:00
Receipt Date:	20001211
Manifest ID:	20580987
Trans EPA ID:	CAD010925576
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986607380
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	0.688
Waste Quantity:	165
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20001207
Creation Date:	1/24/2001 0:00:00
Receipt Date:	20001212
Manifest ID:	20108051
Trans EPA ID:	CAD095991253
Trans Name:	Not reported
Trans 2 EPA ID:	CAD076303254
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Meth Code:	R01 - Recycler
Quantity Tons:	0.25
Waste Quantity:	500
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	20001207
Creation Date:	3/6/2001 0:00:00
Receipt Date:	20001212
Manifest ID:	20104940
Trans EPA ID:	CAD095991253
Trans Name:	Not reported
Trans 2 EPA ID:	CAD076303254
Trans 2 Name:	Not reported

PHOTOTEK (Continued) **1001115570**

TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD097030993
TSDF Alt Name:	Not reported
Waste Code Description:	181 - Other inorganic solid waste Organics
RCRA Code:	D002
Meth Code:	D99 - Disposal, Other
Quantity Tons:	0.3
Waste Quantity:	600
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1999
Gen EPA ID:	CAR000015065
Shipment Date:	19991230
Creation Date:	3/7/2000 0:00:00
Receipt Date:	20000106
Manifest ID:	99479269
Trans EPA ID:	CAD010925576
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986607380
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD008488025
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	1.8348
Waste Quantity:	440
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19991221
Creation Date:	2/28/2000 0:00:00
Receipt Date:	19991223
Manifest ID:	99479272
Trans EPA ID:	CAD010925576
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986607380
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD008488025
TSDF Alt Name:	Not reported

PHOTOTEK (Continued) **1001115570**

Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	1.8348
Waste Quantity:	440
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19991216
Creation Date:	3/7/2000 0:00:00
Receipt Date:	19991221
Manifest ID:	99479456
Trans EPA ID:	CAD010925576
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986607380
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD008488025
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	2.9815
Waste Quantity:	715
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19991207
Creation Date:	2/15/2000 0:00:00
Receipt Date:	19991213
Manifest ID:	99479483
Trans EPA ID:	CAD010925576
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986607380
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD008488025
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	0
Waste Quantity:	495
Quantity Unit:	*

PHOTOTEK (Continued) **1001115570**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19991130
Creation Date:	2/15/2000 0:00:00
Receipt Date:	19991208
Manifest ID:	99479563
Trans EPA ID:	CAD010925576
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986607380
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD008488025
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	1.6054
Waste Quantity:	385
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19991123
Creation Date:	2/1/2000 0:00:00
Receipt Date:	19991201
Manifest ID:	99479460
Trans EPA ID:	CAD010925576
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986607380
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD008488025
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	2.2935
Waste Quantity:	550
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19991122

PHOTOTEK (Continued) **1001115570**

Creation Date:	2/1/2000 0:00:00
Receipt Date:	19991123
Manifest ID:	99384827
Trans EPA ID:	CAR000003707
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD097030993
TSDF Alt Name:	Not reported
Waste Code Description:	181 - Other inorganic solid waste Organics
RCRA Code:	F006
Meth Code:	D99 - Disposal, Other
Quantity Tons:	1.5
Waste Quantity:	3000
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19991116
Creation Date:	1/19/2000 0:00:00
Receipt Date:	19991118
Manifest ID:	99479271
Trans EPA ID:	CAD010925576
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986607380
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD008488025
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	2.2935
Waste Quantity:	550
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19991109
Creation Date:	1/11/2000 0:00:00
Receipt Date:	19991111
Manifest ID:	99479317
Trans EPA ID:	CAD010925576
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986607380
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025

PHOTOTEK (Continued) **1001115570**

Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	2.0641
Waste Quantity:	495
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Shipment Date:	19991101
Creation Date:	1/11/2000 0:00:00
Receipt Date:	19991104
Manifest ID:	99479316
Trans EPA ID:	CAD010925576
Trans Name:	Not reported
Trans 2 EPA ID:	NJD986607380
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD008488025
Trans Name:	Not reported
TSDF Alt EPA ID:	Not reported
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	T01 - Treatment, Tank
Quantity Tons:	1.6054
Waste Quantity:	385
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1998
Gen EPA ID:	CAR000015065

Shipment Date:	19981228
Creation Date:	4/1/1999 0:00:00
Receipt Date:	19990121
Manifest ID:	98086649
Trans EPA ID:	CAD095991253
Trans Name:	Not reported
Trans 2 EPA ID:	CAD076303254
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD097030993
TSDF Alt Name:	Not reported

PHOTOTEK (Continued) **1001115570**

Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	R01 - Recycler
Quantity Tons:	2.2935
Waste Quantity:	550
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19981217
Creation Date:	3/17/1999 0:00:00
Receipt Date:	19990104
Manifest ID:	98021189
Trans EPA ID:	CAD095991253
Trans Name:	Not reported
Trans 2 EPA ID:	CAD076303254
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD097030993
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	R01 - Recycler
Quantity Tons:	1.3761
Waste Quantity:	330
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19981211
Creation Date:	2/8/1999 0:00:00
Receipt Date:	19981223
Manifest ID:	98115197
Trans EPA ID:	CAR000003707
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD000088252
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD000088252
TSDF Alt Name:	Not reported
Waste Code Description:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.25
Waste Quantity:	500
Quantity Unit:	P
Additional Code 1:	Not reported

PHOTOTEK (Continued) **1001115570**

Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19981210
Creation Date:	3/15/1999 0:00:00
Receipt Date:	19981223
Manifest ID:	98084986
Trans EPA ID:	CAD095991253
Trans Name:	Not reported
Trans 2 EPA ID:	CAD076303254
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD097030993
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	R01 - Recycler
Quantity Tons:	0.9174
Waste Quantity:	220
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19981204
Creation Date:	1/13/1999 0:00:00
Receipt Date:	19981204
Manifest ID:	98499874
Trans EPA ID:	CAD069138899
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD069138899
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD069138899
TSDF Alt Name:	Not reported
Waste Code Description:	181 - Other inorganic solid waste Organics
RCRA Code:	D008
Meth Code:	R01 - Recycler
Quantity Tons:	0.45
Waste Quantity:	900
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19981203
Creation Date:	3/15/1999 0:00:00
Receipt Date:	19981221

PHOTOTEK (Continued) **1001115570**

Manifest ID:	98084985
Trans EPA ID:	CAD095991253
Trans Name:	Not reported
Trans 2 EPA ID:	CAD076303254
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD097030993
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	R01 - Recycler
Quantity Tons:	0.688
Waste Quantity:	165
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19981130
Creation Date:	1/21/1999 0:00:00
Receipt Date:	19981201
Manifest ID:	98115159
Trans EPA ID:	CAR000003707
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD000088252
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD000088252
TSDF Alt Name:	Not reported
Waste Code Description:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.25
Waste Quantity:	500
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19981130
Creation Date:	3/15/1999 0:00:00
Receipt Date:	19981218
Manifest ID:	98084984
Trans EPA ID:	CAD095991253
Trans Name:	Not reported
Trans 2 EPA ID:	CAD076303254
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD097030993

PHOTOTEK (Continued) **1001115570**

TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	R01 - Recycler
Quantity Tons:	1.8348
Waste Quantity:	440
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19981125
Creation Date:	3/1/1999 0:00:00
Receipt Date:	19981202
Manifest ID:	97446982
Trans EPA ID:	CAD063547996
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	AZD980735500
Trans Name:	Not reported
TSDF Alt EPA ID:	AZD980735500
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	F006
Meth Code:	R01 - Recycler
Quantity Tons:	2
Waste Quantity:	4000
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19981119
Creation Date:	2/26/1999 0:00:00
Receipt Date:	19981204
Manifest ID:	98084983
Trans EPA ID:	CAD095991253
Trans Name:	Not reported
Trans 2 EPA ID:	CAD076303254
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD097030993
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	R01 - Recycler
Quantity Tons:	1.1467
Waste Quantity:	275
Quantity Unit:	G

PHOTOTEK (Continued) **1001115570**

Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

Additional Info:

Year:	1997
Gen EPA ID:	CAR000015065
Shipment Date:	19971229
Creation Date:	4/16/1998 0:00:00
Receipt Date:	19980108
Manifest ID:	97233782
Trans EPA ID:	CAD095991253
Trans Name:	Not reported
Trans 2 EPA ID:	CAD076303254
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD097030993
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	R01 - Recycler
Quantity Tons:	1.3761
Waste Quantity:	330
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19971218
Creation Date:	3/31/1998 0:00:00
Receipt Date:	19971223
Manifest ID:	97233747
Trans EPA ID:	CAD095991253
Trans Name:	Not reported
Trans 2 EPA ID:	CAD076303254
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD097030993
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	R01 - Recycler
Quantity Tons:	1.1467
Waste Quantity:	275
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported

PHOTOTEK (Continued) **1001115570**

Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19971211
Creation Date:	3/31/1998 0:00:00
Receipt Date:	19971223
Manifest ID:	97233692
Trans EPA ID:	CAD095991253
Trans Name:	Not reported
Trans 2 EPA ID:	CAD076303254
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD097030993
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	R01 - Recycler
Quantity Tons:	0.9174
Waste Quantity:	220
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19971211
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971211
Manifest ID:	97321350
Trans EPA ID:	CAD003963592
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD003963592
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD003963592
TSDF Alt Name:	Not reported
Waste Code Description:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Meth Code:	R01 - Recycler
Quantity Tons:	0.35
Waste Quantity:	700
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19971210
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971215
Manifest ID:	97280921
Trans EPA ID:	CAR000003707

PHOTOTEK (Continued) **1001115570**

Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD000088252
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD000088252
TSDF Alt Name:	Not reported
Waste Code Description:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.1
Waste Quantity:	200
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19971208
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971211
Manifest ID:	96760291
Trans EPA ID:	CAD980584510
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	AZD980735500
Trans Name:	Not reported
TSDF Alt EPA ID:	AZD980735500
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	F006
Meth Code:	R01 - Recycler
Quantity Tons:	0.75
Waste Quantity:	1500
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19971204
Creation Date:	3/31/1998 0:00:00
Receipt Date:	19971217
Manifest ID:	97233736
Trans EPA ID:	CAD095991253
Trans Name:	Not reported
Trans 2 EPA ID:	CAD076303254
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD097030993
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals

PHOTOTEK (Continued) **1001115570**

RCRA Code:	D002
Meth Code:	R01 - Recycler
Quantity Tons:	2.2935
Waste Quantity:	550
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19971120
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971204
Manifest ID:	97233718
Trans EPA ID:	CAD095991253
Trans Name:	Not reported
Trans 2 EPA ID:	CAD076303254
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD097030993
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD097030993
TSDF Alt Name:	Not reported
Waste Code Description:	132 - Aqueous solution w/metals (< restricted levels and see waste code 121 for a list of metals
RCRA Code:	D002
Meth Code:	R01 - Recycler
Quantity Tons:	1.3761
Waste Quantity:	330
Quantity Unit:	G
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19971117
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971119
Manifest ID:	96760290
Trans EPA ID:	CAD980584510
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	AZD980735500
Trans Name:	Not reported
TSDF Alt EPA ID:	AZD980735500
TSDF Alt Name:	Not reported
Waste Code Description:	171 - Metal sludge (see 121
RCRA Code:	F006
Meth Code:	R01 - Recycler
Quantity Tons:	1
Waste Quantity:	2000
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported

PHOTOTEK (Continued) **1001115570**

Additional Code 4:	Not reported
Additional Code 5:	Not reported
Shipment Date:	19971110
Creation Date:	7/23/1998 0:00:00
Receipt Date:	19971111
Manifest ID:	97280965
Trans EPA ID:	CAR000003707
Trans Name:	Not reported
Trans 2 EPA ID:	Not reported
Trans 2 Name:	Not reported
TSDF EPA ID:	CAD000088252
Trans Name:	Not reported
TSDF Alt EPA ID:	CAD000088252
TSDF Alt Name:	Not reported
Waste Code Description:	181 - Other inorganic solid waste Organics
RCRA Code:	Not reported
Meth Code:	H01 - Transfer Station
Quantity Tons:	0.05
Waste Quantity:	100
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

39
WSW
1/4-1/2
0.420 mi.
2219 ft.

Relative:
Lower

Actual:
371 ft.

ANRITSU COMPANY
490 JARVIS DRIVE
MORGAN HILL, CA 95037

CUPA Listings **S103661828**
EMI **N/A**
HIST CORTESE
NPDES
CIWQS
CERS

CUPA SANTA CLARA:

Name:	ANRITSU COMPANY
Address:	490 JARVIS DR
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	4082011907
UDF Email:	Not reported
PE#:	2206
Program Description:	GENERATES 5 TO <25 TONS/YR
Program Identifier:	DEH PERMIT-HAZ WASTE GENERATOR PROGRAM
Latitude:	37.147614
Longitude:	-121.655773
Record ID:	PR0313074
Facility ID:	FA0203263
Name:	ANRITSU COMPANY
Address:	490 JARVIS DR
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	4082011907
UDF Email:	Not reported
PE#:	BP03
Program Description:	HMBP FACILITY, 7-9 CHEMICALS
Program Identifier:	DEH PERMIT-HAZ MAT BUSINESS PLAN PROGRAM

ANRITSU COMPANY (Continued) **S103661828**

Latitude:	37.147614
Longitude:	-121.655773
Record ID:	PR0376001
Facility ID:	FA0203263

Name:	ANRITSU COMPANY
Address:	490 JARVIS DR
City,State,Zip:	MORGAN HILL, CA 95037
Region:	SANTA CLARA
Telephone:	4082011907
UDF Email:	Not reported
PE#:	2263
Program Description:	CONDITIONALLY EXEMPT (CE)
Program Identifier:	DEH PERMIT-ONSITE HAZ WASTE TREATMENT/TIERED PERMIT PROGRAM
Latitude:	37.147614
Longitude:	-121.655773
Record ID:	PR0427507
Facility ID:	FA0203263

EMI:

Name:	WILTRON COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 950370000
Year:	1987
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3679
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	WILTRON COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 950370000
Year:	1990
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3671
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0

ANRITSU COMPANY (Continued) **S103661828**

Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Name: WILTRON COMPANY
Address: 490 JARVIS DRIVE
City,State,Zip: MORGAN HILL, CA 950370000
Year: 1995
County Code: 43
Air Basin: SF
Facility ID: 2417
Air District Name: BA
SIC Code: 3679
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 2
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Name: WILTRON COMPANY
Address: 490 JARVIS DRIVE
City,State,Zip: MORGAN HILL, CA 950370000
Year: 1996
County Code: 43
Air Basin: SF
Facility ID: 2417
Air District Name: BA
SIC Code: 3679
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 2
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Name: ANRITSU COMPANY
Address: 490 JARVIS DRIVE
City,State,Zip: MORGAN HILL, CA 950370000
Year: 1997
County Code: 43
Air Basin: SF
Facility ID: 2417
Air District Name: BA
SIC Code: 3679
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 2

ANRITSU COMPANY (Continued) **S103661828**

Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Name: ANRITSU COMPANY
Address: 490 JARVIS DRIVE
City,State,Zip: MORGAN HILL, CA 950370000
Year: 1998
County Code: 43
Air Basin: SF
Facility ID: 2417
Air District Name: BA
SIC Code: 3679
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 1
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Name: ANRITSU COMPANY
Address: 490 JARVIS DRIVE
City,State,Zip: MORGAN HILL, CA 950370000
Year: 1999
County Code: 43
Air Basin: SF
Facility ID: 2417
Air District Name: BA
SIC Code: 3825
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 2
Reactive Organic Gases Tons/Yr: 2
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0

Name: ANRITSU COMPANY
Address: 490 JARVIS DRIVE
City,State,Zip: MORGAN HILL, CA 950370000
Year: 2000
County Code: 43
Air Basin: SF
Facility ID: 2417
Air District Name: BA
SIC Code: 3825
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported

ANRITSU COMPANY (Continued) **S103661828**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 950370000
Year:	2001
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	4
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 950370000
Year:	2002
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 950370000
Year:	2003
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA

ANRITSU COMPANY (Continued) **S103661828**

SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 950370000
Year:	2004
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.69
Reactive Organic Gases Tons/Yr:	0.676
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 950370000
Year:	2005
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.246
Reactive Organic Gases Tons/Yr:	.0984
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 950370000
Year:	2006
County Code:	43

ANRITSU COMPANY (Continued) **S103661828**

Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.246
Reactive Organic Gases Tons/Yr:	.0984
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 950370000
Year:	2007
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.246
Reactive Organic Gases Tons/Yr:	.0984
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 95037
Year:	2008
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.5
Reactive Organic Gases Tons/Yr:	.3488
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE

ANRITSU COMPANY (Continued) **S103661828**

City,State,Zip:	MORGAN HILL, CA 95037
Year:	2009
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.2149999999999999
Reactive Organic Gases Tons/Yr:	0.63480000000000003
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 95037
Year:	2010
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.7290000000000001
Reactive Organic Gases Tons/Yr:	0.82955319999999999
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 95037
Year:	2011
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.735
Reactive Organic Gases Tons/Yr:	0.5127274
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

ANRITSU COMPANY (Continued) **S103661828**

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 95037
Year:	2012
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.959
Reactive Organic Gases Tons/Yr:	0.6023274
Carbon Monoxide Emissions Tons/Yr:	0.001
NOX - Oxides of Nitrogen Tons/Yr:	0.005
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 95037
Year:	2013
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.06
Reactive Organic Gases Tons/Yr:	0.6427274
Carbon Monoxide Emissions Tons/Yr:	0.001
NOX - Oxides of Nitrogen Tons/Yr:	0.006
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 95037
Year:	2014
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.999577076
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0.002505402
NOX - Oxides of Nitrogen Tons/Yr:	0.014663426
SOX - Oxides of Sulphur Tons/Yr:	2.5976e-005

ANRITSU COMPANY (Continued) **S103661828**

Particulate Matter Tons/Yr: 0.000543393
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0.000521657

Name: ANRITSU COMPANY
Address: 490 JARVIS DRIVE
City,State,Zip: MORGAN HILL, CA 95037
Year: 2015
County Code: 43
Air Basin: SF
Facility ID: 2417
Air District Name: BA
SIC Code: 3825
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 1.999089753
Reactive Organic Gases Tons/Yr: 0.806548542
Carbon Monoxide Emissions Tons/Yr: 0.001127148
NOX - Oxides of Nitrogen Tons/Yr: 0.006596882
SOX - Oxides of Sulphur Tons/Yr: 1.1686e-005
Particulate Matter Tons/Yr: 0.000244465
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0.000234687

Name: ANRITSU COMPANY
Address: 490 JARVIS DRIVE
City,State,Zip: MORGAN HILL, CA 95037
Year: 2016
County Code: 43
Air Basin: SF
Facility ID: 2417
Air District Name: BA
SIC Code: 3825
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 1.999207379
Reactive Organic Gases Tons/Yr: 0.62984690196
Carbon Monoxide Emissions Tons/Yr: 0.001459964
NOX - Oxides of Nitrogen Tons/Yr: 0.008544765
SOX - Oxides of Sulphur Tons/Yr: 1.5137e-005
Particulate Matter Tons/Yr: 0.000316649
Part. Matter 10 Micrometers and Smllr Tons/Yr: 0.000303983

Name: ANRITSU COMPANY
Address: 490 JARVIS DRIVE
City,State,Zip: MORGAN HILL, CA 95037
Year: 2017
County Code: 43
Air Basin: SF
Facility ID: 2417
Air District Name: BA
SIC Code: 3825
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 1.52680173
Reactive Organic Gases Tons/Yr: 0.4407884275

ANRITSU COMPANY (Continued) **S103661828**

Carbon Monoxide Emissions Tons/Yr:	0.000891355
NOX - Oxides of Nitrogen Tons/Yr:	0.005216854
SOX - Oxides of Sulphur Tons/Yr:	9.242e-006
Particulate Matter Tons/Yr:	0.000193325
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.000185592

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 95037
Year:	2018
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.036285294
Reactive Organic Gases Tons/Yr:	0.39530750414
Carbon Monoxide Emissions Tons/Yr:	0.000983786
NOX - Oxides of Nitrogen Tons/Yr:	0.005757828
SOX - Oxides of Sulphur Tons/Yr:	1.02e-005
Particulate Matter Tons/Yr:	0.000213372
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.000204837

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 95037
Year:	2019
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.036380647
Reactive Organic Gases Tons/Yr:	0.39539127175
Carbon Monoxide Emissions Tons/Yr:	0.001253428
NOX - Oxides of Nitrogen Tons/Yr:	0.007335964
SOX - Oxides of Sulphur Tons/Yr:	1.2996e-005
Particulate Matter Tons/Yr:	0.000271854
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.00026098

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 95037
Year:	2020
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported

ANRITSU COMPANY (Continued) **S103661828**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1.036488285
Reactive Organic Gases Tons/Yr:	0.39548583173
Carbon Monoxide Emissions Tons/Yr:	0.00155781
NOX - Oxides of Nitrogen Tons/Yr:	0.009117432
SOX - Oxides of Sulphur Tons/Yr:	1.6151e-005
Particulate Matter Tons/Yr:	0.000337871
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.000324356

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 95037
Year:	2021
County Code:	43
Air Basin:	SF
Facility ID:	2417
Air District Name:	BA
SIC Code:	3825
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.718810031
Reactive Organic Gases Tons/Yr:	0.26836213562
Carbon Monoxide Emissions Tons/Yr:	0.001172251
NOX - Oxides of Nitrogen Tons/Yr:	0.006860857
SOX - Oxides of Sulphur Tons/Yr:	1.22e-005
Particulate Matter Tons/Yr:	0.000244078
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.000234315

HIST CORTESE:

edr_fname:	NICHOL'S CHRISTMAS TREE F
edr_fadd1:	490 JARVIS
City,State,Zip:	MORGAN HILL, CA 95037
Region:	CORTESE
Facility County Code:	43
Reg By:	LTNKA
Reg Id:	2417

NPDES:

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 95037
Facility Status:	Not reported
NPDES Number:	Not reported
Region:	Not reported
Agency Number:	Not reported
Regulatory Measure ID:	Not reported
Place ID:	Not reported
Order Number:	Not reported
WDID:	3 43NEC001838
Regulatory Measure Type:	Industrial
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported

ANRITSU COMPANY (Continued) **S103661828**

Discharge Address:	Not reported
Discharge Name:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Status:	Active
Status Date:	02/16/2016
Operator Name:	Anritsu Company
Operator Address:	490 Jarvis Drive
Operator City:	Morgan Hill
Operator State:	California
Operator Zip:	95037

NPDES as of 03/2018:

NPDES Number:	Not reported
Status:	Not reported
Agency Number:	Not reported
Region:	3
Regulatory Measure ID:	464310
Order Number:	Not reported
Regulatory Measure Type:	Industrial
Place ID:	Not reported
WDID:	3 43NEC001838
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Received Date:	02/16/2016
Processed Date:	10/13/2015
Status:	Active
Status Date:	02/16/2016
Place Size:	691732
Place Size Unit:	SqFt
Contact:	Ben Hartshorn
Contact Title:	Not reported
Contact Phone:	408-201-1038
Contact Phone Ext:	Not reported
Contact Email:	ben.hartshorn@anritsu.com
Operator Name:	Anritsu Company
Operator Address:	490 Jarvis Drive
Operator City:	Morgan Hill
Operator State:	California
Operator Zip:	95037
Operator Contact:	Ben Hartshorn
Operator Contact Title:	Not reported
Operator Contact Phone:	408-201-1038
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	ben.hartshorn@anritsu.com
Operator Type:	Private Business
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported

ANRITSU COMPANY (Continued) **S103661828**

Developer State:	California
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	N
Receiving Water Name:	Uvas/Llagas Watershed
Certifier:	Ben Hartshorn
Certifier Title:	Facilities Manager
Certification Date:	27-SEP-16
Primary Sic:	3679-Electronic Components, NEC
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

NPDES Number:	CAS000001
Status:	Active
Agency Number:	0
Region:	3
Regulatory Measure ID:	464310
Order Number:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place ID:	Not reported
WDID:	3 43NEC001838
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	10/13/2015
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Anritsu Company
Discharge Address:	490 Jarvis Drive
Discharge City:	Morgan Hill
Discharge State:	California
Discharge Zip:	95037
Received Date:	Not reported
Processed Date:	Not reported
Status:	Not reported
Status Date:	Not reported
Place Size:	Not reported
Place Size Unit:	Not reported

ANRITSU COMPANY (Continued) **S103661828**

Contact:	Not reported
Contact Title:	Not reported
Contact Phone:	Not reported
Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 95037
Facility Status:	Active
NPDES Number:	CAS000001

ANRITSU COMPANY (Continued) **S103661828**

Region:	3
Agency Number:	0
Regulatory Measure ID:	464310
Place ID:	Not reported
Order Number:	97-03-DWQ
WDID:	3 43NEC001838
Regulatory Measure Type:	Enrollee
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	10/13/2015
Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	490 Jarvis Drive
Discharge Name:	Anritsu Company
Discharge City:	Morgan Hill
Discharge State:	California
Discharge Zip:	95037
Status:	Not reported
Status Date:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported

NPDES as of 03/2018:

NPDES Number:	Not reported
Status:	Not reported
Agency Number:	Not reported
Region:	3
Regulatory Measure ID:	464310
Order Number:	Not reported
Regulatory Measure Type:	Industrial
Place ID:	Not reported
WDID:	3 43NEC001838
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Received Date:	02/16/2016
Processed Date:	10/13/2015
Status:	Active
Status Date:	02/16/2016
Place Size:	691732
Place Size Unit:	SqFt
Contact:	Ben Hartshorn
Contact Title:	Not reported
Contact Phone:	408-201-1038
Contact Phone Ext:	Not reported
Contact Email:	ben.hartshorn@anritsu.com
Operator Name:	Anritsu Company
Operator Address:	490 Jarvis Drive

ANRITSU COMPANY (Continued) **S103661828**

Operator City:	Morgan Hill
Operator State:	California
Operator Zip:	95037
Operator Contact:	Ben Hartshorn
Operator Contact Title:	Not reported
Operator Contact Phone:	408-201-1038
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	ben.hartshorn@anritsu.com
Operator Type:	Private Business
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	California
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	N
Receiving Water Name:	Uvas/Llagas Watershed
Certifier:	Ben Hartshorn
Certifier Title:	Facilities Manager
Certification Date:	27-SEP-16
Primary Sic:	3679-Electronic Components, NEC
Secondary Sic:	Not reported
Tertiary Sic:	Not reported
NPDES Number:	CAS000001
Status:	Active
Agency Number:	0
Region:	3
Regulatory Measure ID:	464310
Order Number:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place ID:	Not reported
WDID:	3 43NEC001838
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	10/13/2015
Expiration Date Of Regulatory Measure:	Not reported

ANRITSU COMPANY (Continued) **S103661828**

Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Anritsu Company
Discharge Address:	490 Jarvis Drive
Discharge City:	Morgan Hill
Discharge State:	California
Discharge Zip:	95037
Received Date:	Not reported
Processed Date:	Not reported
Status:	Not reported
Status Date:	Not reported
Place Size:	Not reported
Place Size Unit:	Not reported
Contact:	Not reported
Contact Title:	Not reported
Contact Phone:	Not reported
Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commertial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported

ANRITSU COMPANY (Continued) **S103661828**

Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

CIWQS:

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 95037
Agency:	Anritsu Company
Agency Address:	490 Jarvis Drive, Morgan Hill, CA 95037
Place/Project Type:	Industrial - Electronic Components, NEC
SIC/NAICS:	3679
Region:	3
Program:	INDSTW
Regulatory Measure Status:	Active
Regulatory Measure Type:	Storm water industrial
Order Number:	2014-0057-DWQ
WDID:	3 43NEC001838
NPDES Number:	CAS000001
Adoption Date:	Not reported
Effective Date:	10/13/2015
Termination Date:	Not reported
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	1
Violations within 5 years:	1
Latitude:	37.14722
Longitude:	-121.65572

CERS:

Name:	ANRITSU COMPANY
Address:	490 JARVIS DRIVE
City,State,Zip:	MORGAN HILL, CA 95037
Site ID:	526351
CERS ID:	841129
CERS Description:	Industrial Facility Storm Water

Violations:

Site ID:	526351
Site Name:	Anritsu Company
Violation Date:	10-02-2021
Citation:	2014-0057-DWQ - Industrial General Permit
Violation Description:	SW - Failure to meet NEC criteria
Violation Notes:	Discharger failed to recertify the NEC by October 1, 2021
Violation Division:	Water Boards
Violation Program:	INDSTW
Violation Source:	SMARTS,

Enforcement Action:

Site ID:	526351

ANRITSU COMPANY (Continued) **S103661828**

Site Name: Anritsu Company
Site Address: 490 JARVIS DRIVE
Site City: MORGAN HILL
Site Zip: 95037
Enf Action Date: 10-18-2021
Enf Action Type: Notice of Violation
Enf Action Description: Notice of Violation
Enf Action Notes: Discharger did not recertify NEC by October 1, 2021
Enf Action Division: Water Boards
Enf Action Program: INDSTW
Enf Action Source: SMARTS,

Affiliation:
Affiliation Type Desc: Owner/Operator
Entity Name: Anritsu Company
Entity Title: Operator
Affiliation Address: 490 Jarvis Drive
Affiliation City: Morgan Hill
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95037
Affiliation Phone: ,

Name: ANRITSU COMPANY
Address: 490 JARVIS DRIVE
City,State,Zip: MORGAN HILL, CA 95037-2834
Site ID: 451540
CERS ID: 110001160555
CERS Description: US EPA Air Emission Inventory System (EIS)

Affiliation:
Affiliation Type Desc: Environmental Contact
Entity Name: ENVIR MGMT
Entity Title: Not reported
Affiliation Address: 490 JARVIS DRIVE
Affiliation City: MORGANHILL
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Environmental Contact
Entity Name: HOWARD GRIMES
Entity Title: Not reported
Affiliation Address: HOWARD GRIMESANRITSU COM
Affiliation City: MORGANHILL
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

40
NNE
1/4-1/2
0.459 mi.
2423 ft.

BORELLO PROPERTY - MORGAN HILL USD
PEET ROAD, EAST OF MISSION AVENIDA
MORGAN HILL, CA 95037

US BROWNFIELDS **1019321857**
N/A

Relative:
Higher

Actual:
404 ft.

US BROWNFIELDS:

Name:	BORELLO PROPERTY - MORGAN HILL USD
Address:	PEET ROAD, EAST OF MISSION AVENIDA
Recipient name:	California Department of Toxic Substances Control
Grant type:	Section 128(a) State/Tribal
Property Number:	728-55-15; 728-55-16; 728-55-17
Parcel size:	9
Latitude:	37.158430600000003
Longitude:	-121.64236289999999
Highlights:	Morgan Hill Unified School District selected the site for a future elementary school with approximately 27 classrooms for 600 students. School construction is anticipated to begin in summer 2017. The site was used for agricultural purposes from prior to 1
Start Date:	-
Redev Completition Date:	-
Completed Date:	-
Acres Cleaned Up:	-
Cleanup Funding:	-
Cleanup Funding Source:	-
Assessment Funding:	-
Assessment Funding Source:	-
Redevelopment Funding:	-
Redev. Funding Source:	-
Redev. Funding Entity Name:	-
Redevelopment Start Date:	-
Assessment Funding Entity:	-
Cleanup Funding Entity:	-
Grant Type:	Hazardous
Accomplishment Type:	-
Cooperative Agreement Number:	Not reported
Start Date:	-
Ownership Entity:	Private
Completion Date:	-
Current Owner:	Lupine Investors, LLC
Cleanup Required:	Y
Video Available:	N
Photo Available:	Y
Institutional Controls Required:	U
IC Category Proprietary Controls:	-
IC Cat. Info. Devices:	-
IC Cat. Gov. Controls:	-
IC Cat. Enforcement Permit Tools:	-
IC in place date:	-
IC in place:	N
State/tribal program date:	8/18/2015
State/tribal program ID:	DTSC EnviroStor No. 60002240
Contaminant Found:	Not reported
Contaminant Cleanup:	Not reported
Media Affected:	Not reported
Media Cleanup:	Not reported
Num. of cleanup and re-dev. jobs:	-
Past use greenspace acreage:	-
Past use residential acreage:	9

BORELLO PROPERTY - MORGAN HILL USD (Continued) **1019321857**

Past use commercial acreage:	-
Past use industrial acreage:	-
Future use greenspace acreage:	-
Future use residential acreage:	-
Future use commercial acreage:	9
Future use industrial acreage:	-
Future Use: Multistory	-
Past Use: Multistory	-
Property Description:	The Site is located at the northeastern corner of the intersection of Peet Road and Mission Avenida in Morgan Hill, California, in the County of Santa Clara. The site was used for agricultural purposes from prior to 1939 until sometime between 1998 and 20
Below Poverty Number:	55
Below Poverty Percent:	2.84
Meidan Income:	24537
Meidan Income Number:	171
Meidan Income Percent:	8.82
Vacant Housing Number:	17
Vacant Housing Percent:	3.37
Unemployed Number:	61
Unemployed Percent:	3.15

41
NE
1/2-1
0.556 mi.
2934 ft.

BORELLO PROPERTY **ENVIROSTOR** **S118353725**
PEET ROAD, EAST OF MISSION AVENIDA **SCH** **N/A**
MORGAN HILL, CA 95037

Relative: Higher

Actual: 408 ft.

ENVIROSTOR:

Name:	BORELLO PROPERTY
Address:	PEET ROAD, EAST OF MISSION AVENIDA
City,State,Zip:	MORGAN HILL, CA 95037
Facility ID:	60002240
Status:	Certified
Status Date:	11/03/2021
Site Code:	204285-11
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	9
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Jose Luevano
Supervisor:	Jose Salcedo
Division Branch:	Cleanup Legacy Landfills
Assembly:	28
Senate:	15
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	37.15869
Longitude:	-121.6402
APN:	728-55-015, 728-55-016, 728-55-038, 72850007
Past Use:	AGRICULTURAL - ORCHARD, AGRICULTURAL - ROW CROPS
Potential COC:	Arsenic Chlordane DDD DDE DDT Lead Naturally Occurring Asbestos (NOA Polychlorinated biphenyls (PCBs Dieldrin
Confirmed COC:	30001-NO Chlordane 30006-NO 30007-NO 30008-NO 30013-NO 30018-NO

BORELLO PROPERTY (Continued) **S118353725**

Dieldrin 40002-NO
Potential Description: SOIL
Alias Name: S.G. Borello Elementary School
Alias Type: Alternate Name
Alias Name: 728-55-015
Alias Type: APN
Alias Name: 728-55-016
Alias Type: APN
Alias Name: 728-55-038
Alias Type: APN
Alias Name: 72850007
Alias Type: APN
Alias Name: 202053-83
Alias Type: Site Code - Historical
Alias Name: 202053
Alias Type: Project Code (Site Code)
Alias Name: 202053-83
Alias Type: Project Code (Site Code)
Alias Name: 204285
Alias Type: Project Code (Site Code)
Alias Name: 204285
Alias Type: Project Code (Site Code)
Alias Name: 204285-11
Alias Type: Project Code (Site Code)
Alias Name: 60002240
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 08/04/2017
Comments: PPT presentation during the public meeting on July 27, 2017.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 06/30/2017
Comments: On June 30, 2017, DTSC provided the final Public Notice to the District for publication.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Work Notice
Completed Date: 09/17/2019
Comments: On Sep 17, 2019, RAW field work notice finalized and mailed out to project mailing list.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 06/30/2017
Comments: On June 30, 2017, PM received the final Community Update from A. Setty, PPS.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan

BORELLO PROPERTY (Continued) **S118353725**

Completed Date: 11/16/2017
Comments: On November 16, 2017, DTSC approved the revised Updated RAW for implementation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.15 Request
Completed Date: 08/30/2017
Comments: On August 30, 2017, DTSC approved the CDE Form 4.15.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 08/04/2017
Comments: Public meeting transcripts.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract Fiscal Approval (CFA)
Completed Date: 12/08/2015
Comments: CFA authorized.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Application
Completed Date: 09/22/2015
Comments: Application for Targeted Site Investigation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/06/2016
Comments: On May 4, 2016, DTSC approved the TSI PEA Report with a further action determination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 06/29/2017
Comments: On January 5, 2017, PPS finalized the Community Profile.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 11/17/2017
Comments: On November 17, 2017, DTSC responded to the public comments received on the draft RAW during the public comment period.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 04/27/2020
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification

BORELLO PROPERTY (Continued) **S118353725**

Completed Date: 11/03/2020
Comments: On Nov 3, 2020, Site Certified with approval of the RACR.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 10/28/2015
Comments: On October 22, 2015, DTSC received the following documents as background information: Borello Pipeline Study, School Site Constraint Report, MCI Borello Phase II Report and Borello MND_Public Review Version.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/03/2020
Comments: On Nov 3, 2020, DTSC approved the RACR and certified that the response action has meet the cleanup goals of the RAW.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 05/25/2016
Comments: Fully Executed SCA sent to District 05/25/16.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/21/2016
Comments: On January 21, 2016, DTSC (M. Songco and V. Mathrani) conducted a site visit with D. Easter (DTSC consultant, Geocon), the District (C. Fajardo, A. Espinosa) and their consultants (K. McKim -McKim Design Group and J. Dominguez-School Site Solutions) followed by a scoping meeting at the District office.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 05/24/2017
Comments: On May 24, 2017, DTSC received a PRA from a group called A Voice for Choice.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 11/09/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 10/02/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Responsible Agency Review

BORELLO PROPERTY (Continued) **S118353725**

Completed Date:	11/16/2017
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Correspondence
Completed Date:	10/06/2017
Comments:	On October 6, 2017, DTSC responded to the PRA request and mailing list request.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	BORELLO PROPERTY
Address:	PEET ROAD, EAST OF MISSION AVENIDA
City,State,Zip:	MORGAN HILL, CA 95037
Facility ID:	60002240
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	9
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Jose Luevano
Supervisor:	Jose Salcedo
Division Branch:	Cleanup Legacy Landfills
Site Code:	204285-11
Assembly:	28
Senate:	15
Special Program Status:	Not reported
Status:	Certified
Status Date:	11/03/2021
Restricted Use:	NO
Funding:	School District
Latitude:	37.15869
Longitude:	-121.6402
APN:	728-55-015, 728-55-016, 728-55-038, 72850007
Past Use:	AGRICULTURAL - ORCHARD, AGRICULTURAL - ROW CROPS
Potential COC:	Arsenic, Chlordane, DDD, DDE, DDT, Lead, Naturally Occurring Asbestos (NOA, Polychlorinated biphenyls (PCBs, Dieldrin
Confirmed COC:	30001-NO, Chlordane, 30006-NO, 30007-NO, 30008-NO, 30013-NO, 30018-NO, Dieldrin, 40002-NO
Potential Description:	SOIL
Alias Name:	S.G. Borello Elementary School
Alias Type:	Alternate Name
Alias Name:	728-55-015

BORELLO PROPERTY (Continued) **S118353725**

Alias Type: APN
Alias Name: 728-55-016
Alias Type: APN
Alias Name: 728-55-038
Alias Type: APN
Alias Name: 72850007
Alias Type: APN
Alias Name: 202053-83
Alias Type: Site Code - Historical
Alias Name: 202053
Alias Type: Project Code (Site Code)
Alias Name: 202053-83
Alias Type: Project Code (Site Code)
Alias Name: 204285
Alias Type: Project Code (Site Code)
Alias Name: 204285
Alias Type: Project Code (Site Code)
Alias Name: 204285-11
Alias Type: Project Code (Site Code)
Alias Name: 60002240
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 08/04/2017
Comments: PPT presentation during the public meeting on July 27, 2017.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 06/30/2017
Comments: On June 30, 2017, DTSC provided the final Public Notice to the District for publication.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Work Notice
Completed Date: 09/17/2019
Comments: On Sep 17, 2019, RAW field work notice finalized and mailed out to project mailing list.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 06/30/2017
Comments: On June 30, 2017, PM received the final Community Update from A. Setty, PPS.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 11/16/2017
Comments: On November 16, 2017, DTSC approved the revised Updated RAW for implementation.

Completed Area Name: PROJECT WIDE

BORELLO PROPERTY (Continued) **S118353725**

Completed Sub Area Name: Not reported
Completed Document Type: 4.15 Request
Completed Date: 08/30/2017
Comments: On August 30, 2017, DTSC approved the CDE Form 4.15.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 08/04/2017
Comments: Public meeting transcripts.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract Fiscal Approval (CFA)
Completed Date: 12/08/2015
Comments: CFA authorized.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Application
Completed Date: 09/22/2015
Comments: Application for Targeted Site Investigation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/06/2016
Comments: On May 4, 2016, DTSC approved the TSI PEA Report with a further action determination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 06/29/2017
Comments: On January 5, 2017, PPS finalized the Community Profile.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 11/17/2017
Comments: On November 17, 2017, DTSC responded to the public comments received on the draft RAW during the public comment period.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 04/27/2020
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 11/03/2020
Comments: On Nov 3, 2020, Site Certified with approval of the RACR.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

BORELLO PROPERTY (Continued) **S118353725**

Completed Document Type: Other Report
Completed Date: 10/28/2015
Comments: On October 22, 2015, DTSC received the following documents as background information: Borello Pipeline Study, School Site Constraint Report, MCI Borello Phase II Report and Borello MND_Public Review Version.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/03/2020
Comments: On Nov 3, 2020, DTSC approved the RACR and certified that the response action has meet the cleanup goals of the RAW.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: School Cleanup Agreement
Completed Date: 05/25/2016
Comments: Fully Executed SCA sent to District 05/25/16.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/21/2016
Comments: On January 21, 2016, DTSC (M. Songco and V. Mathrani) conducted a site visit with D. Easter (DTSC consultant, Geocon), the District (C. Fajardo, A. Espinosa) and their consultants (K. McKim -McKim Design Group and J. Dominguez-School Site Solutions) followed by a scoping meeting at the District office.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 05/24/2017
Comments: On May 24, 2017, DTSC received a PRA from a group called A Voice for Choice.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 11/09/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 10/02/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Responsible Agency Review
Completed Date: 11/16/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

BORELLO PROPERTY (Continued) **S118353725**

Completed Document Type:	Correspondence
Completed Date:	10/06/2017
Comments:	On October 6, 2017, DTSC responded to the PRA request and mailing list request.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

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42 **MADRONE LAND CORP./SAN JO** **ENVIROSTOR** **S101482285**
WSW **645 COCHRANE** **CPS-SLIC** **N/A**
1/2-1 **MORGAN HILL, CA 95037** **DEED**
0.582 mi. **HIST CORTESE**
3071 ft. **CERS**

Relative:
Lower

Actual:
366 ft.

ENVIROSTOR:

Name:	MADRONE LAND CORP./SAN JOSE TRAP & SKEET
Address:	645 COCHRANE RD.
City,State,Zip:	MORGAN HILL, CA 95037
Facility ID:	43010016
Status:	Refer: RWQCB
Status Date:	08/21/1996
Site Code:	Not reported
Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Not reported
Division Branch:	Cleanup Berkeley
Assembly:	28
Senate:	15
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	37.15062
Longitude:	-121.6562
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	* WASTE OIL & MIXED OIL Lead
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	MADRONE LAND CORP./SAN JOSE TRAP & SKEET
Alias Type:	Alternate Name
Alias Name:	43010016
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE

MADRONE LAND CORP./SAN JO (Continued) **S101482285**

Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 11/10/1992
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CPS-SLIC:
Name: MADRONE LAND CORPORATION
Address: 645 COCHRANE ROAD
City,State,Zip: MORGAN HILL, CA 95037
Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 08/09/1995
Global Id: SL20274892
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
Lead Agency Case Number: Not reported
Latitude: 37.1292648829132
Longitude: -121.641437342297
Case Type: Cleanup Program Site
Case Worker: UUU
Local Agency: Not reported
RB Case Number: SL20274892
File Location: Not reported
Potential Media Affected: Not reported
Potential Contaminants of Concern: Not reported
EPA Region: 9
Coordinate Source: Manual Entry on Screens
Cuf Case: NO
Quantity Released Gallons: Not reported
Begin Date: 08/09/1995
Leak Reported Date: Not reported
How Discovered: Not reported
How Discovered Description: Not reported
Discharge Source: Not reported
Discharge Cause: Not reported
Stop Method: Not reported
Stop Description: Not reported
No Further Action Date: 08/09/1995
CA Water Watershed Name: Pajaro River - South Santa Clara Valley (305.30)
Dwr Groundwater Subbasin Name: Gilroy-Hollister Valley - Llagas Area (3-003.01)
Disadvantaged Community: Not reported
CA Enviroscreen 3 Score: 26-30%
CA Enviroscreen 4 Score: 20-25%
Military DOD Site: No
Facility Project Subtype: Not reported
RWQCB Region: CENTRAL COAST RWQCB (REGION 3)
Site History: Not reported

MADRONE LAND CORP./SAN JO (Continued) **S101482285**

Click here to access the California GeoTracker records for this facility:

DEED:
Name: MADRONE LAND CORPORATION
Address: 645 COCHRANE ROAD
City,State,Zip: MORGAN HILL, CA 95037
Envirostor ID: SL20274892
Area: Not reported
Sub Area: Not reported
Site Type: SLIC
Status: COMPLETED - CASE CLOSED
Agency: SWRCB
Covenant Uploaded: Y
Deed Date(s): 10/02/2001
File Name: Geotracker Land Use/Deed Restrictions

HIST CORTESE:
edr_fname: MADRONE LAND CORP./SAN JO
edr_fadd1: 645 COCHRANE
City,State,Zip: MORGAN HILL, CA 95037
Region: CORTESE
Facility County Code: 43
Reg By: CALSI
Reg Id: 43010016

CERS:
Name: MADRONE LAND CORPORATION
Address: 645 COCHRANE ROAD
City,State,Zip: MORGAN HILL, CA 95037
Site ID: 666643
CERS ID: SL20274892
CERS Description: Cleanup Program Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: Regional Water Board - SAN FRANCISCO BAY RWQCB (REGION 2)
Entity Title: Not reported
Affiliation Address: 1515 CLAY ST SUITE 1400
Affiliation City: OAKLAND
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

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43 **TORAY ADVANCED COMPOSITES** **RCRA-LQG 1001959809**
SW **18410 BUTTERFIELD BLVD** **ENVIROSTOR CAR000064659**
1/2-1 **MORGAN HILL, CA 95037** **WDS**
0.641 mi.
3382 ft.

Relative:
Lower

Actual:
363 ft.

RCRA Listings:
Date Form Received by Agency: 20190614
Handler Name: Toray Advanced Composites
Handler Address: BUTTERFIELD BLVD
Handler City,State,Zip: MORGAN HILL, CA 95037-0000

TORAY ADVANCED COMPOSITES (Continued) **1001959809**

EPA ID:	CAR000064659
Contact Name:	ERIK ROCKWELL
Contact Address:	BUTTERFIELD BLVD
Contact City,State,Zip:	MORGAN HILL, CA 95037-0000
Contact Telephone:	408-465-8513
Contact Fax:	Not reported
Contact Email:	R.ROCKWELL@TORAYTAC-USA.COM
Contact Title:	EH&S MANAGER
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Large Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	BUTTERFIELD BLVD
Mailing City,State,Zip:	MORGAN HILL, CA 95037
Owner Name:	Toray Tcac Holding Usa, Inc.
Owner Type:	Private
Operator Name:	Toray Advanced Composites
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20190617
Recognized Trader-Importer:	No

TORAY ADVANCED COMPOSITES (Continued) **1001959809**

Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Biennial: List of Years
Year: 2017

Click Here for Biennial Reporting System Data:
Year: 2015

Click Here for Biennial Reporting System Data:
Year: 2005

Click Here for Biennial Reporting System Data:

Hazardous Waste Summary:

Waste Code:	D000
Waste Description:	Not Defined
Waste Code:	D001
Waste Description:	Ignitable Waste
Waste Code:	D002
Waste Description:	Corrosive Waste
Waste Code:	D003
Waste Description:	Reactive Waste
Waste Code:	D004
Waste Description:	Arsenic
Waste Code:	D007
Waste Description:	Chromium
Waste Code:	D008
Waste Description:	Lead
Waste Code:	D011
Waste Description:	Silver
Waste Code:	D035
Waste Description:	Methyl Ethyl Ketone
Waste Code:	F003
Waste Description:	The Following Spent Nonhalogenated Solvents: Xylene, Acetone, Ethyl Acetate, Ethyl Benzene, Ethyl Ether, Methyl Isobutyl Ketone, N-Butyl Alcohol, Cyclohexanone, And Methanol; All Spent Solvent Mixtures/Blends Containing, Before Use, Only The Above Spent Nonhalogenated Solvents; And All Spent Solvent Mixtures/Blends Containing, Before Use, One Or More Of The Above Nonhalogenated Solvents, And A Total Of Ten Percent Or More (By Volume) Of One Or More Of Those Solvents Listed In F001, F002, F004, And F005; And Still Bottoms From The Recovery Of These Spent Solvents And Spent Solvent

TORAY ADVANCED COMPOSITES (Continued) **1001959809**

Mixtures.

Waste Code: F004
Waste Description: The Following Spent Nonhalogenated Solvents: Cresols, Cresylic Acid, And Nitrobenzene; And The Still Bottoms From The Recovery Of These Solvents; All Spent Solvent Mixtures/Blends Containing, Before Use, A Total Of Ten Percent Or More (By Volume) Of One Or More Of The Above Nonhalogenated Solvents Or Those Solvents Listed In F001, F002, And F005; And Still Bottoms From The Recovery Of These Spent Solvents And Spent Solvent Mixtures.

Waste Code: F005
Waste Description: The Following Spent Nonhalogenated Solvents: Toluene, Methyl Ethyl Ketone, Carbon Disulfide, Isobutanol, Pyridine, Benzene, 2-Ethoxyethanol, And 2-Nitropropane; All Spent Solvent Mixtures/Blends Containing, Before Use, A Total Of Ten Percent Or More (By Volume) Of One Or More Of The Above Nonhalogenated Solvents Or Those Solvents Listed In F001, F002, Or F004; And Still Bottoms From The Recovery Of These Spent Solvents And Spent Solvent Mixtures.

Waste Code: U112
Waste Description: Acetic Acid, Ethyl Ester (I) (Or) Ethyl Acetate (I)

Waste Code: U134
Waste Description: Hydrofluoric Acid (C,T) (Or) Hydrogen Fluoride (C,T)

Handler - Owner Operator:
Owner/Operator Indicator: Owner
Owner/Operator Name: PARKERS PARTNERS
Legal Status: Private
Date Became Current: 19980601
Date Ended Current: Not reported
Owner/Operator Address: 18330 SUTTER BLVD.
Owner/Operator City,State,Zip: MORGAN HILL, CA 95037
Owner/Operator Telephone: 408-825-1824
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: TORAY TCAC HOLDING USA, INC.
Legal Status: Private
Date Became Current: 20180901
Date Ended Current: Not reported
Owner/Operator Address: 18410 BUTTERFIELD BLVD
Owner/Operator City,State,Zip: MORGAN HILL, CA 95037
Owner/Operator Telephone: 408-465-8513
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: E.ROCKWELL@TORAYTAC-USA.COM

Owner/Operator Indicator: Operator
Owner/Operator Name: TENCATE ADVANCE COMPOSITES
Legal Status: Private
Date Became Current: 19990102
Date Ended Current: Not reported
Owner/Operator Address: Not reported

TORAY ADVANCED COMPOSITES (Continued) **1001959809**

Owner/Operator City,State,Zip: Not reported
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: KIM DEYOUNG
Legal Status: Private
Date Became Current: 20050101
Date Ended Current: Not reported
Owner/Operator Address: 630 S. ROSSMORE AVE.
Owner/Operator City,State,Zip: LOS ANGELES, CA 90005
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: TORAY ADVANCED COMPOSITES
Legal Status: Private
Date Became Current: 20190501
Date Ended Current: Not reported
Owner/Operator Address: 18410 BUTTERFIELD BLVD
Owner/Operator City,State,Zip: MORGAN HILL, CA 95037-0000
Owner/Operator Telephone: 408-465-8513
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: E.ROCKWELL@TORAYTCAC-USA.COM

Owner/Operator Indicator: Owner
Owner/Operator Name: PACKER PARTNERS
Legal Status: Private
Date Became Current: 19990101
Date Ended Current: Not reported
Owner/Operator Address: 18300 SUTTER BLVD
Owner/Operator City,State,Zip: MORGAN HILL, CA 95037
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: TENCATE ADVANCED COMPOSITES
Legal Status: Private
Date Became Current: 19990501
Date Ended Current: Not reported
Owner/Operator Address: Not reported
Owner/Operator City,State,Zip: Not reported
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: KIM DEYOUNG
Legal Status: Private

TORAY ADVANCED COMPOSITES (Continued) **1001959809**

Date Became Current:	20050101
Date Ended Current:	Not reported
Owner/Operator Address:	630 S. ROSSMORE AVE.
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90005
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Owner
Owner/Operator Name: KIM DEYOUNG	
Legal Status:	Private
Date Became Current:	20050101
Date Ended Current:	Not reported
Owner/Operator Address:	630 S. ROSSMORE AVE.
Owner/Operator City,State,Zip:	LOS ANGELES, CA 90005
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name: ALIEN TECHNOLOGY	
Legal Status:	Private
Date Became Current:	20000401
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name: ALIEN TECHNOLOGY	
Legal Status:	Private
Date Became Current:	20000401
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name: TENCATE ADVANCED COMPOSITES	
Legal Status:	Private
Date Became Current:	19990501
Date Ended Current:	Not reported
Owner/Operator Address:	18410 BUTTERFIELD BLVD
Owner/Operator City,State,Zip:	MORGAN HILL, CA 95037-0000
Owner/Operator Telephone:	408-465-8513
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	C.WURM@TCAC-USA.COM

TORAY ADVANCED COMPOSITES (Continued) **1001959809**

Owner/Operator Indicator: Owner
Owner/Operator Name: GILDE BUY OUT PARTNERS
Legal Status: Private
Date Became Current: 20160201
Date Ended Current: Not reported
Owner/Operator Address: 18410 BUTERFIELD BLVD
Owner/Operator City,State,Zip: MORGAN HILL, CA 95037
Owner/Operator Telephone: 408-465-8513
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: C.WURM@TCAC-USA.COM

Owner/Operator Indicator: Owner
Owner/Operator Name: ALIEN TECHNOLOGY CORP
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 18410 BUTTERFIELD BLVD
Owner/Operator City,State,Zip: MORGAN HILL, CA 95037
Owner/Operator Telephone: 510-783-1800
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: ALIEN TECHNOLOGY
Legal Status: Private
Date Became Current: 20000401
Date Ended Current: Not reported
Owner/Operator Address: Not reported
Owner/Operator City,State,Zip: Not reported
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20160224
Handler Name: TENCATE ADVANCE COMPOSITES
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20181026
Handler Name: TENCATE ADVANCED COMPOSITES
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No

TORAY ADVANCED COMPOSITES (Continued) **1001959809**

Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

Receive Date: 20060227
Handler Name: ALIEN TECHNOLOGY
Federal Waste Generator Description: Small Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20000120
Handler Name: ALIEN TECHNOLOGY CORP
Federal Waste Generator Description: Small Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20061208
Handler Name: ALIEN TECHNOLOGY *D
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20140707
Handler Name: TENCATE ADVANCED COMPOSITES
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

TORAY ADVANCED COMPOSITES (Continued) **1001959809**

Receive Date: 20190614
Handler Name: TORAY ADVANCED COMPOSITES
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

Receive Date: 20060227
Handler Name: ALIEN TECHNOLOGY
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 325211
NAICS Description: PLASTICS MATERIAL AND RESIN MANUFACTURING

NAICS Code: 32613
NAICS Description: LAMINATED PLASTICS PLATE, SHEET (EXCEPT PACKAGING), AND SHAPE MANUFACTURING

NAICS Code: 339999
NAICS Description: ALL OTHER MISCELLANEOUS MANUFACTURING

Has the Facility Received Notices of Violations:
Found Violation: Yes
Agency Which Determined Violation: State
Violation Short Description: Generators - Pre-transport
Date Violation was Determined: 20160122
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: State
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported

TORAY ADVANCED COMPOSITES (Continued) **1001959809**

Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: Yes
Agency Which Determined Violation: State
Violation Short Description: Generators - General
Date Violation was Determined: 20160122
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: State
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

TORAY ADVANCED COMPOSITES (Continued) **1001959809**

Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	Generators - General
Date Violation was Determined:	20160122
Actual Return to Compliance Date:	Not reported
Return to Compliance Qualifier:	Not reported
Violation Responsible Agency:	State
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported
Enforcement Type:	Not reported
Enforcement Responsible Person:	Not reported
Enforcement Responsible Sub-Organization:	Not reported
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported
SEP Scheduled Completion Date:	Not reported
SEP Actual Date:	Not reported
SEP Defaulted Date:	Not reported
SEP Type:	Not reported
SEP Type Description:	Not reported
Proposed Amount:	Not reported
Final Monetary Amount:	Not reported
Paid Amount:	Not reported
Final Count:	Not reported
Final Amount:	Not reported

Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	Generators - Pre-transport
Date Violation was Determined:	20160122
Actual Return to Compliance Date:	Not reported
Return to Compliance Qualifier:	Not reported
Violation Responsible Agency:	State
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported

TORAY ADVANCED COMPOSITES (Continued) **1001959809**

Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Found Violation: Yes
Agency Which Determined Violation: State
Violation Short Description: Generators - Records/Reporting
Date Violation was Determined: 20160122
Actual Return to Compliance Date: Not reported
Return to Compliance Qualifier: Not reported
Violation Responsible Agency: State
Scheduled Compliance Date: Not reported
Enforcement Identifier: Not reported
Date of Enforcement Action: Not reported
Enforcement Responsible Agency: Not reported
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: Not reported
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

TORAY ADVANCED COMPOSITES (Continued) **1001959809**

Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	Generators - General
Date Violation was Determined:	20160122
Actual Return to Compliance Date:	Not reported
Return to Compliance Qualifier:	Not reported
Violation Responsible Agency:	State
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported
Enforcement Type:	Not reported
Enforcement Responsible Person:	Not reported
Enforcement Responsible Sub-Organization:	Not reported
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported
SEP Scheduled Completion Date:	Not reported
SEP Actual Date:	Not reported
SEP Defaulted Date:	Not reported
SEP Type:	Not reported
SEP Type Description:	Not reported
Proposed Amount:	Not reported
Final Monetary Amount:	Not reported
Paid Amount:	Not reported
Final Count:	Not reported
Final Amount:	Not reported

Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	Generators - Manifest
Date Violation was Determined:	20160122
Actual Return to Compliance Date:	Not reported
Return to Compliance Qualifier:	Not reported
Violation Responsible Agency:	State
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported

TORAY ADVANCED COMPOSITES (Continued) **1001959809**

Consent/Final Order Sequence Number:Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Evaluation Action Summary:
Evaluation Date: 20160122
Evaluation Responsible Agency: State
Found Violation: Yes
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier: Not reported
Evaluation Responsible Sub-Organization: Not reported
Actual Return to Compliance Date: Not reported
Scheduled Compliance Date: Not reported
Date of Request: Not reported
Date Response Received: Not reported
Request Agency: Not reported
Former Citation: Not reported

Evaluation Date: 20160122
Evaluation Responsible Agency: State
Found Violation: Yes
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier: Not reported
Evaluation Responsible Sub-Organization: Not reported
Actual Return to Compliance Date: Not reported
Scheduled Compliance Date: Not reported
Date of Request: Not reported
Date Response Received: Not reported
Request Agency: Not reported
Former Citation: Not reported

Evaluation Date: 20160122
Evaluation Responsible Agency: State
Found Violation: Yes
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier: Not reported
Evaluation Responsible Sub-Organization: Not reported
Actual Return to Compliance Date: Not reported
Scheduled Compliance Date: Not reported
Date of Request: Not reported
Date Response Received: Not reported
Request Agency: Not reported

TORAY ADVANCED COMPOSITES (Continued) **1001959809**

Former Citation:	Not reported
Evaluation Date:	20160122
Evaluation Responsible Agency:	State
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier:	Not reported
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20160122
Evaluation Responsible Agency:	State
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier:	Not reported
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20160122
Evaluation Responsible Agency:	State
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier:	Not reported
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported
Evaluation Date:	20160122
Evaluation Responsible Agency:	State
Found Violation:	Yes
Evaluation Type Description:	COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier:	Not reported
Evaluation Responsible Sub-Organization:	Not reported
Actual Return to Compliance Date:	Not reported
Scheduled Compliance Date:	Not reported
Date of Request:	Not reported
Date Response Received:	Not reported
Request Agency:	Not reported
Former Citation:	Not reported

ENVIROSTOR:
Name: ALIEN TECHNOLOGY CORPORATION

TORAY ADVANCED COMPOSITES (Continued) **1001959809**

Address: 18410 BUTTERFIELD RD
City,State,Zip: MORGAN HILL, CA 95037
Facility ID: 71004096
Status: Inactive - Needs Evaluation
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Berkeley
Assembly: 28
Senate: 15
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 37.14513
Longitude: -121.6577
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAR000064659
Alias Type: EPA Identification Number
Alias Name: 110002932097
Alias Type: EPA (FRS #)
Alias Name: 71004096
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

WDS:
Name: ALIEN TECHNOLOGY
Address: 18410 Butterfiled Blvd
City: MORGAN HILL
Facility ID: Central Coastal 43I015752

TORAY ADVANCED COMPOSITES (Continued) **1001959809**

Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	3
Facility Telephone:	4087823915
Facility Contact:	Mary Beth Miller
Agency Name:	ALIEN TECHNOLOGY CORPORATION
Agency Address:	18410 BUTTERFIELD BOULEVARD
Agency City,St,Zip:	MORGAN HILL 95307
Agency Contact:	MARY BETH MILLER
Agency Telephone:	4087823915
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

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44 **RYAN PROPERTIES** **ENVIROSTOR** **S100351771**
SSE **E. MAIN AVE. & EAST LANE** **N/A**
1/2-1 **MORGAN HILL, CA 95037**
0.794 mi.
4192 ft.

Relative: **Lower**
Actual: **370 ft.**

ENVIROSTOR:

Name:	RYAN PROPERTIES
Address:	E. MAIN AVE. & EAST LANE
City,State,Zip:	MORGAN HILL, CA 95037
Facility ID:	43010015
Status:	No Further Action
Status Date:	07/10/2006

RYAN PROPERTIES (Continued) **S100351771**

Site Code: 201524
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 20
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Denise Tsuji
Division Branch: Cleanup Berkeley
Assembly: 28
Senate: 15
Special Program: EPA - PASI
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 37.13876
Longitude: -121.6430
APN: NONE SPECIFIED
Past Use: AGRICULTURAL - ROW CROPS
Potential COC: NONE SPECIFIED No Contaminants found
Confirmed COC: NONE SPECIFIED
Potential Description: NMA
Alias Name: RYAN PROPERTIES
Alias Type: Alternate Name
Alias Name: 201524
Alias Type: Project Code (Site Code)
Alias Name: 43010015
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 01/10/2000
Comments: Site screening approved by USEPA. No further action required under CERCLA. Post-removal concentrations of contaminants (lead, DDE, DDT, and dieldrin) were below CHHSLs.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 08/13/1996
Comments: Completed Site Screening. A variety of chemicals were present in non-hazardous levels (>TTLC) : arsenic to 91 ppm, chromium to 62 ppm, lead to 480 ppm, zinc to 190 ppm, and extractable hydrocarbons (motor oil) to 45,000 ppm. Pesticides including DDT and dieldrin are present below soluble limits. The former farm vacant, a large garbage pile, and auto painting wastes were reported on site. The buyer wants the seller to get a signoff from the City who in turn, referred the site to DTSC.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported

RYAN PROPERTIES (Continued) **S100351771**

Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

45
NNE
1/2-1
0.891 mi.
4707 ft.

BORELLO ST. MARKS PROPERTY
COCHRAN ROAD AND SAINT MARKS AVENUE
MORGAN HILL, CA 95037

ENVIROSTOR **S107770194**
VCP **N/A**

Relative:
Higher

Actual:
405 ft.

ENVIROSTOR:

Name:	BORELLO ST. MARKS PROPERTY
Address:	COCHRAN ROAD AND SAINT MARKS AVENUE
City,State,Zip:	MORGAN HILL, CA 95037
Facility ID:	60000323
Status:	No Further Action
Status Date:	09/18/2006
Site Code:	201662
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Agreement
Acres:	13.6
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	* Karen Toth
Division Branch:	Cleanup Berkeley
Assembly:	28
Senate:	15
Special Program:	Voluntary Agreement - Standard Voluntary Agreement
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	37.16423
Longitude:	-121.6389
APN:	NONE SPECIFIED
Past Use:	AGRICULTURAL - ROW CROPS
Potential COC:	Chlordane DDD DDE DDT Endrin Dieldrin
Confirmed COC:	Dieldrin Chlordane DDD DDE DDT Endrin
Potential Description:	SOIL
Alias Name:	110033619154
Alias Type:	EPA (FRS #)
Alias Name:	201662
Alias Type:	Project Code (Site Code)
Alias Name:	60000323
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	09/18/2006
Comments:	The site does not appear to pose a threat to human health or the environment under a residential land use scenario. Therefore, DTSC determines that no further action is necessary with respect to investigation and remediation of hazardous substances at the property. If previously unidentified contamination is discovered at the site, additional assessment, investigation and/or cleanup may be

BORELLO ST. MARKS PROPERTY (Continued) **S107770194**

required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Voluntary Cleanup Agreement Completion
Completed Date: 09/18/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Standard Voluntary Agreement
Completed Date: 06/29/2006
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

VCP:
Name: BORELLO ST. MARKS PROPERTY
Address: COCHRAN ROAD AND SAINT MARKS AVENUE
City,State,Zip: MORGAN HILL, CA 95037
Facility ID: 60000323
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Agreement
Site Mgmt. Req.: NONE SPECIFIED
Acres: 13.6
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: * Karen Toth
Division Branch: Cleanup Berkeley
Site Code: 201662
Assembly: 28
Senate: 15
Special Programs Code: Voluntary Agreement - Standard Voluntary Agreement
Status: No Further Action
Status Date: 09/18/2006
Restricted Use: NO
Funding: Responsible Party
Lat/Long: 37.16423 / -121.6389
APN: NONE SPECIFIED
Past Use: AGRICULTURAL - ROW CROPS
Potential COC: 30004, 30006, 30007, 30008, 30010, 30207
Confirmed COC: 30207,30004,30006,30007,30008,30010
Potential Description: SOIL
Alias Name: 110033619154
Alias Type: EPA (FRS #)
Alias Name: 201662

BORELLO ST. MARKS PROPERTY (Continued) **S107770194**

Alias Type: Project Code (Site Code)
Alias Name: 60000323
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 09/18/2006
Comments: The site does not appear to pose a threat to human health or the environment under a residential land use scenario. Therefore, DTSC determines that no further action is necessary with respect to investigation and remediation of hazardous substances at the property. If previously unidentified contamination is discovered at the site, additional assessment, investigation and/or cleanup may be required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: *Voluntary Cleanup Agreement Completion
Completed Date: 09/18/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Standard Voluntary Agreement
Completed Date: 06/29/2006
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

46
WSW
1/2-1
0.904 mi.
4773 ft.

Relative:
Lower

Actual:
357 ft.

DEPRESSURIZED TECHNOLOGIES INT
335 COCHRANE CIR
MORGAN HILL, CA 95037

RCRA-SQG **1000820468**
FINDS **CAD983665068**
ECHO
ICE
HWP
HWTS
HAZNET
CERS

RCRA Listings:
Date Form Received by Agency: 19960901
Handler Name: Depressurized Technologies Int
Handler Address: 335 COCHRANE CIR
Handler City,State,Zip: MORGAN HILL, CA 95037
EPA ID: CAD983665068
Contact Name: Not reported
Contact Address: Not reported
Contact City,State,Zip: Not reported
Contact Telephone: Not reported

DEPRESSURIZED TECHNOLOGIES INT (Continued) **1000820468**

Contact Fax:	Not reported
Contact Email:	Not reported
Contact Title:	Not reported
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Small Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	2500 EL CAMINO REAL
Mailing City,State,Zip:	PALO ALTO, CA 94306
Owner Name:	Not reported
Owner Type:	Not reported
Operator Name:	Not reported
Operator Type:	Not reported
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20020627
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported

DEPRESSURIZED TECHNOLOGIES INT (Continued) **1000820468**

Sub-Part P Indicator: No

Handler - Owner Operator:
Owner/Operator Indicator: Owner
Owner/Operator Name: THOITS BROS C/O RENAULT AND HANDLEY
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 2500 EL CAMINO REAL
Owner/Operator City,State,Zip: PALO ALTO, CA 94306
Owner/Operator Telephone: 415-321-3040
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 19960901
Handler Name: DEPRESSURIZED TECHNOLOGIES INT
Federal Waste Generator Description: Small Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 19930419
Handler Name: DEPRESSURIZED TECHNOLOGIES INT
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 19990304
Handler Name: DEPRESSURIZED TECHNOLOGIES INTERNATIONAL
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

DEPRESSURIZED TECHNOLOGIES INT (Continued) **1000820468**

Receive Date: 20001012
Handler Name: DEPRESSURIZED TECHNOLOGIES INTERNATIONAL
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 562
NAICS Description: WASTE MANAGEMENT AND REMEDIATION SERVICES

Has the Facility Received Notices of Violations:
Found Violation: Yes
Agency Which Determined Violation: State
Violation Short Description: TSD - Container Use and Management
Date Violation was Determined: 19990326
Actual Return to Compliance Date: 19990330
Return to Compliance Qualifier: Documented
Violation Responsible Agency: State
Scheduled Compliance Date: Not reported
Enforcement Identifier: 200
Date of Enforcement Action: 19990330
Enforcement Responsible Agency: State
Enforcement Docket Number: Not reported
Enforcement Attorney: Not reported
Corrective Action Component: No
Appeal Initiated Date: Not reported
Appeal Resolution Date: Not reported
Disposition Status Date: Not reported
Disposition Status: Not reported
Disposition Status Description: Not reported
Consent/Final Order Sequence Number: Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: WRITTEN INFORMAL
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

DEPRESSURIZED TECHNOLOGIES INT (Continued) **1000820468**

Found Violation:	No
Agency Which Determined Violation:	Not reported
Violation Short Description:	Not reported
Date Violation was Determined:	Not reported
Actual Return to Compliance Date:	Not reported
Return to Compliance Qualifier:	Not reported
Violation Responsible Agency:	Not reported
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	Not reported
Date of Enforcement Action:	Not reported
Enforcement Responsible Agency:	Not reported
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	Not reported
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported
Consent/Final Order Sequence Number:	Not reported
Consent/Final Order Respondent Name:	Not reported
Consent/Final Order Lead Agency:	Not reported
Enforcement Type:	Not reported
Enforcement Responsible Person:	Not reported
Enforcement Responsible Sub-Organization:	Not reported
SEP Sequence Number:	Not reported
SEP Expenditure Amount:	Not reported
SEP Scheduled Completion Date:	Not reported
SEP Actual Date:	Not reported
SEP Defaulted Date:	Not reported
SEP Type:	Not reported
SEP Type Description:	Not reported
Proposed Amount:	Not reported
Final Monetary Amount:	Not reported
Paid Amount:	Not reported
Final Count:	Not reported
Final Amount:	Not reported

Found Violation:	Yes
Agency Which Determined Violation:	State
Violation Short Description:	TSD - Container Use and Management
Date Violation was Determined:	19990326
Actual Return to Compliance Date:	19990330
Return to Compliance Qualifier:	Documented
Violation Responsible Agency:	State
Scheduled Compliance Date:	Not reported
Enforcement Identifier:	500
Date of Enforcement Action:	19990419
Enforcement Responsible Agency:	State
Enforcement Docket Number:	Not reported
Enforcement Attorney:	Not reported
Corrective Action Component:	No
Appeal Initiated Date:	Not reported
Appeal Resolution Date:	Not reported
Disposition Status Date:	Not reported
Disposition Status:	Not reported
Disposition Status Description:	Not reported

DEPRESSURIZED TECHNOLOGIES INT (Continued) **1000820468**

Consent/Final Order Sequence Number:Not reported
Consent/Final Order Respondent Name: Not reported
Consent/Final Order Lead Agency: Not reported
Enforcement Type: Not reported
Enforcement Responsible Person: Not reported
Enforcement Responsible Sub-Organization: Not reported
SEP Sequence Number: Not reported
SEP Expenditure Amount: Not reported
SEP Scheduled Completion Date: Not reported
SEP Actual Date: Not reported
SEP Defaulted Date: Not reported
SEP Type: Not reported
SEP Type Description: Not reported
Proposed Amount: Not reported
Final Monetary Amount: Not reported
Paid Amount: Not reported
Final Count: Not reported
Final Amount: Not reported

Evaluation Action Summary:
Evaluation Date: 19990326
Evaluation Responsible Agency: State
Found Violation: Yes
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier: Not reported
Evaluation Responsible Sub-Organization: Not reported
Actual Return to Compliance Date: 19990330
Scheduled Compliance Date: Not reported
Date of Request: Not reported
Date Response Received: Not reported
Request Agency: Not reported
Former Citation: Not reported

Evaluation Date: 20030128
Evaluation Responsible Agency: State
Found Violation: No
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier: Not reported
Evaluation Responsible Sub-Organization: Not reported
Actual Return to Compliance Date: Not reported
Scheduled Compliance Date: Not reported
Date of Request: Not reported
Date Response Received: Not reported
Request Agency: Not reported
Former Citation: Not reported

Evaluation Date: 19990326
Evaluation Responsible Agency: State
Found Violation: Yes
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION
Evaluation Responsible Person Identifier: Not reported
Evaluation Responsible Sub-Organization: Not reported
Actual Return to Compliance Date: 19990330
Scheduled Compliance Date: Not reported
Date of Request: Not reported
Date Response Received: Not reported
Request Agency: Not reported

DEPRESSURIZED TECHNOLOGIES INT (Continued) **1000820468**

Former Citation: Not reported

FINDS:
Registry ID: 110000785561

Click Here for FRS Facility Detail Report:

Environmental Interest/Information System:
The Resource Conservation and Recovery Act Information System (RCRAInfo) is EPA's comprehensive information system in support of the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. It tracks many types of information about generators, transporters, treaters, storers, and disposers of hazardous waste.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000820468
Registry ID:	110000785561
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110000785561
Name:	DEPRESSURIZED TECHNOLOGIES INT
Address:	335 COCHRANE CIR
City,State,Zip:	MORGAN HILL, CA 95037

ICE:

Envirostor ID:	3001585
Name:	DEPRESSURIZED TECHNOLOGIES INT
Address:	335 COCHRANE CIR
City,State,Zip:	MORGAN HILL, CA 95037
EPA ID:	CAD983665068
Site Type:	INSPECTION
Facility Status:	No Action

Inspection:

Action Type:	Compliance Evaluation Inspection - Standardized Permit
Action Date:	01/28/2003
Violation Class:	No Violations
RTC Date:	Not reported
Action Type:	Compliance Evaluation Inspection - Standardized Permit
Action Date:	03/26/1999
Violation Class:	Minor
RTC Date:	03/30/1999

HWP:

EPA ID:	CAD983665068
Name:	DEPRESSURIZED TECHNOLOGIES INT
Address:	335 COCHRANE CIR
Cleanup Status:	CLOSED

DEPRESSURIZED TECHNOLOGIES INT (Continued) **1000820468**

Latitude:	37.14747
Longitude:	-121.6652
Facility Type:	Historical - Non-Operating
Facility Size:	Not reported
Supervisor:	Not reported
Site Code:	200961, 520008
Senate District:	15
Assembly District:	28
Public Information Officer:	Not reported
Commercial Offsite Facility Types:	Not reported
Quarterly Update:	A fixed steel pressurized gas tank was used to collect aerosol propellants from spent aerosol cans. This was a temporary authorization and was Clean Closed
Project Manager Lead:	Not reported
Project Manager:	Not reported
Permit Type:	Standardized
Permit Effective Date:	Not reported
Permit Expiration Date:	Not reported
Calenviroscreen Score:	46-50%
Total Planned Hours:	Not reported
Total Planned Amount:	Not reported
Total Actual Hours:	Not reported

Closure:

EPA ID:	CAD983665068
Facility Type:	Historical - Non-Operating
Facility Name:	DEPRESSURIZED TECHNOLOGIES INT
Project Manager:	Not reported
Project Manager Lead:	Not reported
Supervisor:	Not reported
Facility Size:	Not reported
Facility Status:	CLOSED
Activity Type:	Closure Final
Final Date:	Not reported
Type:	STND
Title Description:	Closure
Due Date:	Not reported
Comments:	Not reported
Unit Names:	Pressurized Gas Tank Stor Unit(DTI-S3)
Event Description:	Closure Final - RECEIVE CLOSURE CERTIFICATION
Actual Date:	09/27/2002

EPA ID:	CAD983665068
Facility Type:	Historical - Non-Operating
Facility Name:	DEPRESSURIZED TECHNOLOGIES INT
Project Manager:	Not reported
Project Manager Lead:	Not reported
Supervisor:	Not reported
Facility Size:	Not reported
Facility Status:	CLOSED
Activity Type:	Closure Final
Final Date:	Not reported
Type:	STND
Title Description:	Closure
Due Date:	Not reported
Comments:	Not reported
Unit Names:	Pressurized Gas Tank Stor Unit(DTI-S3)
Event Description:	Closure Final - ISSUE CLOSURE VERIFICATION

DEPRESSURIZED TECHNOLOGIES INT (Continued) **1000820468**

Actual Date: 10/11/2002

Alias:
EPA ID: CAD983665068
Facility Type: Historical - Non-Operating
Facility Name: DEPRESSURIZED TECHNOLOGIES INT
Facility Status: CLOSED
Project Manager: Not reported
Project Manager Lead: Not reported
Supervisor: Not reported
Alias Type: FRS
Alias: 110000785561

EPA ID: CAD983665068
Facility Type: Historical - Non-Operating
Facility Name: DEPRESSURIZED TECHNOLOGIES INT
Facility Status: CLOSED
Project Manager: Not reported
Project Manager Lead: Not reported
Supervisor: Not reported
Alias Type: Project Code (Site Code)
Alias: 200961

EPA ID: CAD983665068
Facility Type: Historical - Non-Operating
Facility Name: DEPRESSURIZED TECHNOLOGIES INT
Facility Status: CLOSED
Project Manager: Not reported
Project Manager Lead: Not reported
Supervisor: Not reported
Alias Type: Project Code (Site Code)
Alias: 520008

HWTS:
Name: KOCO MOTION US / DINGS'
Address: 335 COCHRANE CIRCLE
Address 2: Not reported
City,State,Zip: MORGAN HILL, CA 95037
EPA ID: CAC002900737
Inactive Date: 08/04/2017
Create Date: 03/09/2017
Last Act Date: Not reported
Mailing Name: Not reported
Mailing Address: 335 COCHRANE CIRCLE
Mailing Address 2: Not reported
Mailing City,State,Zip: MORGAN HILL, CA 95037
Owner Name: MAX WIETHARN
Owner Address: 335 COCHRANE CIRCLE
Owner Address 2: Not reported
Owner City,State,Zip: MORGAN HILL, CA 95037
Owner Phone: Not reported
Owner Fax: Not reported
Contact Name: KAREN MCGEOUGH
Contact Address: 335 COCHRANE CIRCLE
Contact Address 2: Not reported

DEPRESSURIZED TECHNOLOGIES INT (Continued) **1000820468**

City,State,Zip: MORGAN HILL, CA 95037
Contact Phone: Not reported
Contact Fax: Not reported
Facility Status: Inactive
Facility Type: TEMPORARY
Category: STATE
Latitude: 37.147632
Longitude: -121.665538

HAZNET:
Name: KOCO MOTION US / DINGS'
Address: 335 COCHRANE CIRCLE
Address 2: Not reported
City,State,Zip: MORGAN HILL, CA 95037
Contact: KAREN MCGEOUGH
Telephone: 4086124970
Mailing Name: Not reported
Mailing Address: 335 COCHRANE CIRCLE

Year: 2017
Gepaid: CAC002900737
TSD EPA ID: NVD980895338
CA Waste Code: 221 - Waste oil and mixed oil
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.2125

Additional Info:
Year: 2017
Gen EPA ID: CAC002900737

Shipment Date: 20170316
Creation Date: 5/11/2018 18:33:30
Receipt Date: 20170322
Manifest ID: 000160277DAT
Trans EPA ID: MNS000110924
Trans Name: STERICYCLE SPECIALTY WASTE SOLUTIONS INC
Trans 2 EPA ID: NED986382133
Trans 2 Name: SMITH SYSTEMS TRAN
TSDF EPA ID: NVD980895338
Trans Name: 21ST CENTURY ENVIRONMENTAL MAN MANAGEMENT OF NEVADA LLC
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
Waste Code Description: 221 - Waste oil and mixed oil
RCRA Code: Not reported
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.2125
Waste Quantity: 425
Quantity Unit: P
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

DEPRESSURIZED TECHNOLOGIES INT (Continued) **1000820468**

CERS:
- Name: DEPRESSURIZED TECHNOLOGIES INT
- Address: 335 COCHRANE CIR
- City,State,Zip: MORGAN HILL, CA 950370000
- Site ID: 606965
- CERS ID: CAD983665068
- CERS Description: Hazardous Waste

Evaluation:
- Eval General Type: Compliance Evaluation Inspection
- Eval Date: 01-28-2003
- Violations Found: No
- Eval Type: DTSC Compliance Evaluation Inspection
- Eval Notes: Compliance Evaluation Inspection - Standardized Permit
- Eval Division: Department of Toxic Substances Control
- Eval Program: DTSC_ENF
- Eval Source: ENVSTORHAZ,

- Eval General Type: Compliance Evaluation Inspection
- Eval Date: 03-26-1999
- Violations Found: Yes
- Eval Type: DTSC Compliance Evaluation Inspection
- Eval Notes: Compliance Evaluation Inspection - Standardized Permit Return To Compliance: 1999-03-30 00:00:00
- Eval Division: Department of Toxic Substances Control
- Eval Program: DTSC_ENF
- Eval Source: ENVSTORHAZ,

Affiliation:
- Affiliation Type Desc: Facility Owner
- Entity Name: THOITS BROS C/O RENAULT AND H
- Entity Title: Not reported
- Affiliation Address: 2500 EL CAMINO REAL
- Affiliation City: PALO ALTO
- Affiliation State: CA
- Affiliation Country: Not reported
- Affiliation Zip: --
- Affiliation Phone: 0000000000,

- Affiliation Type Desc: Facility Contact
- Entity Name: WALTER GONZALEZ
- Entity Title: Not reported
- Affiliation Address: INACTIVE PER VQ01 - BMI
- Affiliation City: MORGAN HILL
- Affiliation State: CA
- Affiliation Country: Not reported
- Affiliation Zip: 950370000
- Affiliation Phone: 4087767816,

47
NNE
1/2-1
0.947 mi.
4998 ft.

BORELLO PROPERTY
COCHRAN ROAD AND PEET ROAD
MORGAN HILL, CA 95037

ENVIROSTOR
VCP

S106568334
N/A

Relative:
Higher

Actual:
405 ft.

ENVIROSTOR:

Name:	BORELLO PROPERTY
Address:	COCHRAN ROAD AND PEET ROAD
City,State,Zip:	MORGAN HILL, CA 95037
Facility ID:	43010033
Status:	Certified
Status Date:	11/03/2017
Site Code:	201563
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Agreement
Acres:	14
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Nicole Yuen
Supervisor:	* Mark Piros
Division Branch:	Cleanup Berkeley
Assembly:	28
Senate:	15
Special Program:	Voluntary Agreement - Standard Voluntary Agreement
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	37.15923
Longitude:	-121.6406
APN:	72834026, 778-34-3
Past Use:	AGRICULTURAL - ORCHARD, AGRICULTURAL - ORCHARD
Potential COC:	Toxaphene Dieldrin Dieldrin
Confirmed COC:	Toxaphene Dieldrin Dieldrin
Potential Description:	SOIL, SOIL
Alias Name:	COCHRAN ROAD FARMS
Alias Type:	Alternate Name
Alias Name:	72834026
Alias Type:	APN
Alias Name:	778-34-3
Alias Type:	APN
Alias Name:	110033619145
Alias Type:	EPA (FRS #)
Alias Name:	201563
Alias Type:	Project Code (Site Code)
Alias Name:	43010033
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Altimira Residential Parcels
Completed Sub Area Name:	Not reported
Completed Document Type:	Public Notice
Completed Date:	06/13/2017
Comments:	The Public Notice serves as the official notice of the beginning of the public comment period for the Draft Removal Action Workplan and was placed in the Morgan Hill Times on 6/23/2017.
Completed Area Name:	Borello Property
Completed Sub Area Name:	Not reported

BORELLO PROPERTY (Continued) **S106568334**

Completed Document Type: Removal Action Workplan
Completed Date: 06/30/2005
Comments: Removal Action Workplan approved which identifies bio-remediaton as the preferred cleanup method. Through the addition of Factor and fertilizers, the population of soil bacteria will grow and consume the residual pesticides as a source of food. When the remediation of the soil is complete, the bacterial populations will return back to normal levels. Residential cleanup levels are expected to be achieved within 6 months.

Completed Area Name: Borello Property
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 10/07/2005
Comments: Approved report documenting the in-situ treatment of the pesticide contaminated soils.

Completed Area Name: Borello Property
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 05/01/2005
Comments: Not reported

Completed Area Name: Borello Property
Completed Sub Area Name: Not reported
Completed Document Type: Pilot/Treatability Study Report
Completed Date: 11/30/2004
Comments: Results of the pilot study. Bio-remediation factor appears to work.

Completed Area Name: Borello Property
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 04/28/2004
Comments: Report detailing shallow soil sampling. This report was provided as background. No DTSc approval letter exists.

Completed Area Name: Borello Property
Completed Sub Area Name: Not reported
Completed Document Type: Pilot Study/Treatability Workplan
Completed Date: 06/15/2004
Comments: Pilot study workplan to evaluate the effectiveness of the bio-remediating toxaphene impacted soils.

Completed Area Name: Borello Property
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 04/01/2005
Comments: Community Profile report

Completed Area Name: Altimira Residential Parcels
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 10/02/2017
Comments: Removal Action Workplan implementation was completed with the final round of confirmation sampling that was performed on 10/2/2017.

Completed Area Name: Altimira Residential Parcels

BORELLO PROPERTY (Continued) **S106568334**

Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 06/14/2017
Comments: The Community Update announces the public comment period for the Draft Removal Action Workplan, discusses the Site history and environmental investigations, and summarizes the proposed cleanup actions. The Community Update was mailed to the neighboring community at the beginning of the public comment period.

Completed Area Name: Altimira Residential Parcels
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 06/08/2017
Comments: The community profile summarizes the responses to the community survey conducted by DTSC, includes demographic information regarding the surrounding community, and identifies recommended public participation activities.

Completed Area Name: Altimira Residential Parcels
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/02/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Work Notice
Completed Date: 08/18/2017
Comments: Not reported

Completed Area Name: Altimira Residential Parcels
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 08/17/2017
Comments: The Final Removal Action Workplan (RAW) identifies excavation of an estimated 6,500 cubic yards of pesticide-impacted soil and off-site disposal at a permitted landfill as the remedy for the Site. Modifications were made in the Final RAW in response to comments on the Draft RAW that were received during the public comment period; the Responsiveness Summary that is included as Appendix E provides responses to the comments and identifies where the modifications were made in the Final RAW.

Completed Area Name: Borello Property
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 10/07/2005
Comments: Site certified as remediated for residential development.

Completed Area Name: Borello Property
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 06/30/2005
Comments: NOE

Completed Area Name: Borello Property
Completed Sub Area Name: Not reported

BORELLO PROPERTY (Continued) **S106568334**

Completed Document Type: Standard Voluntary Agreement
Completed Date: 09/24/2004
Comments: Voluntary Cleanup Agreement (VCA) signed.

Completed Area Name: Altimira Residential Parcels
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Responsible Agency Review
Completed Date: 08/17/2017
Comments: DTSC filed a California Environmental Quality Act (CEQA) Notice of Determination with the State Clearinghouse after the Final Removal Action Workplan was approved on August 17, 2017. DTSC relied on the City of Morgan Hill's Initial Study/Mitigated Negative Declaration and Addendum for the Lupine Annexation and Rezone Project to comply with CEQA.

Completed Area Name: Altimira Residential Parcels
Completed Sub Area Name: Not reported
Completed Document Type: Standard Voluntary Agreement
Completed Date: 02/03/2017
Comments: Voluntary Cleanup Agreement between Lupine Investors, LLC and DTSC to oversee the cleanup at the site

Completed Area Name: Altimira Residential Parcels
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 11/03/2017
Comments: DTSC certified that all removal actions have been satisfactorily completed in accordance with the Removal Action Workplan approved by DTSC on August 17, 2017.

Completed Area Name: Altimira Residential Parcels
Completed Sub Area Name: Not reported
Completed Document Type: Pre-HARP Form
Completed Date: 08/29/2017
Comments: Pre-HARP to oversee soil excavation completed.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

VCP:
Name: BORELLO PROPERTY
Address: COCHRAN ROAD AND PEET ROAD
City,State,Zip: MORGAN HILL, CA 95037
Facility ID: 43010033
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Agreement
Site Mgmt. Req.: NONE SPECIFIED
Acres: 14
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP

BORELLO PROPERTY (Continued) **S106568334**

Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Nicole Yuen
Supervisor:	* Mark Piros
Division Branch:	Cleanup Berkeley
Site Code:	201563
Assembly:	28
Senate:	15
Special Programs Code:	Voluntary Agreement - Standard Voluntary Agreement
Status:	Certified
Status Date:	11/03/2017
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	37.15923 / -121.6406
APN:	72834026, 778-34-3
Past Use:	AGRICULTURAL - ORCHARD, AGRICULTURAL - ORCHARD
Potential COC:	30023, 30207, 30207
Confirmed COC:	30023,30207,, ,30207
Potential Description:	SOIL, SOIL
Alias Name:	COCHRAN ROAD FARMS
Alias Type:	Alternate Name
Alias Name:	72834026
Alias Type:	APN
Alias Name:	778-34-3
Alias Type:	APN
Alias Name:	110033619145
Alias Type:	EPA (FRS #)
Alias Name:	201563
Alias Type:	Project Code (Site Code)
Alias Name:	43010033
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Altimira Residential Parcels
Completed Sub Area Name:	Not reported
Completed Document Type:	Public Notice
Completed Date:	06/13/2017
Comments:	The Public Notice serves as the official notice of the beginning of the public comment period for the Draft Removal Action Workplan and was placed in the Morgan Hill Times on 6/23/2017.
Completed Area Name:	Borello Property
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	06/30/2005
Comments:	Removal Action Workplan approved which identifies bio-remediaton as the preferred cleanup method. Through the addition of Factor and fertilizers, the population of soil bacteria will grow and consume the residual pesticides as a source of food. When the remediation of the soil is complete, the bacterial populations will return back to normal levels. Residential cleanup levels are expected to be achieved within 6 months.
Completed Area Name:	Borello Property
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	10/07/2005
Comments:	Approved report documenting the in-situ treatment of the pesticide

BORELLO PROPERTY (Continued) **S106568334**

contaminated soils.

Completed Area Name: Borello Property
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 05/01/2005
Comments: Not reported

Completed Area Name: Borello Property
Completed Sub Area Name: Not reported
Completed Document Type: Pilot/Treatability Study Report
Completed Date: 11/30/2004
Comments: Results of the pilot study. Bio-remediation factor appears to work.

Completed Area Name: Borello Property
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 04/28/2004
Comments: Report detailing shallow soil sampling. This report was provided as background. No DTSc approval letter exists.

Completed Area Name: Borello Property
Completed Sub Area Name: Not reported
Completed Document Type: Pilot Study/Treatability Workplan
Completed Date: 06/15/2004
Comments: Pilot study workplan to evaluate the effectiveness of the bio-remediating toxaphene impacted soils.

Completed Area Name: Borello Property
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 04/01/2005
Comments: Community Profile report

Completed Area Name: Altimira Residential Parcels
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 10/02/2017
Comments: Removal Action Workplan implementation was completed with the final round of confirmation sampling that was performed on 10/2/2017.

Completed Area Name: Altimira Residential Parcels
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 06/14/2017
Comments: The Community Update announces the public comment period for the Draft Removal Action Workplan, discusses the Site history and environmental investigations, and summarizes the proposed cleanup actions. The Community Update was mailed to the neighboring community at the beginning of the public comment period.

Completed Area Name: Altimira Residential Parcels
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 06/08/2017
Comments: The community profile summarizes the responses to the community survey conducted by DTSC, includes demographic information regarding

BORELLO PROPERTY (Continued) **S106568334**

the surrounding community, and identifies recommended public participation activities.

Completed Area Name: Altimira Residential Parcels
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/02/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Work Notice
Completed Date: 08/18/2017
Comments: Not reported

Completed Area Name: Altimira Residential Parcels
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 08/17/2017
Comments: The Final Removal Action Workplan (RAW) identifies excavation of an estimated 6,500 cubic yards of pesticide-impacted soil and off-site disposal at a permitted landfill as the remedy for the Site. Modifications were made in the Final RAW in response to comments on the Draft RAW that were received during the public comment period; the Responsiveness Summary that is included as Appendix E provides responses to the comments and identifies where the modifications were made in the Final RAW.

Completed Area Name: Borello Property
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 10/07/2005
Comments: Site certified as remediated for residential development.

Completed Area Name: Borello Property
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 06/30/2005
Comments: NOE

Completed Area Name: Borello Property
Completed Sub Area Name: Not reported
Completed Document Type: Standard Voluntary Agreement
Completed Date: 09/24/2004
Comments: Voluntary Cleanup Agreement (VCA) signed.

Completed Area Name: Altimira Residential Parcels
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Responsible Agency Review
Completed Date: 08/17/2017
Comments: DTSC filed a California Environmental Quality Act (CEQA) Notice of Determination with the State Clearinghouse after the Final Removal Action Workplan was approved on August 17, 2017. DTSC relied on the City of Morgan Hill's Initial Study/Mitigated Negative Declaration and Addendum for the Lupine Annexation and Rezone Project to comply with CEQA.

BORELLO PROPERTY (Continued) **S106568334**

Completed Area Name:	Altimira Residential Parcels
Completed Sub Area Name:	Not reported
Completed Document Type:	Standard Voluntary Agreement
Completed Date:	02/03/2017
Comments:	Voluntary Cleanup Agreement between Lupine Investors, LLC and DTSC to oversee the cleanup at the site
Completed Area Name:	Altimira Residential Parcels
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	11/03/2017
Comments:	DTSC certified that all removal actions have been satisfactorily completed in accordance with the Removal Action Workplan approved by DTSC on August 17, 2017.
Completed Area Name:	Altimira Residential Parcels
Completed Sub Area Name:	Not reported
Completed Document Type:	Pre-HARP Form
Completed Date:	08/29/2017
Comments:	Pre-HARP to oversee soil excavation completed.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

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48 **THE ESTATES AT SAN SEBASTIAN - PHASE I** **ENVIROSTOR** **S118353730**
NE **PEET ROAD** **VCP** **N/A**
1/2-1 **MORGAN HILL, CA 95037**
0.969 mi.
5116 ft.

Relative: Higher

Actual: 426 ft.

ENVIROSTOR:

Name:	THE ESTATES AT SAN SEBASTIAN - PHASE I
Address:	PEET ROAD
City,State,Zip:	MORGAN HILL, CA 95037
Facility ID:	60002246
Status:	No Further Action
Status Date:	03/04/2016
Site Code:	202055
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Agreement
Acres:	38.8
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Nicole Yuen
Supervisor:	* Mark Piros
Division Branch:	Cleanup Berkeley
Assembly:	28
Senate:	15
Special Program:	Not reported
Restricted Use:	NO

THE ESTATES AT SAN SEBASTIAN - PHASE I (Continued) **S118353730**

Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 37.16104
Longitude: -121.6331
APN: 72834026
Past Use: AGRICULTURAL - ORCHARD, AGRICULTURAL - ROW CROPS
Potential COC: Chlordane Dieldrin
Confirmed COC: Chlordane Dieldrin
Potential Description: SOIL
Alias Name: 72834026
Alias Type: APN
Alias Name: 202055
Alias Type: Project Code (Site Code)
Alias Name: 60002246
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Application
Completed Date: 09/22/2015
Comments: Request for Agency Oversight Application

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/04/2016
Comments: DTSC reviewed a Phase I Environmental Site Assessment and risk evaluation reports prepared for the site. Dieldrin from past agricultural use was detected in soil samples collected from across the site and was identified as the primary chemical of potential concern. However, based on the risk evaluation it was concluded that the presence of dieldrin in soil does not pose a human health risk for future residential receptors. Soil was removed at two sampling locations where chlordane was detected at concentrations of 1,110 and 4,800 micrograms per kilogram. Arsenic was detected in soil at concentrations consistent with naturally-occurring background concentrations in Santa Clara County. DTSC concluded that no further action is required at the Site and that the planned residential development is acceptable.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Standard Voluntary Agreement
Completed Date: 10/15/2015
Comments: Voluntary Cleanup Agreement for DTSC to oversee Preliminary Endangerment Assessment (equivalent).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 10/01/2015
Comments: Letter sent to project proponent providing notification that DTSC was determined to be the appropriate lead agency.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported

THE ESTATES AT SAN SEBASTIAN - PHASE I (Continued) **S118353730**

Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

VCP:

Name:	THE ESTATES AT SAN SEBASTIAN - PHASE I
Address:	PEET ROAD
City,State,Zip:	MORGAN HILL, CA 95037
Facility ID:	60002246
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Agreement
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	38.8
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Nicole Yuen
Supervisor:	* Mark Piros
Division Branch:	Cleanup Berkeley
Site Code:	202055
Assembly:	28
Senate:	15
Special Programs Code:	Not reported
Status:	No Further Action
Status Date:	03/04/2016
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	37.16104 / -121.6331
APN:	72834026
Past Use:	AGRICULTURAL - ORCHARD, AGRICULTURAL - ROW CROPS
Potential COC:	30004, 30207
Confirmed COC:	30004,30207
Potential Description:	SOIL
Alias Name:	72834026
Alias Type:	APN
Alias Name:	202055
Alias Type:	Project Code (Site Code)
Alias Name:	60002246
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Application
Completed Date:	09/22/2015
Comments:	Request for Agency Oversight Application
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	03/04/2016
Comments:	DTSC reviewed a Phase I Environmental Site Assessment and risk evaluation reports prepared for the site. Dieldrin from past

THE ESTATES AT SAN SEBASTIAN - PHASE I (Continued) **S118353730**

agricultural use was detected in soil samples collected from across the site and was identified as the primary chemical of potential concern. However, based on the risk evaluation it was concluded that the presence of dieldrin in soil does not pose a human health risk for future residential receptors. Soil was removed at two sampling locations where chlordane was detected at concentrations of 1,110 and 4,800 micrograms per kilogram. Arsenic was detected in soil at concentrations consistent with naturally-occurring background concentrations in Santa Clara County. DTSC concluded that no further action is required at the Site and that the planned residential development is acceptable.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Standard Voluntary Agreement
Completed Date: 10/15/2015
Comments: Voluntary Cleanup Agreement for DTSC to oversee Preliminary Endangerment Assessment (equivalent).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 10/01/2015
Comments: Letter sent to project proponent providing notification that DTSC was determined to be the appropriate lead agency.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Count: 0 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
		NO SITES FOUND			

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 12/26/2023
Date Data Arrived at EDR: 01/02/2024
Date Made Active in Reports: 01/24/2024
Number of Days to Update: 22

Source: EPA
Telephone: N/A
Last EDR Contact: 02/01/2024
Next Scheduled EDR Contact: 04/08/2024
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 5
Telephone 312-886-6686

EPA Region 10
Telephone 206-553-8665

EPA Region 6
Telephone: 214-655-6659

EPA Region 7
Telephone: 913-551-7247

EPA Region 8
Telephone: 303-312-6774

EPA Region 9
Telephone: 415-947-4246

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 12/26/2023
Date Data Arrived at EDR: 01/02/2024
Date Made Active in Reports: 01/24/2024
Number of Days to Update: 22

Source: EPA
Telephone: N/A
Last EDR Contact: 02/01/2024
Next Scheduled EDR Contact: 04/08/2024
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Lists of Federal Delisted NPL sites

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 12/26/2023
Date Data Arrived at EDR: 01/02/2024
Date Made Active in Reports: 01/24/2024
Number of Days to Update: 22

Source: EPA
Telephone: N/A
Last EDR Contact: 02/01/2024
Next Scheduled EDR Contact: 04/08/2024
Data Release Frequency: Quarterly

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 12/20/2023
Date Data Arrived at EDR: 12/20/2023
Date Made Active in Reports: 01/24/2024
Number of Days to Update: 35

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 12/20/2023
Next Scheduled EDR Contact: 04/08/2024
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 01/29/2024
Date Data Arrived at EDR: 02/01/2024
Date Made Active in Reports: 02/22/2024
Number of Days to Update: 21

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 02/01/2024
Next Scheduled EDR Contact: 04/22/2024
Data Release Frequency: Quarterly

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 01/29/2024
Date Data Arrived at EDR: 02/01/2024
Date Made Active in Reports: 02/22/2024
Number of Days to Update: 21

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 02/01/2024
Next Scheduled EDR Contact: 04/22/2024
Data Release Frequency: Quarterly

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/04/2023
Date Data Arrived at EDR: 12/06/2023
Date Made Active in Reports: 12/12/2023
Number of Days to Update: 6

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/06/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Quarterly

Lists of Federal RCRA TSD facilities

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/04/2023
Date Data Arrived at EDR: 12/06/2023
Date Made Active in Reports: 12/12/2023
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/06/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Quarterly

Lists of Federal RCRA generators

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/04/2023
Date Data Arrived at EDR: 12/06/2023
Date Made Active in Reports: 12/12/2023
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/06/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/04/2023
Date Data Arrived at EDR: 12/06/2023
Date Made Active in Reports: 12/12/2023
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/06/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/04/2023
Date Data Arrived at EDR: 12/06/2023
Date Made Active in Reports: 12/12/2023
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/06/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 08/03/2023
Date Data Arrived at EDR: 08/07/2023
Date Made Active in Reports: 10/10/2023
Number of Days to Update: 64

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 02/02/2024
Next Scheduled EDR Contact: 05/20/2024
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 10/26/2023
Date Data Arrived at EDR: 11/17/2023
Date Made Active in Reports: 02/13/2024
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 02/21/2024
Next Scheduled EDR Contact: 06/03/2024
Data Release Frequency: Varies

US INST CONTROLS: Institutional Controls Sites List

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 10/26/2023
Date Data Arrived at EDR: 11/17/2023
Date Made Active in Reports: 02/13/2024
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 02/21/2024
Next Scheduled EDR Contact: 06/03/2024
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/18/2023
Date Data Arrived at EDR: 09/20/2023
Date Made Active in Reports: 12/11/2023
Number of Days to Update: 82

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 12/13/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Quarterly

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 10/23/2023
Date Data Arrived at EDR: 10/24/2023
Date Made Active in Reports: 01/11/2024
Number of Days to Update: 79

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/23/2024
Next Scheduled EDR Contact: 05/06/2024
Data Release Frequency: Quarterly

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 10/23/2023
Date Data Arrived at EDR: 10/24/2023
Date Made Active in Reports: 01/11/2024
Number of Days to Update: 79

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/23/2024
Next Scheduled EDR Contact: 05/06/2024
Data Release Frequency: Quarterly

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 11/06/2023
Date Data Arrived at EDR: 11/07/2023
Date Made Active in Reports: 02/05/2024
Number of Days to Update: 90

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 02/06/2024
Next Scheduled EDR Contact: 05/20/2024
Data Release Frequency: Quarterly

Lists of state and tribal leaking storage tanks

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)

Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/05/2023
Date Data Arrived at EDR: 09/06/2023
Date Made Active in Reports: 11/22/2023
Number of Days to Update: 77

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Quarterly

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 04/20/2023
Date Data Arrived at EDR: 05/09/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 66

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/20/2023
Date Data Arrived at EDR: 05/09/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 66

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/20/2023
Date Data Arrived at EDR: 05/09/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 66
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 04/26/2023
Date Data Arrived at EDR: 05/09/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 66
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/14/2023
Date Data Arrived at EDR: 05/09/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 66
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 04/19/2023
Date Data Arrived at EDR: 05/09/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 66
Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 04/25/2023
Date Data Arrived at EDR: 05/09/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 66
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 04/19/2023
Date Data Arrived at EDR: 05/09/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 66
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/05/2023
Date Data Arrived at EDR: 09/06/2023
Date Made Active in Reports: 11/28/2023
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35
Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36
Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11
Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: No Update Planned

Lists of state and tribal registered storage tanks

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 11/16/2023
Date Data Arrived at EDR: 11/16/2023
Date Made Active in Reports: 02/13/2024
Number of Days to Update: 89
Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 01/11/2024
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/05/2023
Date Data Arrived at EDR: 09/06/2023
Date Made Active in Reports: 11/28/2023
Number of Days to Update: 83
Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Semi-Annually

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases

UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 08/10/2023
Date Data Arrived at EDR: 09/06/2023
Date Made Active in Reports: 11/28/2023
Number of Days to Update: 83

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 11/30/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)

Military ust sites

Date of Government Version: 09/05/2023
Date Data Arrived at EDR: 09/06/2023
Date Made Active in Reports: 11/27/2023
Number of Days to Update: 82

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Varies

AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/25/2024
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/14/2023
Date Data Arrived at EDR: 05/09/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 66

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/20/2023
Date Data Arrived at EDR: 05/09/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 66

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 04/20/2023
Date Data Arrived at EDR: 05/09/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 66

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/26/2023
Date Data Arrived at EDR: 05/09/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 66

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 04/19/2023
Date Data Arrived at EDR: 05/09/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 66

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 04/20/2023
Date Data Arrived at EDR: 05/09/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 66

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 04/25/2023
Date Data Arrived at EDR: 05/09/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 66

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/20/2023
Date Data Arrived at EDR: 05/09/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 66

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

Lists of state and tribal voluntary cleanup sites

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 12/12/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 07/08/2021
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 10/23/2023
Date Data Arrived at EDR: 10/24/2023
Date Made Active in Reports: 01/11/2024
Number of Days to Update: 79

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/23/2024
Next Scheduled EDR Contact: 05/06/2024
Data Release Frequency: Quarterly

Lists of state and tribal brownfield sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 09/19/2023
Date Data Arrived at EDR: 09/20/2023
Date Made Active in Reports: 12/08/2023
Number of Days to Update: 79

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 12/13/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 08/15/2023
Date Data Arrived at EDR: 08/30/2023
Date Made Active in Reports: 12/01/2023
Number of Days to Update: 93

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 12/14/2023
Next Scheduled EDR Contact: 03/25/2024
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 01/22/2024
Next Scheduled EDR Contact: 05/06/2024
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 11/29/2023
Date Data Arrived at EDR: 11/29/2023
Date Made Active in Reports: 02/23/2024
Number of Days to Update: 86

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 11/29/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 11/16/2022
Date Data Arrived at EDR: 11/22/2022
Date Made Active in Reports: 02/13/2023
Number of Days to Update: 83

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 02/20/2024
Next Scheduled EDR Contact: 05/20/2024
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 01/26/2024
Next Scheduled EDR Contact: 05/06/2024
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 01/11/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 05/06/2024
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 11/17/2023
Date Data Arrived at EDR: 11/17/2023
Date Made Active in Reports: 02/07/2024
Number of Days to Update: 82

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 02/21/2024
Next Scheduled EDR Contact: 06/03/2024
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 10/23/2023
Date Data Arrived at EDR: 10/24/2023
Date Made Active in Reports: 01/11/2024
Number of Days to Update: 79

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/23/2024
Next Scheduled EDR Contact: 05/06/2024
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 09/28/2023
Date Made Active in Reports: 12/18/2023
Number of Days to Update: 81

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 02/26/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

CERS HAZ WASTE: California Environmental Reporting System Hazardous Waste

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 10/16/2023
Date Data Arrived at EDR: 10/17/2023
Date Made Active in Reports: 01/09/2024
Number of Days to Update: 84

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 01/16/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Quarterly

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 11/17/2023
Date Data Arrived at EDR: 11/17/2023
Date Made Active in Reports: 02/07/2024
Number of Days to Update: 82

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 02/21/2024
Next Scheduled EDR Contact: 06/03/2024
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 10/30/2023
Date Data Arrived at EDR: 11/01/2023
Date Made Active in Reports: 01/23/2024
Number of Days to Update: 83

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 01/29/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Varies

CERS TANKS: California Environmental Reporting System (CERS) Tanks

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 10/16/2023
Date Data Arrived at EDR: 10/17/2023
Date Made Active in Reports: 01/09/2024
Number of Days to Update: 84

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 01/16/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Quarterly

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 11/21/2023
Date Data Arrived at EDR: 11/22/2023
Date Made Active in Reports: 02/16/2024
Number of Days to Update: 86

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/26/2024
Next Scheduled EDR Contact: 06/10/2024
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 11/14/2023
Date Data Arrived at EDR: 12/22/2023
Date Made Active in Reports: 01/24/2024
Number of Days to Update: 33

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 02/01/2024
Next Scheduled EDR Contact: 04/08/2024
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 11/22/2023
Date Data Arrived at EDR: 11/22/2023
Date Made Active in Reports: 02/15/2024
Number of Days to Update: 85

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 11/22/2023
Next Scheduled EDR Contact: 03/11/2024
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 09/18/2023
Date Data Arrived at EDR: 09/20/2023
Date Made Active in Reports: 11/14/2023
Number of Days to Update: 55

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 12/13/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 06/01/2023
Date Data Arrived at EDR: 07/18/2023
Date Made Active in Reports: 10/05/2023
Number of Days to Update: 79

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 01/18/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/05/2023
Date Data Arrived at EDR: 09/06/2023
Date Made Active in Reports: 11/22/2023
Number of Days to Update: 77

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/05/2023
Date Data Arrived at EDR: 09/06/2023
Date Made Active in Reports: 11/22/2023
Number of Days to Update: 77

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 12/04/2023
Date Data Arrived at EDR: 12/06/2023
Date Made Active in Reports: 12/12/2023
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/06/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 09/28/2023
Date Data Arrived at EDR: 11/10/2023
Date Made Active in Reports: 02/07/2024
Number of Days to Update: 89

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 02/13/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 06/07/2021
Date Data Arrived at EDR: 07/13/2021
Date Made Active in Reports: 03/09/2022
Number of Days to Update: 239

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 01/10/2024
Next Scheduled EDR Contact: 04/22/2024
Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 01/05/2024
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 07/30/2021
Date Data Arrived at EDR: 02/03/2023
Date Made Active in Reports: 02/10/2023
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 02/06/2024
Next Scheduled EDR Contact: 05/20/2024
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 09/18/2023
Date Data Arrived at EDR: 09/20/2023
Date Made Active in Reports: 12/12/2023
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 12/13/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 01/29/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 02/02/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 06/14/2022
Date Made Active in Reports: 03/24/2023
Number of Days to Update: 283

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 12/14/2023
Next Scheduled EDR Contact: 03/25/2024
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 11/13/2023
Date Made Active in Reports: 02/07/2024
Number of Days to Update: 86

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 02/15/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 10/19/2023
Date Data Arrived at EDR: 10/20/2023
Date Made Active in Reports: 01/16/2024
Number of Days to Update: 88

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 01/17/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 12/26/2023
Date Data Arrived at EDR: 01/02/2024
Date Made Active in Reports: 01/24/2024
Number of Days to Update: 22

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 02/01/2024
Next Scheduled EDR Contact: 03/11/2024
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 09/01/2023
Date Data Arrived at EDR: 09/27/2023
Date Made Active in Reports: 12/21/2023
Number of Days to Update: 85

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 01/12/2024
Next Scheduled EDR Contact: 04/19/2024
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 09/19/2023
Date Data Arrived at EDR: 10/03/2023
Date Made Active in Reports: 10/19/2023
Number of Days to Update: 16

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 02/01/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 03/20/2023
Date Data Arrived at EDR: 04/04/2023
Date Made Active in Reports: 06/09/2023
Number of Days to Update: 66

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 01/05/2024
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/26/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/20/2023
Date Data Arrived at EDR: 09/01/2023
Date Made Active in Reports: 09/20/2023
Number of Days to Update: 19
Source: Nuclear Regulatory Commission
Telephone: 301-415-0717
Last EDR Contact: 01/11/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 11/27/2023
Date Made Active in Reports: 02/22/2024
Number of Days to Update: 87
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 02/23/2024
Next Scheduled EDR Contact: 06/10/2024
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 02/23/2024
Next Scheduled EDR Contact: 06/10/2024
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019
Date Data Arrived at EDR: 11/06/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 96
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 02/02/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 12/19/2023
Next Scheduled EDR Contact: 04/08/2024
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/02/2020
Date Data Arrived at EDR: 01/28/2020
Date Made Active in Reports: 04/17/2020
Number of Days to Update: 80

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 01/05/2024
Next Scheduled EDR Contact: 05/06/2024
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 01/11/2024
Date Made Active in Reports: 01/16/2024
Number of Days to Update: 5

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 03/09/2023
Date Made Active in Reports: 03/20/2023
Number of Days to Update: 11

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 12/06/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 01/02/2024
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 03/03/2023
Date Data Arrived at EDR: 03/03/2023
Date Made Active in Reports: 06/09/2023
Number of Days to Update: 98

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 01/29/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 08/30/2019
Date Data Arrived at EDR: 11/15/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 74

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 02/15/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 12/26/2024
Date Data Arrived at EDR: 01/02/2024
Date Made Active in Reports: 01/24/2024
Number of Days to Update: 22

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 02/01/2024
Next Scheduled EDR Contact: 04/08/2024
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100
Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data
A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100
Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

MINES VIOLATIONS: MSHA Violation Assessment Data
Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 01/02/2024
Date Data Arrived at EDR: 01/03/2024
Date Made Active in Reports: 01/04/2024
Number of Days to Update: 1
Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 05/20/2024
Data Release Frequency: Quarterly

US MINES: Mines Master Index File
Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 11/01/2023
Date Data Arrived at EDR: 11/17/2023
Date Made Active in Reports: 02/13/2024
Number of Days to Update: 88
Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 02/21/2024
Next Scheduled EDR Contact: 06/03/2024
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing
This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 01/07/2022
Date Data Arrived at EDR: 02/24/2023
Date Made Active in Reports: 05/17/2023
Number of Days to Update: 82
Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 02/22/2024
Next Scheduled EDR Contact: 06/03/2024
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing
Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97
Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 02/22/2024
Next Scheduled EDR Contact: 06/03/2024
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines
An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 11/28/2023
Date Data Arrived at EDR: 11/29/2023
Date Made Active in Reports: 12/11/2023
Number of Days to Update: 12

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 11/28/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Quarterly

MINES MRDS: Mineral Resources Data System
Mineral Resources Data System

Date of Government Version: 08/23/2022
Date Data Arrived at EDR: 11/22/2022
Date Made Active in Reports: 02/28/2023
Number of Days to Update: 98

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 02/22/2024
Next Scheduled EDR Contact: 06/03/2024
Data Release Frequency: Varies

FINDS: Facility Index System/Facility Registry System
Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 11/03/2023
Date Data Arrived at EDR: 11/08/2023
Date Made Active in Reports: 11/20/2023
Number of Days to Update: 12

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 11/08/2023
Next Scheduled EDR Contact: 03/11/2024
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites
A listing of unexploded ordnance site locations

Date of Government Version: 09/06/2023
Date Data Arrived at EDR: 09/13/2023
Date Made Active in Reports: 12/11/2023
Number of Days to Update: 89

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 01/05/2024
Next Scheduled EDR Contact: 04/22/2024
Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information
ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 09/23/2023
Date Data Arrived at EDR: 10/03/2023
Date Made Active in Reports: 01/04/2024
Number of Days to Update: 93

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 12/28/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing
A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/06/2021
Date Data Arrived at EDR: 05/21/2021
Date Made Active in Reports: 08/11/2021
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 02/20/2024
Next Scheduled EDR Contact: 06/03/2024
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing
This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 11/10/2023
Date Data Arrived at EDR: 11/10/2023
Date Made Active in Reports: 02/07/2024
Number of Days to Update: 89

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 02/13/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: Quarterly

PFAS NPL: Superfund Sites with PFAS Detections Information

EPA's Office of Land and Emergency Management and EPA Regional Offices maintain data describing what is known about site investigations, contamination, and remedial actions under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) where PFAS is present in the environment.

Date of Government Version: 09/23/2023
Date Data Arrived at EDR: 10/03/2023
Date Made Active in Reports: 12/21/2023
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 703-603-8895
Last EDR Contact: 12/28/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Varies

PFAS FEDERAL SITES: Federal Sites PFAS Information

Several federal entities, such as the federal Superfund program, Department of Defense, National Aeronautics and Space Administration, Department of Transportation, and Department of Energy provided information for sites with known or suspected detections at federal facilities.

Date of Government Version: 09/23/2023
Date Data Arrived at EDR: 10/03/2023
Date Made Active in Reports: 12/21/2023
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 12/28/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Varies

PFAS TRIS: List of PFAS Added to the TRI

Section 7321 of the National Defense Authorization Act for Fiscal Year 2020 (NDAA) immediately added certain per- and polyfluoroalkyl substances (PFAS) to the list of chemicals covered by the Toxics Release Inventory (TRI) under Section 313 of the Emergency Planning and Community Right-to-Know Act (EPCRA) and provided a framework for additional PFAS to be added to TRI on an annual basis.

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 01/04/2024
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 202-566-0250
Last EDR Contact: 12/28/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Varies

PFAS TSCA: PFAS Manufacture and Imports Information

EPA issued the Chemical Data Reporting (CDR) Rule under the Toxic Substances Control Act (TSCA) and requires chemical manufacturers and facilities that manufacture or import chemical substances to report data to EPA. EPA publishes non-confidential business information (non-CBI) and includes descriptive information about each site, corporate parent, production volume, other manufacturing information, and processing and use information.

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 01/04/2024
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 12/28/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Varies

PFAS RCRA MANIFEST: PFAS Transfers Identified In the RCRA Database Listing

To work around the lack of PFAS waste codes in the RCRA database, EPA developed the PFAS Transfers dataset by mining e-Manifest records containing at least one of these common PFAS keywords: PFAS, PFOA, PFOS, PERFL, AFFF, GENX, GEN-X (plus the VT waste codes). These keywords were searched for in the following text fields: Manifest handling instructions (MANIFEST_HANDLING_INSTR), Non-hazardous waste description (NON_HAZ_WASTE_DESCRIPTION), DOT printed information (DOT_PRINTED_INFORMATION), Waste line handling instructions (WASTE_LINE_HANDLING_INSTR), Waste residue comments (WASTE_RESIDUE_COMMENTS).

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 01/04/2024
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 12/28/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Varies

PFAS ATSDR: PFAS Contamination Site Location Listing

PFAS contamination site locations from the Department of Health & Human Services, Center for Disease Control & Prevention. ATSDR is involved at a number of PFAS-related sites, either directly or through assisting state and federal partners. As of now, most sites are related to drinking water contamination connected with PFAS production facilities or fire training areas where aqueous film-forming firefighting foam (AFFF) was regularly used.

Date of Government Version: 06/24/2020
Date Data Arrived at EDR: 03/17/2021
Date Made Active in Reports: 11/08/2022
Number of Days to Update: 601

Source: Department of Health & Human Services
Telephone: 202-741-5770
Last EDR Contact: 01/22/2024
Next Scheduled EDR Contact: 05/06/2024
Data Release Frequency: Varies

PFAS WQP: Ambient Environmental Sampling for PFAS

The Water Quality Portal (WQP) is a part of a modernized repository storing ambient sampling data for all environmental media and tissue samples. A wide range of federal, state, tribal and local governments, academic and non-governmental organizations and individuals submit project details and sampling results to this public repository. The information is commonly used for research and assessments of environmental quality.

Date of Government Version: 09/23/2023
Date Data Arrived at EDR: 10/03/2023
Date Made Active in Reports: 10/10/2023
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 12/28/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Varies

PFAS NPDES: Clean Water Act Discharge Monitoring Information

Any discharger of pollutants to waters of the United States from a point source must have a National Pollutant Discharge Elimination System (NPDES) permit. The process for obtaining limits involves the regulated entity (permittee) disclosing releases in a NPDES permit application and the permitting authority (typically the state but sometimes EPA) deciding whether to require monitoring or monitoring with limits. Caveats and Limitations: Less than half of states have required PFAS monitoring for at least one of their permittees and fewer states have established PFAS effluent limits for permittees. New rulemakings have been initiated that may increase the number of facilities monitoring for PFAS in the future.

Date of Government Version: 09/23/2023
Date Data Arrived at EDR: 10/03/2023
Date Made Active in Reports: 01/04/2024
Number of Days to Update: 93

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 12/28/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Varies

PFAS ECHO: Facilities in Industries that May Be Handling PFAS Listing

Regulators and the public have expressed interest in knowing which regulated entities may be using PFAS. EPA has developed a dataset from various sources that show which industries may be handling PFAS. Approximately 120,000 facilities subject to federal environmental programs have operated or currently operate in industry sectors with processes that may involve handling and/or release of PFAS.

Date of Government Version: 09/23/2023
Date Data Arrived at EDR: 10/03/2023
Date Made Active in Reports: 12/21/2023
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 12/28/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Varies

PFAS ECHO FIRE TRAINING: Facilities in Industries that May Be Handling PFAS Listing

A list of fire training sites was added to the Industry Sectors dataset using a keyword search on the permitted facilitys name to identify sites where fire-fighting foam may have been used in training exercises. Additionally, you may view an example spreadsheet of the subset of fire training facility data, as well as the keywords used in selecting or deselecting a facility for the subset. as well as the keywords used in selecting or deselecting a facility for the subset. These keywords were tested to maximize accuracy in selecting facilities that may use fire-fighting foam in training exercises, however, due to the lack of a required reporting field in the data systems for designating fire training sites, this methodology may not identify all fire training sites or may potentially misidentify them.

Date of Government Version: 09/23/2023
Date Data Arrived at EDR: 10/03/2023
Date Made Active in Reports: 12/21/2023
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 12/28/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Varies

PFAS PART 139 AIRPORT: All Certified Part 139 Airports PFAS Information Listing

Since July 1, 2006, all certified part 139 airports are required to have fire-fighting foam onsite that meet military specifications (MIL-F-24385) (14 CFR 139.317). To date, these military specification fire-fighting foams are fluorinated and have been historically used for training and extinguishing. The 2018 FAA Reauthorization Act has a provision stating that no later than October 2021, FAA shall not require the use of fluorinated AFFF. This provision does not prohibit the use of fluorinated AFFF at Part 139 civilian airports; it only prohibits FAA from mandating its use. The Federal Aviation Administration?s document AC 150/5210-6D - Aircraft Fire Extinguishing Agents provides guidance on Aircraft Fire Extinguishing Agents, which includes Aqueous Film Forming Foam (AFFF).

Date of Government Version: 09/23/2023
Date Data Arrived at EDR: 10/03/2023
Date Made Active in Reports: 12/21/2023
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 12/28/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Varies

AQUEOUS FOAM NRC: Aqueous Foam Related Incidents Listing

The National Response Center (NRC) serves as an emergency call center that fields initial reports for pollution and railroad incidents and forwards that information to appropriate federal/state agencies for response. The spreadsheets posted to the NRC website contain initial incident data that has not been validated or investigated by a federal/state response agency. Response center calls from 1990 to the most recent complete calendar year where there was indication of Aqueous Film Forming Foam (AFFF) usage are included in this dataset. NRC calls may reference AFFF usage in the ?Material Involved? or ?Incident Description? fields.

Date of Government Version: 09/23/2023
Date Data Arrived at EDR: 10/03/2023
Date Made Active in Reports: 12/21/2023
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-267-2675
Last EDR Contact: 12/28/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Varies

PCS ENF: Enforcement data

No description is available for this data

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 02/05/2015
Date Made Active in Reports: 03/06/2015
Number of Days to Update: 29

Source: EPA
Telephone: 202-564-2497
Last EDR Contact: 12/27/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Varies

PCS: Permit Compliance System

PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES facilities.

Date of Government Version: 12/16/2016
Date Data Arrived at EDR: 01/06/2017
Date Made Active in Reports: 03/10/2017
Number of Days to Update: 63

Source: EPA, Office of Water
Telephone: 202-564-2496
Last EDR Contact: 12/27/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: No Update Planned

BIOSOLIDS: ICIS-NPDES Biosolids Facility Data

The data reflects compliance information about facilities in the biosolids program.

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 01/03/2024
Date Made Active in Reports: 01/16/2024
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 202-564-4700
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

PFAS: PFAS Contamination Site Location Listing
A listing of PFAS contaminated sites included in the GeoTracker database.

Date of Government Version: 11/30/2023
Date Data Arrived at EDR: 11/30/2023
Date Made Active in Reports: 02/26/2024
Number of Days to Update: 88
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 11/30/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Varies

AQUEOUS FOAM: Former Fire Training Facility Assessments Listing
Airports shown on this list are those believed to use Aqueous Film Forming Foam (AFFF), and certified by the Federal Aviation Administration (FAA) under Title 14, Code of Federal Regulations (CFR), Part 139 (14 CFR Part 139). This list was created by SWRCB using information available from the FAA. Location points shown are from the latitude and longitude listed on the FAA airport master record.

Date of Government Version: 11/30/2023
Date Data Arrived at EDR: 11/30/2023
Date Made Active in Reports: 02/23/2024
Number of Days to Update: 85
Source: State Water Resources Control Board
Telephone: 916-341-5455
Last EDR Contact: 11/30/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Varies

CA BOND EXP. PLAN: Bond Expenditure Plan
Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6
Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CHROME PLATING: Chrome Plating Facilities Listing
This listing represents chrome plating facilities the California State Water Resources Control Board staff identified as possibly being a source of Per- and polyfluoroalkyl substance (PFAS) contamination. Sites and locations were identified by staff with the Division of Water Quality in the California State Water Board. Data was collected from the CA Air Resources Board 2013 and 2018 - Cr VI emission survey, CA Emission Inventory, CA HAZ Waste discharge database and by reviewing storm water permits. Former chrome plating sites are also included that are open site investigation or remediation cases with the Regional Water Quality Control Boards and the Department of Toxic Substances Control.

Date of Government Version: 11/30/2023
Date Data Arrived at EDR: 11/30/2023
Date Made Active in Reports: 02/23/2024
Number of Days to Update: 85
Source: State Water Resources Control Board
Telephone: 916-341-5455
Last EDR Contact: 11/30/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Varies

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 09/19/2023
Date Data Arrived at EDR: 09/20/2023
Date Made Active in Reports: 12/08/2023
Number of Days to Update: 79
Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 12/13/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Quarterly

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing
list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 03/31/2023
Date Data Arrived at EDR: 05/08/2023
Date Made Active in Reports: 07/31/2023
Number of Days to Update: 84

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 02/09/2024
Next Scheduled EDR Contact: 05/20/2024
Data Release Frequency: Varies

DRYCLEAN NO SIERRA DIST: Northern Sierra Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Northern Sierra Air Quality Management District,

Date of Government Version: 05/07/2019
Date Data Arrived at EDR: 05/07/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1455

Source: Northern Sierra Air Quality Management District
Telephone: 530-274-9350
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN NO SONOMA CO DIST: Norther Sonoma County County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Northern Sonoma County Air Pollution Control District.,

Date of Government Version: 04/17/2019
Date Data Arrived at EDR: 04/17/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1475

Source: Santa Barbara County Air Pollution Control District
Telephone: 707-433-5911
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SANTA BARB CO DIST: Santa Barbara County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Santa Barbara County Air Pollution Control District.

Date of Government Version: 02/19/2019
Date Data Arrived at EDR: 04/17/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1475

Source: Santa Barbara County Air Pollution Control District
Telephone: 805-961-8867
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN TEHAMA CO DIST: Tehama County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Tehama County Air Pollution Control District.

Date of Government Version: 04/24/2019
Date Data Arrived at EDR: 04/24/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1468

Source: Tehama County Air Pollution Control District
Telephone: 530-527-3717
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SACRAMENTO METO DIST: Sacramento Metropolitan Air Quality Management DistrictDrycleaner Facility Listing
A listing of drycleaner facility locations, for the Sacramento Metropolitan Air Quality Management District.

Date of Government Version: 08/15/2023
Date Data Arrived at EDR: 08/17/2023
Date Made Active in Reports: 10/31/2023
Number of Days to Update: 75

Source: Sacramento Metropolitan Air Quality Management District
Telephone: 916-874-3958
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SAN LUIS OB CO DIST: San Luis Obispo County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the San Luis Obispo County Air Pollution Control District.

Date of Government Version: 07/26/2023
Date Data Arrived at EDR: 07/27/2023
Date Made Active in Reports: 10/13/2023
Number of Days to Update: 78

Source: San Luis Obispo County Air Pollution Control District
Telephone: 805-781-5756
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN BUTTE CO DIST: Butte County Air Quality Management DistrictDrycleaner Facility Listing
Butte County Air Quality Management DistrictDrycleaner Facility Listing.

Date of Government Version: 04/25/2023
Date Data Arrived at EDR: 10/18/2023
Date Made Active in Reports: 01/16/2024
Number of Days to Update: 90
Source: Butte County Air Quality Management District
Telephone: 530-332-9400
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN FEATHER RIVER DIST: Feather River Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Feather River Air Quality Management District.

Date of Government Version: 03/08/2023
Date Data Arrived at EDR: 03/09/2023
Date Made Active in Reports: 06/05/2023
Number of Days to Update: 88
Source: Feather River Air Quality Management District
Telephone: 530-634-7659
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SAN JOAQ VAL DIST: San Joaquin Valley Air Pollution Control District District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the San Joaquin Valley Air Pollution Control District.

Date of Government Version: 05/24/2023
Date Data Arrived at EDR: 05/30/2023
Date Made Active in Reports: 08/21/2023
Number of Days to Update: 83
Source: San Joaquin Valley Air Pollution Control District
Telephone: 559-230-6001
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN EAST KERN DIST: Eastern Kern Air Pollution Control District District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Eastern Kern Air Pollution Control District.

Date of Government Version: 01/12/2023
Date Data Arrived at EDR: 04/26/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 79
Source: Eastern Kern Air Pollution Control District
Telephone: 661-862-9684
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN IMPERIAL CO DIST: Imperial County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Imperial County Air Pollution Control District

Date of Government Version: 04/25/2023
Date Data Arrived at EDR: 04/26/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 79
Source: Imperial County Air Pollution Control District
Telephone: 442-265-1800
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN MENDO CO DIST: Mendocino County Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Mendocino County Air Quality Management District.

Date of Government Version: 04/27/2023
Date Data Arrived at EDR: 04/28/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 77
Source: Mendocino County Air Quality Management District
Telephone: 707-463-4354
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN MOJAVE DESERT DIST: Mojave Desert Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Mojave Desert Air Quality Management District.

Date of Government Version: 04/26/2023
Date Data Arrived at EDR: 04/27/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 78
Source: Mojave Desert Air Quality Management District
Telephone: 760-245-1661
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN MONTEREY BAY DIST: Monterey Bay Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Monterey Bay Air Quality Management District.

Date of Government Version: 04/25/2023
Date Data Arrived at EDR: 04/26/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 79
Source: Monterey Bay Air Quality Management District
Telephone: 831-647-9411
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SHASTA CO DIST: Shasta County Air Quality Management District District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Shasta County Air Quality Management District.

Date of Government Version: 04/26/2023
Date Data Arrived at EDR: 04/27/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 78
Source: Shasta County Air Quality Management District
Telephone: 530-225-5674
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN YOLO-SOLANO DIST: Yolo-Solano Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Yolo-Solano Air Quality Management District.

Date of Government Version: 04/25/2023
Date Data Arrived at EDR: 04/27/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 78
Source: Yolo-Solano Air Quality Management District
Telephone: 530-757-3650
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN PLACER CO DIST: Placer County Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Placer County Air Quality Management District.

Date of Government Version: 05/15/2023
Date Data Arrived at EDR: 05/17/2023
Date Made Active in Reports: 08/14/2023
Number of Days to Update: 89
Source: Placer County Air Quality Management District
Telephone: 530-745-2335
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN BAY AREA DIST: Bay Area Air Quality Management District Drycleaner Facility Listing
Bay Area Air Quality Management District Drycleaner Facility Listing.

Date of Government Version: 02/20/2019
Date Data Arrived at EDR: 05/30/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1432
Source: Bay Area Air Quality Management District
Telephone: 415-516-1916
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN CALAVERAS CO DIST: Calaveras County Environmental Management Agency Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Calaveras County Environmental Management Agency.

Date of Government Version: 06/17/2019
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1412
Source: Calaveras County Environmental Management Agency
Telephone: 209-754-6399
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/16/2019
Data Release Frequency: Varies

DRYCLEAN GRANT: Grant Recipients List
Assembly Bill 998 (AB 998) established the Non-Toxic Dry Cleaning Incentive Program to provide financial assistance to the dry cleaning industry to switch from systems using perchloroethylene (Perc), an identified toxic air contaminant and potential human carcinogen, to non-toxic and non-smog forming alternatives.

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 02/04/2021
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 816
Source: California Air Resources Board
Telephone: 916-323-0006
Last EDR Contact: 01/26/2024
Next Scheduled EDR Contact: 05/06/2024
Data Release Frequency: Varies

DRYCLEAN LAKE CO DIST: Lake County Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Lake County Air Quality Management District,

Date of Government Version: 04/29/2019
Date Data Arrived at EDR: 05/07/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1455
Source: Lake County Air Quality Management District
Telephone: 707-263-7000
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN NO COAST UNIFIED DIST: North Coast Unified Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the North Coast Unified Air Quality Management District.

Date of Government Version: 11/30/2016
Date Data Arrived at EDR: 04/19/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1473
Source: North Coast Unified Air Quality Management District
Telephone: 707-443-3093
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 11/14/2023
Date Data Arrived at EDR: 11/16/2023
Date Made Active in Reports: 02/12/2024
Number of Days to Update: 88
Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 02/20/2024
Next Scheduled EDR Contact: 06/03/2024
Data Release Frequency: Varies

DRYCLEAN VENTURA CO DIST: Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Ventura County Air Pollution Control District.

Date of Government Version: 01/04/2024
Date Data Arrived at EDR: 01/16/2024
Date Made Active in Reports: 02/08/2024
Number of Days to Update: 23
Source: Ventura County Air Pollution Control District
Telephone: 805-645-1421
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 11/21/2023
Date Data Arrived at EDR: 11/22/2023
Date Made Active in Reports: 02/16/2024
Number of Days to Update: 86
Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 02/26/2024
Next Scheduled EDR Contact: 06/10/2024
Data Release Frequency: Varies

DRYCLEAN AMADOR: Amador Air District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Amador Air Quality Management District

Date of Government Version: 04/26/2023
Date Data Arrived at EDR: 04/27/2023
Date Made Active in Reports: 07/13/2023
Number of Days to Update: 77
Source: Amador Air Quality Management District
Telephone: 209-257-0112
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 08/31/2023
Date Data Arrived at EDR: 09/08/2023
Date Made Active in Reports: 11/27/2023
Number of Days to Update: 80

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 02/26/2024
Next Scheduled EDR Contact: 06/10/2024
Data Release Frequency: Annually

DRYCLEAN GLENN CO DIST: Glenn County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Glenn County Air Pollution Control District.

Date of Government Version: 05/02/2023
Date Data Arrived at EDR: 05/03/2023
Date Made Active in Reports: 07/25/2023
Number of Days to Update: 83

Source: Glenn County Air Pollution Control District
Telephone: 530-934-6500
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SAN DIEGO CO DIST: San Diego County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the San Diego County Air Pollution Control District.

Date of Government Version: 08/08/2023
Date Data Arrived at EDR: 08/09/2023
Date Made Active in Reports: 10/26/2023
Number of Days to Update: 78

Source: San Diego County Air Pollution Control District
Telephone: 858-586-2616
Last EDR Contact: 08/08/2023
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 06/09/2023
Date Made Active in Reports: 08/30/2023
Number of Days to Update: 82

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 12/14/2023
Next Scheduled EDR Contact: 03/25/2024
Data Release Frequency: Varies

ENF: Enforcement Action Listing
A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 10/16/2023
Date Data Arrived at EDR: 10/17/2023
Date Made Active in Reports: 01/09/2024
Number of Days to Update: 84

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 01/16/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 09/13/2023
Date Data Arrived at EDR: 09/14/2023
Date Made Active in Reports: 09/21/2023
Number of Days to Update: 7

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 01/11/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing
A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 11/08/2023
Date Data Arrived at EDR: 11/22/2023
Date Made Active in Reports: 02/16/2024
Number of Days to Update: 86

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 02/20/2024
Next Scheduled EDR Contact: 05/20/2024
Data Release Frequency: Varies

ICE: Inspection, Compliance and Enforcement
Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 02/07/2024
Date Data Arrived at EDR: 02/07/2024
Date Made Active in Reports: 02/07/2024
Number of Days to Update: 0
Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 02/07/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List
The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing
Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 02/07/2024
Date Data Arrived at EDR: 02/07/2024
Date Made Active in Reports: 02/07/2024
Number of Days to Update: 0
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/07/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database
A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 10/02/2023
Date Data Arrived at EDR: 10/04/2023
Date Made Active in Reports: 12/27/2023
Number of Days to Update: 84
Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Quarterly

HWTS: Hazardous Waste Tracking System
DTSC maintains the Hazardous Waste Tracking System that stores ID number information since the early 1980s and manifest data since 1993. The system collects both manifest copies from the generator and destination facility.

Date of Government Version: 10/26/2023
Date Data Arrived at EDR: 10/27/2023
Date Made Active in Reports: 01/29/2024
Number of Days to Update: 94
Source: Department of Toxic Substances Control
Telephone: 916-324-2444
Last EDR Contact: 12/26/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data
Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 07/05/2022
Date Made Active in Reports: 09/19/2022
Number of Days to Update: 76
Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Annually

MINES: Mines Site Location Listing
A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 11/29/2023
Date Data Arrived at EDR: 11/29/2023
Date Made Active in Reports: 02/23/2024
Number of Days to Update: 86
Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 11/29/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 11/08/2023
Date Data Arrived at EDR: 11/22/2023
Date Made Active in Reports: 02/16/2024
Number of Days to Update: 86
Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 11/22/2023
Next Scheduled EDR Contact: 03/11/2024
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 11/06/2023
Date Data Arrived at EDR: 11/07/2023
Date Made Active in Reports: 02/05/2024
Number of Days to Update: 90
Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 02/06/2024
Next Scheduled EDR Contact: 05/20/2024
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 11/22/2023
Date Data Arrived at EDR: 11/22/2023
Date Made Active in Reports: 02/16/2024
Number of Days to Update: 86
Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 11/22/2023
Next Scheduled EDR Contact: 03/11/2024
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 11/29/2023
Date Data Arrived at EDR: 11/29/2023
Date Made Active in Reports: 02/23/2024
Number of Days to Update: 86
Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 11/29/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 09/07/2023
Date Data Arrived at EDR: 09/08/2023
Date Made Active in Reports: 11/28/2023
Number of Days to Update: 81
Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/25/2024
Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/03/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 01/26/2021
Number of Days to Update: 82
Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 01/29/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Annually

SANTA CRUZ CO SITE MITI: Site Mitigation Listing
Sites may become contaminated with toxic chemicals through illegal dumping or disposal, from leaking underground storage tanks, or through industrial or commercial activities.The goal of the site mitigation program is to protect the public health and the environment while facilitating completion of contaminated site clean-up projects in a timely manner.

Date of Government Version: 12/03/2018
Date Data Arrived at EDR: 06/23/2023
Date Made Active in Reports: 07/13/2023
Number of Days to Update: 20
Source: Santa Cruz Environmental Health Services
Telephone: 831-454-2761
Last EDR Contact: 02/09/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: Varies

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 09/05/2023
Date Data Arrived at EDR: 09/06/2023
Date Made Active in Reports: 11/28/2023
Number of Days to Update: 83
Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 11/29/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 09/05/2023
Date Data Arrived at EDR: 09/06/2023
Date Made Active in Reports: 11/27/2023
Number of Days to Update: 82
Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region’s active disposal pits are operating without permission.

Date of Government Version: 02/11/2021
Date Data Arrived at EDR: 07/01/2021
Date Made Active in Reports: 09/29/2021
Number of Days to Update: 90
Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 01/05/2024
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9
Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 02/09/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: No Update Planned

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 12/12/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 09/05/2023
Date Data Arrived at EDR: 09/06/2023
Date Made Active in Reports: 11/27/2023
Number of Days to Update: 82

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 09/05/2023
Date Data Arrived at EDR: 09/06/2023
Date Made Active in Reports: 11/27/2023
Number of Days to Update: 82

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing
In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 11/29/2023
Date Data Arrived at EDR: 11/29/2023
Date Made Active in Reports: 02/22/2024
Number of Days to Update: 85

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 11/29/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System
The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 11/22/2023
Date Data Arrived at EDR: 11/22/2023
Date Made Active in Reports: 02/16/2024
Number of Days to Update: 86

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 11/22/2023
Next Scheduled EDR Contact: 03/11/2024
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data
The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 10/16/2023
Date Data Arrived at EDR: 10/17/2023
Date Made Active in Reports: 01/09/2024
Number of Days to Update: 84
Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 01/16/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)
Non-Case Information sites

Date of Government Version: 09/05/2023
Date Data Arrived at EDR: 09/06/2023
Date Made Active in Reports: 11/27/2023
Number of Days to Update: 82
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)
Other Oil & Gas Projects sites

Date of Government Version: 09/05/2023
Date Data Arrived at EDR: 09/06/2023
Date Made Active in Reports: 11/27/2023
Number of Days to Update: 82
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 09/05/2023
Date Data Arrived at EDR: 09/06/2023
Date Made Active in Reports: 11/27/2023
Number of Days to Update: 82
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)
Sampling point - public sites

Date of Government Version: 09/05/2023
Date Data Arrived at EDR: 09/06/2023
Date Made Active in Reports: 11/27/2023
Number of Days to Update: 82
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 09/05/2023
Date Data Arrived at EDR: 09/06/2023
Date Made Active in Reports: 11/27/2023
Number of Days to Update: 82
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Varies

UST FINDER: UST Finder Database
EPA developed UST Finder, a web map application containing a comprehensive, state-sourced national map of underground storage tank (UST) and leaking UST (LUST) data. It provides the attributes and locations of active and closed USTs, UST facilities, and LUST sites from states and from Tribal lands and US territories . UST Finder contains information about proximity of UST facilities and LUST sites to: surface and groundwater public drinking water protection areas; estimated number of private domestic wells and number of people living nearby; and flooding and wildfires.

Date of Government Version: 06/08/2023
Date Data Arrived at EDR: 10/04/2023
Date Made Active in Reports: 01/18/2024
Number of Days to Update: 106

Source: Environmental Protection Agency
Telephone: 202-564-0394
Last EDR Contact: 02/09/2024
Next Scheduled EDR Contact: 05/20/2024
Data Release Frequency: Varies

UST FINDER RELEASE: UST Finder Releases Database

US EPA's UST Finder data is a national composite of leaking underground storage tanks. This data contains information about, and locations of, leaking underground storage tanks. Data was collected from state sources and standardized into a national profile by EPA's Office of Underground Storage Tanks, Office of Research and Development, and the Association of State and Territorial Solid Waste Management Officials.

Date of Government Version: 06/08/2023
Date Data Arrived at EDR: 10/31/2023
Date Made Active in Reports: 01/18/2024
Number of Days to Update: 79

Source: Environmental Protecton Agency
Telephone: 202-564-0394
Last EDR Contact: 02/09/2024
Next Scheduled EDR Contact: 05/20/2024
Data Release Frequency: Semi-Annually

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2019
Date Data Arrived at EDR: 01/11/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 53

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 12/26/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 09/27/2023
Date Data Arrived at EDR: 09/28/2023
Date Made Active in Reports: 12/18/2023
Number of Days to Update: 81

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 12/26/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List
Cupa Facility List

Date of Government Version: 04/27/2023
Date Data Arrived at EDR: 04/27/2023
Date Made Active in Reports: 07/13/2023
Number of Days to Update: 77

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 04/26/2023
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 12/26/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 09/12/2023
Date Data Arrived at EDR: 09/13/2023
Date Made Active in Reports: 12/04/2023
Number of Days to Update: 82

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 12/12/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/06/2020
Date Data Arrived at EDR: 04/23/2020
Date Made Active in Reports: 07/10/2020
Number of Days to Update: 78

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 01/29/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 10/20/2023
Date Data Arrived at EDR: 10/24/2023
Date Made Active in Reports: 01/16/2024
Number of Days to Update: 84

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 01/22/2024
Next Scheduled EDR Contact: 05/06/2024
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 10/25/2023
Date Made Active in Reports: 01/16/2024
Number of Days to Update: 83

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 02/05/2024
Next Scheduled EDR Contact: 05/06/2024
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 08/08/2022
Date Data Arrived at EDR: 08/09/2022
Date Made Active in Reports: 09/01/2022
Number of Days to Update: 23

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 01/22/2024
Next Scheduled EDR Contact: 05/06/2024
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 06/28/2021
Date Data Arrived at EDR: 12/21/2021
Date Made Active in Reports: 03/03/2022
Number of Days to Update: 72

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 12/26/2023
Next Scheduled EDR Contact: 04/08/2024
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 01/11/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: No Update Planned

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 08/12/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 88

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 02/09/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 10/10/2023
Date Data Arrived at EDR: 10/11/2023
Date Made Active in Reports: 01/04/2024
Number of Days to Update: 85

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 01/11/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 02/09/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: Varies

KERN COUNTY:

CUPA KERN: CUPA Facility List
A listing of sites included in the Kern County Hazardous Material Business Plan.

Date of Government Version: 10/30/2023
Date Data Arrived at EDR: 11/01/2023
Date Made Active in Reports: 01/23/2024
Number of Days to Update: 83

Source: Kern County Public Health
Telephone: 661-321-3000
Last EDR Contact: 02/12/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Varies

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 10/30/2023
Date Data Arrived at EDR: 11/01/2023
Date Made Active in Reports: 01/23/2024
Number of Days to Update: 83

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 02/12/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 12/03/2020
Date Data Arrived at EDR: 01/26/2021
Date Made Active in Reports: 04/14/2021
Number of Days to Update: 78

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 02/09/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 10/27/2023
Date Data Arrived at EDR: 11/01/2023
Date Made Active in Reports: 11/21/2023
Number of Days to Update: 20

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 01/09/2024
Next Scheduled EDR Contact: 04/22/2024
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 07/31/2020
Date Data Arrived at EDR: 08/21/2020
Date Made Active in Reports: 11/09/2020
Number of Days to Update: 80

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 01/11/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: N/A
Telephone: N/A
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/25/2024
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 10/01/2023
Date Data Arrived at EDR: 10/06/2023
Date Made Active in Reports: 12/27/2023
Number of Days to Update: 82

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 01/11/2024
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 10/09/2023
Date Data Arrived at EDR: 10/09/2023
Date Made Active in Reports: 12/27/2023
Number of Days to Update: 79

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 01/10/2024
Next Scheduled EDR Contact: 04/22/2024
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 01/12/2023
Date Made Active in Reports: 03/29/2023
Number of Days to Update: 76

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 01/04/2024
Next Scheduled EDR Contact: 04/22/2024
Data Release Frequency: Varies

LOS ANGELES AST: Active & Inactive AST Inventory
A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 12/13/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills
This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 04/13/2023
Date Data Arrived at EDR: 07/13/2023
Date Made Active in Reports: 09/27/2023
Number of Days to Update: 76

Source: Los Angeles County Department of Public Works
Telephone: 626-458-6973
Last EDR Contact: 01/11/2024
Next Scheduled EDR Contact: 04/22/2024
Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory
A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 12/01/2023
Date Data Arrived at EDR: 12/13/2023
Date Made Active in Reports: 12/14/2023
Number of Days to Update: 1

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 12/13/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory
A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 09/01/2023
Date Data Arrived at EDR: 09/20/2023
Date Made Active in Reports: 12/08/2023
Number of Days to Update: 79

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 12/13/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 07/11/2023
Date Data Arrived at EDR: 10/17/2023
Date Made Active in Reports: 01/09/2024
Number of Days to Update: 84

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 01/19/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 01/04/2024
Next Scheduled EDR Contact: 04/22/2024
Data Release Frequency: No Update Planned

UST LONG BEACH: City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 65

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 01/11/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 04/12/2023
Date Data Arrived at EDR: 05/02/2023
Date Made Active in Reports: 06/13/2023
Number of Days to Update: 42

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 01/11/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/10/2020
Date Data Arrived at EDR: 08/12/2020
Date Made Active in Reports: 10/23/2020
Number of Days to Update: 72

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 02/09/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 29

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 12/18/2023
Next Scheduled EDR Contact: 04/08/2024
Data Release Frequency: Semi-Annually

MENDOCINO COUNTY:

UST MENDOCINO: Mendocino County UST Database
A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/22/2021
Date Data Arrived at EDR: 11/18/2021
Date Made Active in Reports: 11/22/2021
Number of Days to Update: 4

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 02/20/2024
Next Scheduled EDR Contact: 06/03/2024
Data Release Frequency: Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 11/15/2023
Date Data Arrived at EDR: 11/20/2023
Date Made Active in Reports: 02/15/2024
Number of Days to Update: 87

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 02/12/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 02/22/2021
Date Data Arrived at EDR: 03/02/2021
Date Made Active in Reports: 05/19/2021
Number of Days to Update: 78

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 02/16/2024
Next Scheduled EDR Contact: 06/03/2024
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 10/04/2021
Date Data Arrived at EDR: 10/06/2021
Date Made Active in Reports: 12/29/2021
Number of Days to Update: 84

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 01/22/2024
Next Scheduled EDR Contact: 04/08/2024
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 02/16/2024
Next Scheduled EDR Contact: 06/03/2024
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 09/05/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 02/16/2024
Next Scheduled EDR Contact: 06/03/2024
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 10/31/2023
Date Data Arrived at EDR: 11/03/2023
Date Made Active in Reports: 01/23/2024
Number of Days to Update: 81

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 01/22/2024
Next Scheduled EDR Contact: 05/06/2024
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 10/10/2023
Date Data Arrived at EDR: 11/01/2023
Date Made Active in Reports: 01/23/2024
Number of Days to Update: 83

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/02/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 10/10/2023
Date Data Arrived at EDR: 11/01/2023
Date Made Active in Reports: 01/23/2024
Number of Days to Update: 83

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/02/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 10/10/2023
Date Data Arrived at EDR: 11/01/2023
Date Made Active in Reports: 01/23/2024
Number of Days to Update: 83

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/02/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 11/09/2023
Date Data Arrived at EDR: 11/09/2023
Date Made Active in Reports: 11/21/2023
Number of Days to Update: 12

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 02/26/2024
Next Scheduled EDR Contact: 06/10/2024
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 01/11/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 09/29/2023
Date Data Arrived at EDR: 10/04/2023
Date Made Active in Reports: 12/27/2023
Number of Days to Update: 84

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/25/2024
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 09/29/2023
Date Data Arrived at EDR: 10/04/2023
Date Made Active in Reports: 12/27/2023
Number of Days to Update: 84

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/25/2024
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 11/07/2022
Date Data Arrived at EDR: 12/21/2022
Date Made Active in Reports: 03/16/2023
Number of Days to Update: 85

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 12/18/2023
Next Scheduled EDR Contact: 04/08/2024
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 11/07/2022
Date Data Arrived at EDR: 12/09/2022
Date Made Active in Reports: 03/01/2023
Number of Days to Update: 82

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 12/18/2023
Next Scheduled EDR Contact: 04/08/2024
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 01/17/2024
Date Data Arrived at EDR: 01/18/2024
Date Made Active in Reports: 01/26/2024
Number of Days to Update: 8

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 01/11/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 11/08/2023
Date Data Arrived at EDR: 11/09/2023
Date Made Active in Reports: 02/07/2024
Number of Days to Update: 90

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 01/29/2024
Next Scheduled EDR Contact: 05/12/2024
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 11/27/2023
Date Data Arrived at EDR: 11/27/2023
Date Made Active in Reports: 02/16/2024
Number of Days to Update: 81

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 11/27/2023
Next Scheduled EDR Contact: 03/11/2024
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 04/04/2023
Date Data Arrived at EDR: 04/05/2023
Date Made Active in Reports: 06/27/2023
Number of Days to Update: 83

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 01/11/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 07/22/2021
Date Data Arrived at EDR: 10/19/2021
Date Made Active in Reports: 01/13/2022
Number of Days to Update: 86

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 01/11/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 02/23/2024
Next Scheduled EDR Contact: 06/10/2024
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

CUPA SAN FRANCISCO CO: CUPA Facility Listing

Cupa facilities

Date of Government Version: 10/30/2023
Date Data Arrived at EDR: 11/01/2023
Date Made Active in Reports: 01/23/2024
Number of Days to Update: 83

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 01/29/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Varies

LUST SAN FRANCISCO: Local Oversite Facilities
A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 01/29/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 10/30/2023
Date Data Arrived at EDR: 11/01/2023
Date Made Active in Reports: 01/23/2024
Number of Days to Update: 83

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 01/29/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Quarterly

SAN FRANCISO COUNTY:

SAN FRANCISCO MAHER: Maher Ordinance Property Listing
a listing of properties that fall within a Maher Ordinance, for all of San Francisco

Date of Government Version: 10/15/2023
Date Data Arrived at EDR: 10/17/2023
Date Made Active in Reports: 01/11/2024
Number of Days to Update: 86

Source: San Francisco Planning
Telephone: 628-652-7483
Last EDR Contact: 01/18/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 03/25/2024
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 11/08/2023
Date Data Arrived at EDR: 11/09/2023
Date Made Active in Reports: 02/07/2024
Number of Days to Update: 90

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 02/12/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 02/20/2020
Date Data Arrived at EDR: 02/20/2020
Date Made Active in Reports: 04/24/2020
Number of Days to Update: 64
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/07/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019
Date Data Arrived at EDR: 03/29/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 61
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 11/28/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28
Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 02/09/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 11/07/2023
Date Data Arrived at EDR: 11/08/2023
Date Made Active in Reports: 11/16/2023
Number of Days to Update: 8
Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 02/12/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22
Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13
Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 02/16/2024
Next Scheduled EDR Contact: 06/03/2024
Data Release Frequency: No Update Planned

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 02/09/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 02/09/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/13/2019
Number of Days to Update: 68

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 02/23/2024
Next Scheduled EDR Contact: 06/10/2024
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 09/15/2021
Date Data Arrived at EDR: 09/16/2021
Date Made Active in Reports: 12/09/2021
Number of Days to Update: 84

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 02/23/2024
Next Scheduled EDR Contact: 06/10/2024
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 07/02/2021
Date Data Arrived at EDR: 07/06/2021
Date Made Active in Reports: 07/14/2021
Number of Days to Update: 8

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 12/12/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 06/30/2021
Date Data Arrived at EDR: 06/30/2021
Date Made Active in Reports: 09/24/2021
Number of Days to Update: 86

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 12/12/2023
Next Scheduled EDR Contact: 04/01/2024
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 02/08/2022
Date Data Arrived at EDR: 02/10/2022
Date Made Active in Reports: 05/04/2022
Number of Days to Update: 83

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 01/04/2024
Next Scheduled EDR Contact: 04/22/2024
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 08/03/2023
Date Data Arrived at EDR: 08/24/2023
Date Made Active in Reports: 09/12/2023
Number of Days to Update: 19

Source: Sutter County Environmental Health Services
Telephone: 530-822-7500
Last EDR Contact: 02/26/2024
Next Scheduled EDR Contact: 06/10/2024
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 08/01/2023
Date Data Arrived at EDR: 08/02/2023
Date Made Active in Reports: 10/19/2023
Number of Days to Update: 78

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 01/29/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 10/10/2023
Date Data Arrived at EDR: 10/11/2023
Date Made Active in Reports: 01/04/2024
Number of Days to Update: 85

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 01/11/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 10/07/2022
Date Data Arrived at EDR: 10/07/2022
Date Made Active in Reports: 12/21/2022
Number of Days to Update: 75

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 01/29/2024
Next Scheduled EDR Contact: 05/13/2024
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 01/11/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 09/26/2023
Date Data Arrived at EDR: 10/20/2023
Date Made Active in Reports: 01/11/2024
Number of Days to Update: 83

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 01/16/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/18/2023
Next Scheduled EDR Contact: 04/08/2024
Data Release Frequency: No Update Planned

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 02/02/2024
Next Scheduled EDR Contact: 05/20/2024
Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/26/2023
Date Data Arrived at EDR: 10/24/2023
Date Made Active in Reports: 01/11/2024
Number of Days to Update: 79

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 01/16/2024
Next Scheduled EDR Contact: 04/29/2024
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 11/28/2023
Date Data Arrived at EDR: 11/29/2023
Date Made Active in Reports: 02/26/2024
Number of Days to Update: 89

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 11/29/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 09/21/2023
Date Data Arrived at EDR: 10/04/2023
Date Made Active in Reports: 12/27/2023
Number of Days to Update: 84

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 12/18/2023
Next Scheduled EDR Contact: 04/08/2024
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 10/30/2023
Date Data Arrived at EDR: 11/03/2023
Date Made Active in Reports: 01/23/2024
Number of Days to Update: 81

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 01/22/2024
Next Scheduled EDR Contact: 05/06/2024
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 11/06/2023
Date Data Arrived at EDR: 11/07/2023
Date Made Active in Reports: 01/31/2024
Number of Days to Update: 85

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 02/06/2024
Next Scheduled EDR Contact: 05/20/2024
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 12/27/2023
Next Scheduled EDR Contact: 04/15/2024
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 11/30/2023
Date Made Active in Reports: 12/01/2023
Number of Days to Update: 1

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 01/26/2024
Next Scheduled EDR Contact: 05/06/2024
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 01/05/2024
Next Scheduled EDR Contact: 04/22/2024
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 11/30/2021
Date Made Active in Reports: 02/18/2022
Number of Days to Update: 80

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 02/12/2024
Next Scheduled EDR Contact: 05/27/2024
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 11/29/2023
Next Scheduled EDR Contact: 03/18/2024
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: Endeavor Business Media
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data
Source: Endeavor Business Media
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.
Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

TCC COCHRANE VILLAGE
DEPAUL DRIVE AND US HIGHWAY 101
MORGAN HILL, CA 95037

TARGET PROPERTY COORDINATES

Latitude (North):	37.151616 - 37˚ 9’ 5.82’’
Longitude (West):	121.648043 - 121˚ 38’ 52.95’’
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	620058.6
UTM Y (Meters):	4112343.8
Elevation:	385 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	50003383 MORGAN HILL, CA
Version Date:	2021

EDR’s GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

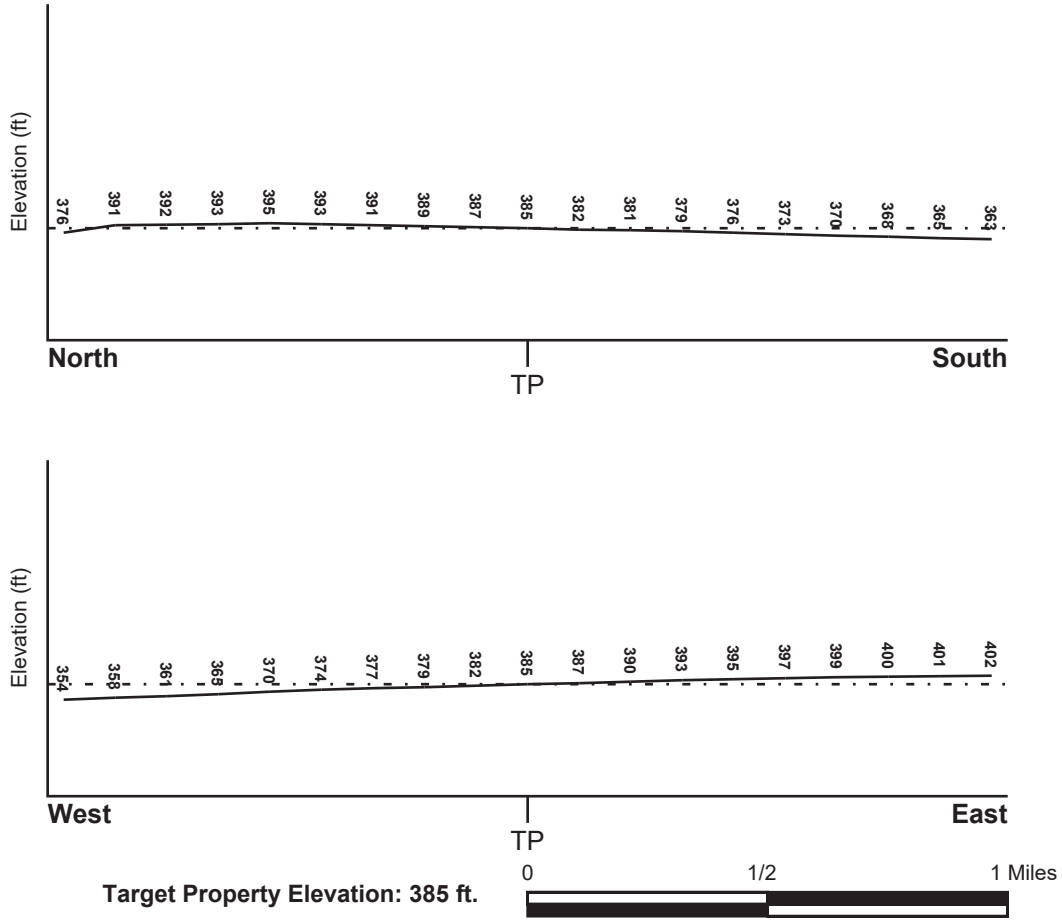
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General SW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

*Graphs not OCR compatible.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
06085C0444H	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
06085C0441H	FEMA FIRM Flood data
06085C0442H	FEMA FIRM Flood data
06085C0443H	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
MORGAN HILL	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Mesozoic
System:	Cretaceous
Series:	Upper Mesozoic
Code:	uMze*(decoded above as Era, System & Series)*

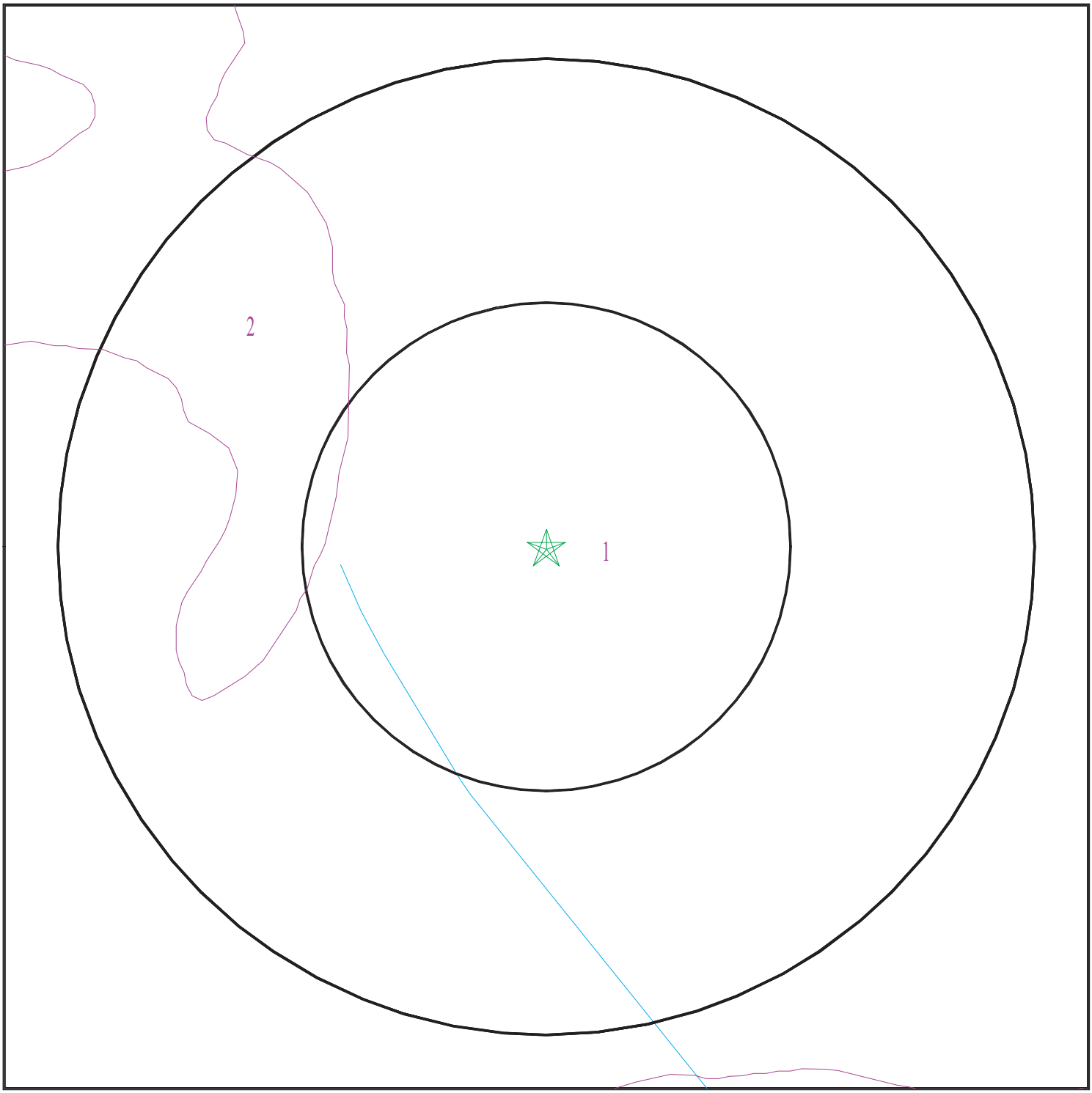
GEOLOGIC AGE IDENTIFICATION

Category: Eugeosynclinal Deposits

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

*Figure is not OCR compatible.

SSURGO SOIL MAP - 7579882.2s



SITE NAME:	TCC Cochrane Village	CLIENT:	Haley & Aldrich, Inc.
ADDRESS:	Depaul Drive and US Highway 101 MORGAN HILL CA 95037	CONTACT:	Brooke Mellin
LAT/LONG:	37.151616 / 121.648043	INQUIRY #:	7579882.2s
		DATE:	February 27, 2024 3:17 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: ARBUCKLE

Soil Surface Texture: gravelly loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Low

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	20 inches	gravelly loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 6.5 Min: 6.2
2	20 inches	40 inches	gravelly loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 6.5 Min: 6.2
3	40 inches	59 inches	very gravelly sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 6.5 Min: 6.2

Soil Map ID: 2

Soil Component Name: SAN YSIDRO

Soil Surface Texture: loam

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Moderately well drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 183 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	20 inches	loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 7.9
2	20 inches	35 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 7.9
3	35 inches	50 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 7.9
4	50 inches	59 inches	sandy clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 8.4 Min: 7.9

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

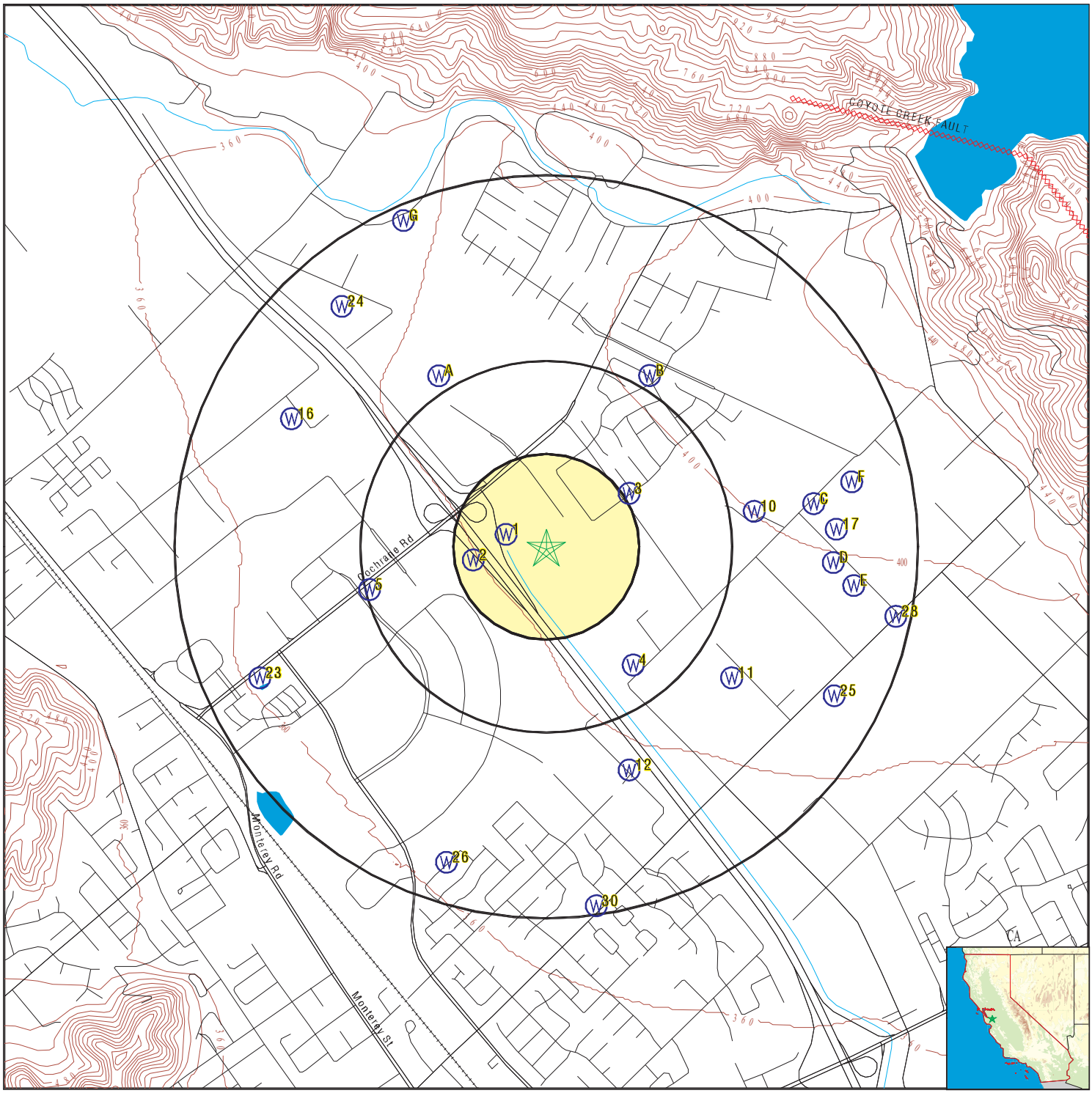
MAP ID	WELL ID	LOCATION FROM TP
1	CADWR9000033972	0 - 1/8 Mile WNW
2	CADDW2000019887	1/8 - 1/4 Mile West
3	CADWR0000033773	1/4 - 1/2 Mile ENE
4	CAEDF0000026037	1/4 - 1/2 Mile SE
5	9381	1/4 - 1/2 Mile WSW
A6	CADDW2000008870	1/2 - 1 Mile NNW
B7	CADWR9000034007	1/2 - 1 Mile NNE
B8	CADWR9000034008	1/2 - 1 Mile NNE
A9	19836	1/2 - 1 Mile NW
10	CAEDF0000025168	1/2 - 1 Mile East
11	CADWR0000006182	1/2 - 1 Mile SE
12	CADWR0000024045	1/2 - 1 Mile SSE
C13	CAEDF0000026563	1/2 - 1 Mile East
D14	CAEDF0000026699	1/2 - 1 Mile East
C15	CAEDF0000025032	1/2 - 1 Mile East
16	9382	1/2 - 1 Mile WNW
17	CAEDF0000026562	1/2 - 1 Mile East
D18	CAEDF0000027268	1/2 - 1 Mile East
E19	CAEDF0000028363	1/2 - 1 Mile East
E20	CAEDF0000030503	1/2 - 1 Mile East

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
F21	CAEDF0000029285	1/2 - 1 Mile ENE
F22	CAEDF0000026411	1/2 - 1 Mile ENE
23	CADWR0000009360	1/2 - 1 Mile WSW
24	CADWR0000026598	1/2 - 1 Mile NW
25	CAEDF0000025710	1/2 - 1 Mile ESE
26	CADDW2000016011	1/2 - 1 Mile SSW
G27	CALLNL000000873	1/2 - 1 Mile NNW
28	CADWR9000033951	1/2 - 1 Mile ESE
G29	CADDW2000021741	1/2 - 1 Mile NNW
30	CADDW2000019705	1/2 - 1 Mile South

PHYSICAL SETTING SOURCE MAP - 7579882.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells

*Figure is not OCR compatible.

SITE NAME:	TCC Cochrane Village	CLIENT:	Haley & Aldrich, Inc.
ADDRESS:	Depaul Drive and US Highway 101 MORGAN HILL CA 95037	CONTACT:	Brooke Mellin
LAT/LONG:	37.151616 / 121.648043	INQUIRY #:	7579882.2s
		DATE:	February 27, 2024 3:17 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

1
WNW
0 - 1/8 Mile
Lower

CA WELLS **CADWR9000033972**

State Well #:	09S03E16F002M	Station ID:	47682
Well Name:	09S03E16F002	Basin Name:	Santa Clara
Well Use:	Observation	Well Type:	Single Well
Well Depth:	520	Well Completion Rpt #:	e027978

2
West
1/8 - 1/4 Mile
Lower

CA WELLS **CADDW2000019887**

GAMA:

Well ID:	CA4310006_005_005	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	4310006-005
GAMA Pfas testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=CA4310006_005_005&store_num=		
GeoTracker Data:	Not Reported		

3
ENE
1/4 - 1/2 Mile
Higher

CA WELLS **CADWR0000033773**

Well ID:	09S03E16B002M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	09S03E16B002M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=09S03E16B002M&store_num=		
GeoTracker Data:	Not Reported		

4
SE
1/4 - 1/2 Mile
Higher

CA WELLS **CAEDF0000026037**

Well ID:	AGC100000001-CCGC_0250	Well Type:	MONITORING
Source:	Agricultural Lands	Other Name:	CCGC_0250
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=AGLAND&samp_date=&global_id=AGC100000001&assigned_name=CCGC_0250&store_num=		
GeoTracker Data:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

5
WSW
1/4 - 1/2 Mile
Lower

CA WELLS **9381**

Seq:	9381	Prim sta c:	09S/03E-16M03 M
Frds no:	4310006005	County:	43
District:	05	User id:	HEN
System no:	4310006	Water type:	G
Source nam:	COCHRAN WELL - STANDBY	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	370900.0	Longitude:	1213920.0
Precision:	3	Status:	SR
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		

System no:	4310006	System nam:	City Of Morgan Hill
Hqname:	Not Reported	Address:	17555 Peak Avenue
City:	Morgan Hill	State:	CA
Zip:	95037	Zip ext:	Not Reported
Pop serv:	27948	Connection:	9290
Area serve:	CITY OF MORGAN HILL		

A6
NNW
1/2 - 1 Mile
Higher

CA WELLS **CADDW2000008870**

GAMA:

Well ID:	CA4300931_001_001	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	4300931-001
GAMA Pfas testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=CA4300931_001_001&store_num=		
GeoTracker Data:	Not Reported		

B7
NNE
1/2 - 1 Mile
Higher

CA WELLS **CADWR9000034007**

State Well #:	09S03E09R004M	Station ID:	47680
Well Name:	09S03E09R004	Basin Name:	Santa Clara
Well Use:	Observation	Well Type:	Single Well
Well Depth:	380	Well Completion Rpt #:	795980

B8
NNE
1/2 - 1 Mile
Higher

CA WELLS **CADWR9000034008**

State Well #:	09S03E09R005M	Station ID:	52345
Well Name:	09S03E09R005	Basin Name:	Santa Clara
Well Use:	Observation	Well Type:	Single Well

Well Depth:	570	Well Completion Rpt #:	795981

A9
NW
1/2 - 1 Mile
Lower

CA WELLS **19836**

Seq:	19836	Prim sta c:	4300931-001
Frds no:	4300931001	County:	43
District:	05	User id:	HEN
System no:	4300931	Water type:	G
Source nam:	WELL 01	Station ty:	WELL/AMBNT
Latitude:	370930.0	Longitude:	1213910.0
Precision:	4	Status:	AR
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	4300931	System nam:	B & P Marine
Hqname:	Not Reported	Address:	P.O. Box 730762
City:	San Jose	State:	CA
Zip:	95173	Zip ext:	Not Reported
Pop serv:	25	Connection:	1
Area serve:	Not Reported		

10
East
1/2 - 1 Mile
Higher

CA WELLS **CAEDF0000025168**

Well ID:	AGC100000001-CCGC_0216	Well Type:	MONITORING
Source:	Agricultural Lands	Other Name:	CCGC_0216
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=AGLAND&samp_date=&global_id=AGC100000001&assigned_name=CCGC_0216&store_num=		
GeoTracker Data:	Not Reported		

11
SE
1/2 - 1 Mile
Higher

CA WELLS **CADWR0000006182**

Well ID:	09S03E16J002M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	09S03E16J002M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=09S03E16J002M&store_num=		
GeoTracker Data:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

12
SSE
1/2 - 1 Mile
Lower

CA WELLS **CADWR0000024045**

Well ID:	09S03E16Q004M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	09S03E16Q004M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=09S03E16Q004M&store_num=		
GeoTracker Data:	Not Reported		

C13
East
1/2 - 1 Mile
Higher

CA WELLS **CAEDF0000026563**

Well ID:	AGC100000001-CCGC_0221	Well Type:	MONITORING
Source:	Agricultural Lands	Other Name:	CCGC_0221
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=AGLAND&samp_date=&global_id=AGC100000001&assigned_name=CCGC_0221&store_num=		
GeoTracker Data:	Not Reported		

D14
East
1/2 - 1 Mile
Higher

CA WELLS **CAEDF0000026699**

Well ID:	AGC100000001-CCGC_0222	Well Type:	MONITORING
Source:	Agricultural Lands	Other Name:	CCGC_0222
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=AGLAND&samp_date=&global_id=AGC100000001&assigned_name=CCGC_0222&store_num=		
GeoTracker Data:	Not Reported		

C15
East
1/2 - 1 Mile
Higher

CA WELLS **CAEDF0000025032**

Well ID:	AGC100000001-CCGC_0220	Well Type:	MONITORING
Source:	Agricultural Lands	Other Name:	CCGC_0220
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=AGLAND&samp_date=&global_id=AGC100000001&assigned_name=CCGC_0220&store_num=		
GeoTracker Data:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

16
WNW
1/2 - 1 Mile
Lower

CA WELLS **9382**

Seq:	9382	Prim sta c:	09S/03E-17A05 M
Frds no:	4300848001	County:	43
District:	73	User id:	43C
System no:	4300848	Water type:	G
Source nam:	WELL 01	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	370924.0	Longitude:	1213934.0
Precision:	3	Status:	AU
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		

System no:	4300848	System nam:	Rancho De Loma Water System
Hqname:	Not Reported	Address:	19170 CALLE MONIZ
City:	MORGAN HILL	State:	CA
Zip:	95037	Zip ext:	Not Reported
Pop serv:	400	Connection:	1
Area serve:	Not Reported		

17
East
1/2 - 1 Mile
Higher

CA WELLS **CAEDF0000026562**

Well ID:	AGC100000001-CCGC_0218	Well Type:	MONITORING
Source:	Agricultural Lands	Other Name:	CCGC_0218
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=AGLAND&samp_date=&global_id=AGC100000001&assigned_name=CCGC_0218&store_num=		
GeoTracker Data:	Not Reported		

D18
East
1/2 - 1 Mile
Higher

CA WELLS **CAEDF0000027268**

Well ID:	AGL020027734-72059	Well Type:	MONITORING
Source:	Agricultural Lands	Other Name:	72059
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=AGLAND&samp_date=&global_id=AGL020027734&assigned_name=72059&store_num=		
GeoTracker Data:	Not Reported		

E19
East
1/2 - 1 Mile
Higher

CA WELLS **CAEDF0000028363**

Well ID:	AGL020025023-72058	Well Type:	MONITORING
Source:	Agricultural Lands	Other Name:	72058

GAMA PFAS Testing: Not Reported
Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=AGLAND&samp_date=&global_id=AGL020025023&assigned_name=72058&store_num=
GeoTracker Data: Not Reported

E20
East
1/2 - 1 Mile
Higher

CA WELLS **CAEDF0000030503**

Well ID: AGC100000001-CCGC_0224 Well Type: MONITORING
Source: Agricultural Lands Other Name: CCGC_0224
GAMA PFAS Testing: Not Reported
Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=AGLAND&samp_date=&global_id=AGC100000001&assigned_name=CCGC_0224&store_num=
GeoTracker Data: Not Reported

F21
ENE
1/2 - 1 Mile
Higher

CA WELLS **CAEDF0000029285**

Well ID: AGC100000001-CCGC_0219 Well Type: MONITORING
Source: Agricultural Lands Other Name: CCGC_0219
GAMA PFAS Testing: Not Reported
Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=AGLAND&samp_date=&global_id=AGC100000001&assigned_name=CCGC_0219&store_num=
GeoTracker Data: Not Reported

F22
ENE
1/2 - 1 Mile
Higher

CA WELLS **CAEDF0000026411**

Well ID: AGC100000001-CCGC_0223 Well Type: MONITORING
Source: Agricultural Lands Other Name: CCGC_0223
GAMA PFAS Testing: Not Reported
Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=AGLAND&samp_date=&global_id=AGC100000001&assigned_name=CCGC_0223&store_num=
GeoTracker Data: Not Reported

23
WSW
1/2 - 1 Mile
Lower

CA WELLS **CADWR0000009360**

Well ID: 09S03E17K002M Well Type: UNK
Source: Department of Water Resources
Other Name: 09S03E17K002M GAMA PFAS Testing: Not Reported
Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=09S03E17K002M&store_num=
GeoTracker Data: Not Reported

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

24
NW
1/2 - 1 Mile
Lower

CA WELLS **CADWR0000026598**

Well ID:	09S03E08J002M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	09S03E08J002M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=09S03E08J002M&store_num=		
GeoTracker Data:	Not Reported		

25
ESE
1/2 - 1 Mile
Higher

CA WELLS **CAEDF0000025710**

Well ID:	AGC100000001-CCGC_0248	Well Type:	MONITORING
Source:	Agricultural Lands	Other Name:	CCGC_0248
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=AGLAND&samp_date=&global_id=AGC100000001&assigned_name=CCGC_0248&store_num=		
GeoTracker Data:	Not Reported		

26
SSW
1/2 - 1 Mile
Lower

CA WELLS **CADDW2000016011**

GAMA:

Well ID:	CA4310006_036_036	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	4310006-036
GAMA Pfas testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=CA4310006_036_036&store_num=		
GeoTracker Data:	Not Reported		

G27
NNW
1/2 - 1 Mile
Lower

CA WELLS **CALLNL000000873**

Well ID:	101271	Well Type:	MUNICIPAL
Source:	Lawrence Livermore National Laboratory		
Other Name:	09S/03E-09M02 M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	Not Reported		
GeoTracker Data:	Not Reported		

Chemical:	Neon	Results:	.000000404602
Units:	cm3STP/g	Date:	01/24/2002

Chemical:	Xenon	Results:	.0000000134527

Units:	cm3STP/g	Date:	01/24/2002
Chemical:	Helium-3/Helium-4	Results:	.00000519428
Units:	atom ratio	Date:	01/24/2002
Chemical:	Argon	Results:	.000486357
Units:	cm3STP/g	Date:	01/24/2002
Chemical:	Helium-4	Results:	.000000342888
Units:	cm3STP/g	Date:	01/24/2002
Chemical:	Krypton	Results:	.0000000959793
Units:	cm3STP/g	Date:	01/24/2002
Chemical:	Tritium (Hydrogen 3)	Results:	22.63
Units:	pCi/L	Date:	04/18/2002

28
ESE
1/2 - 1 Mile
Higher

CA WELLS **CADWR9000033951**

State Well #:	09S03E15L013M	Station ID:	47681
Well Name:	09S03E15L013	Basin Name:	Llagas Area
Well Use:	Observation	Well Type:	Single Well
Well Depth:	200	Well Completion Rpt #:	Not Reported

G29
NNW
1/2 - 1 Mile
Lower

CA WELLS **CADDW2000021741**

GAMA:

Well ID:	CA4310006_001_001	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	4310006-001
GAMA Pfas testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=CA4310006_001_001&store_num=		
GeoTracker Data:	Not Reported		

30
South
1/2 - 1 Mile
Lower

CA WELLS **CADDW2000019705**

GAMA:

Well ID:	CA4310006_046_046	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	4310006-046
GAMA Pfas testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=CA4310006_046_046&store_num=		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

GeoTracker Data: Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
95037	21	0

Federal EPA Radon Zone for SANTA CLARA County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 95037

Number of sites tested: 1

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	-0.300 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

OTHER STATE DATABASE INFORMATION

Groundwater Ambient Monitoring & Assessment Program
State Water Resources Control Board
Telephone: 916-341-5577
The GAMA Program is Californias comprehensive groundwater quality monitoring program. GAMA collects data by testing the untreated, raw water in different types of wells for naturally-occurring and man-made chemicals. The GAMA data includes Domestic, Monitoring and Municipal well types from the following sources, Department of Water Resources, Department of Heath Services, EDF, Agricultural Lands, Lawrence Livermore National Laboratory, Department of Pesticide Regulation, United States Geological Survey, Groundwater Ambient Monitoring and Assessment Program and Local Groundwater Projects.

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

Geothermal Wells Listing
Department of Conservation
Telephone: 916-445-9686
Geothermal well means a well constructed to extract or return water to the ground after it has been used for heating or cooling purposes. Geothermal wells in California (except for wells on federal leases which are administered by the Bureau of Land Management) are permitted, drilled, operated, and permanently sealed and closed (plugged and abandoned) under requirements and procedures administered by the Geothermal Section of the Department of Conservations Geologic Energy Management Division (CalGEM, formerly DOGGR).

California Oil and Gas Well Locations
Source: Dept of Conservation, Geologic Energy Management Division
Telephone: 916-323-1779
Oil and Gas well locations in the state.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

California Earthquake Fault Lines
Source: California Division of Mines and Geology
The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon
Source: Department of Public Health
Telephone: 916-210-8558
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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Department of Toxic Substances Control

Meredith Williams, Ph.D.
Director
700 Heinz Avenue
Berkeley, California 94710-2721

Yana Garcia
Secretary for
Environmental Protection

Gavin Newsom
Governor

March 7, 2024

Marie Rose P. Javier
MJavier@haleyaldrich.com
925-949-1013

Public Records Request Number: PR2-022824-03

Locations: 1040 Cochrane Rd.; Intersection of Cochrane Rd. and De Paul Dr., Morgan Hill, CA; APN: 728-31-19; -17; -16; -14

Dear Ms. Javier:

The Department of Toxic Substances Control (DTSC) received your email of February 28th, 2024, requesting records under the Public Records Act. After a thorough review of our files, no site records were found pertaining to the sites/facilities referenced above.

DTSC's Hazardous Waste Tracking System (HWTS) may also have records that pertain to this request. This unit tracks toxic waste generators, transporters (manifests), and disposal facilities. If you are interested in this type of information, it can be identified by accessing the HWTS database at: http://hwts.dtsc.ca.gov/report_search.cfm?id=5. If you are interested in retrieving detailed reports, additional charges may apply. Please

contact the HWTS unit by email at hwtsreports@dtsc.ca.gov or by phone at (800)618-mcr@dtsc.ca.gov.

Many of our records are available on EnviroStor, an online database that provides non-confidential, public access to DTSCs data management system. It tracks our cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. EnviroStor is available 24/7, 365 days a year. The data reflects the latest updates as they are entered in the system. Access it from your computer or smartphone, the local library – anywhere Internet access is available. Just go to www.envirostor.dtsc.ca.gov. You'll find a step-by-step tour of EnviroStor under the "How to Use EnviroStor" menu on the website.

If you have any questions or would like further information regarding your request, please contact me at 510-540-2591 or via email at Berkeleyfileroom@dtsc.ca.gov.

Sincerely,

Carl Rose

Carl Rose
Regional Records Coordinator
DTSC Berkeley Regional Office

From: Wong, Melinda@Waterboards
To: Javier, Marie Rose
Cc: Mellin, Brooke; Caveney, Akash
Subject: RE: PRA 23-0439 File Review Request
Date: Wednesday, March 6, 2024 1:30:55 PM

CAUTION: External Email

Hello Marie Rose,

The San Francisco Bay Regional Water Board received your February 28, 2024 file review request, which seeks records related to the addresses as described below. Based on a thorough search, the San Francisco Bay Water Board does not possess any records responsive to your request.

I would recommend contacting the local agency, Santa Clara Valley Water District for any further information they may have.

Thank you,

Melinda Wong
Management Services Division
San Francisco Bay Water Board
1515 Clay Street, Suite 1400
Oakland, CA 94612
Phone: (510) 622-2430
Email: mwong@waterboards.ca.gov
Fax: (510) 622-2095 direct line for Public Records Act request

From: Javier, Marie Rose <MJavier@haleyaldrich.com>
Sent: Wednesday, February 28, 2024 12:02 PM
To: Wong, Melinda@Waterboards <Melinda.Wong@waterboards.ca.gov>
Cc: Mellin, Brooke <BMellin@haleyaldrich.com>; Caveney, Akash <ACaveney@haleyaldrich.com>
Subject: File Review Request

EXTERNAL:

Haley & Aldrich is an environmental engineering company conducting a Phase I Environmental Site Assessment of the properties located at:

- 1040 Cochrane Road, Morgan Hill, CA 95037; Assessor Parcel Number 728-31-19 (formerly 728-31-16).
- No address; Assessor Parcel Number 728-31-17 (formerly 728-31-14); bordering the above property to the northeast, at intersection of Cochrane Road and De Paul

Drive.

We are interested in any environmental files you may have for these properties or neighboring properties. Please let me know if you need anything else to conduct this review.

Thank you for your attention to this request.

Marie Rose P. Javier
Senior Administrative Assistant

Haley & Aldrich, Inc.
2033 North Main Street | Suite 309
Walnut Creek, California 94596

T: (925) 949.1013

www.haleyaldrich.com

Javier, Marie Rose

From: Public Records <PublicRecords@baaqmd.gov>
Sent: Wednesday, March 6, 2024 10:36 AM
To: Javier, Marie Rose
Subject: PRR #2024-02-0208; 1040 Cochrane Road, Morgan Hill

CAUTION: External Email

Hello, a search was made for 1040 Cochrane Road, Morgan Hill, however, there were no records found.

Thank you.

Magnolia Vinluan-Chan for
Rochele Henderson
Public Records Coordinator
Bay Area Air Quality Management District
415-516-1916

From: County of Santa Clara Public Records
To: Javier, Marie Rose
Subject: Your County of Santa Clara public records request #24-315 has been closed.
Date: Thursday, February 29, 2024 9:53:28 AM

CAUTION: External Email

-- Attach a non-image file and/or reply ABOVE THIS LINE with a message, and it will be sent to staff on this request. --

County of Santa Clara Public Records

Record request #24-315 has been closed. The closure reason supplied was:

Good morning Marie Rose,
Thank you for your recent record request received on 02/28/24 for the following address in Morgan Hill:
1040 Cochrane Road, Morgan Hill, CA 95037; Assessor Parcel Number 728-31-19 (formerly 728-31-16).
No address; Assessor Parcel Number 728-31-17 (formerly 728-31-14); bordering the above property to the northeast, at intersection of Cochrane Road and De Paul Drive.

We have no records for this location. However, additional electronic documents may be found on the following websites:

- Local Oversight Program (LOP)
- GEOTracker (GT)
- Spill Reports Website – California Office of Emergency Services (Cal OES):

Please be advised that in some cities, other participating agencies may be responsible for maintaining the type of files you requested. This link may be of assistance in determining who will have the documents you are looking for in the future:

- UNIDOCS – Who regulates what in Santa Clara County

View Request 24-315

https://cepascc-ca.nextrequest.com/requests/24-315



Questions about your request? Reply to this email or sign in to contact staff at County of Santa Clara.
Technical support: See our help page

Javier, Marie Rose

From: Yolanda Cervantes <YCervantes@valleywater.org>
Sent: Wednesday, February 28, 2024 1:02 PM
To: Javier, Marie Rose; PublicRecords
Cc: Mellin, Brooke; Caveney, Akash
Subject: RE: File Review Request-Response

CAUTION: External Email

The oversight responsibility for investigations and clean-up of releases from underground storage tanks was transferred from the Santa Clara Valley Water District to the Santa Clara County Department of Environmental Health as of July 1, 2004. DEH files on leaking underground storage tanks have been transferred to the State Water Resources Control Board's GeoTracker database. Case files are available online at https://geotracker.waterboards.ca.gov/.

For more information, see Santa Clara County's file review page (https://www.sccgov.org/sites/hazmat/programs/smp/Pages/review.aspx)
We also recommend that you visit the Department of Toxic Substances Control's EnviroStor website for additional information related to non-DEH cleanup cases within the County at http://www.envirostor.dtsc.ca.gov/public/.

Solvent and toxic release sites in Santa Clara County are primarily regulated by the following Agencies:

- San Francisco Bay Regional Water Quality Control Board (Case data available through GeoTracker)
- California Department of Toxic Substances Control (Case data available through EnviroStor)
- United States Environmental Protection Agency (Case data for Superfund sites available through EPA)
- Central Coast Regional Water Quality Control Board (Case data available through GeoTracker)
- Local Fire Departments may also maintain records.

We do provide some solvent case files at: https://www.valleywater.org/node/789; however, please note that these files may be incomplete and not up-to-date. These files are not maintained by the district. For complete case files, including the most recently submitted reports, contact the regulatory agency overseeing the case.

Valley Water's information regarding wells is available at https://gis.valleywater.org/wellinfo/. This tool works best using Google Chrome. Using this portal and zooming in on an area, you can get data on whether we have data concerning wells at a site, and if so the well's status, permit number, and construction specifics like depth, diameter, screen interval, if this data is in our database.

For well logs, please contact the State Department of Water Resources. Information on how to request well logs can be found here: https://water.ca.gov/Programs/Groundwater-Management/Wells.

The location of Valley Water Fee Title and Easements can be viewed on our app at https://www.valleywater.org/contractors/doing-businesses-with-the-district/permits-working-valley-water-land-or-easement as well as information about how to obtain encroachment permits which are required for any work that takes place on or near Valley Water land, easement, or facility."

If these are not the types of files you are seeking, please provide us with more information about the types of records sought.

YOLANDA M. CERVANTES
STAFF ANALYST
Records & Library Services Unit
Tel. (408) 630-2694

For records requests, please use:
PublicRecords@valleywater.org

Santa Clara Valley Water District is now known as:

Valley Water

Clean Water • Healthy Environment • Flood Protection

VALLEY WATER
5750 Almaden Expressway, San Jose CA 95118
www.valleywater.org

From: Javier, Marie Rose <MJavier@haleyaldrich.com>
Sent: Wednesday, February 28, 2024 12:05 PM
To: PublicRecords <PublicRecords@valleywater.org>
Cc: Mellin, Brooke <BMellin@haleyaldrich.com>; Caveney, Akash <ACaveney@haleyaldrich.com>
Subject: File Review Request

***** This email originated from outside of Valley Water. Do not click links or open attachments unless you recognize the sender and know the content is safe. *****

Haley & Aldrich is an environmental engineering company conducting a Phase I Environmental Site Assessment of the properties located at:

- 1040 Cochrane Road, Morgan Hill, CA 95037; Assessor Parcel Number 728-31-19 (formerly 728-31-16).
- No address; Assessor Parcel Number 728-31-17 (formerly 728-31-14); bordering the above property to the northeast, at intersection of Cochrane Road and De Paul Drive.

We are interested in any environmental files you may have for these properties or neighboring properties. Please let me know if you need anything else to conduct this review.

Thank you for your attention to this request.

Marie Rose P. Javier
Senior Administrative Assistant

Haley & Aldrich, Inc.
2033 North Main Street | Suite 309
Walnut Creek, California 94596

T: (925) 949.1013

www.haleyaldrich.com

TCC COCHRANE VILLAGE
COCHRANE RD
MORGAN HILL, CA 95037

Inquiry Number: 7579882.7S
FEBRUARY 28, 2024

EDR Environmental Lien and AUL Search

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Environmental Lien and AUL Search

The EDR Environmental Lien Search Report provides results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls.

A network of professional, trained researchers, following established procedures, uses client supplied address information to:

- search for parcel information and/or legal description;
- search for ownership information;
- research official land title documents recorded at jurisdictional agencies such as recorders' offices, registries of deeds, county clerks' offices, etc.;
- access a copy of the deed;
- search for environmental encumbering instrument(s) associated with the deed;
- provide a copy of any environmental encumbrance(s) based upon a review of key words in the instrument(s) (title, parties involved, and description); and
- provide a copy of the deed or cite documents reviewed.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EDR Environmental Lien and AUL Search

TARGET PROPERTY INFORMATION

ADDRESS

TCC COCHRANE VILLAGE

COCHRANE RD

MORGAN HILL, CA 95037

RESEARCH SOURCE

JUDICIAL RECORDS ***NOT*** SEARCHED. BASED ON AVAILABLE INFORMATION EVALUATED BY THE TITLE SEARCH PROFESSIONAL, THE JURISDICTION ***DOES NOT*** REQUIRE A SEARCH OF JUDICIAL RECORDS IN ORDER TO IDENTIFY ENVIRONMENTAL LIENS.

Source 1: SANTA CLARA COUNTY RECORDER'S OFFICE

Source 2: CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY

Source 3: UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

PROPERTY INFORMATION

Legal Description:	AS RECORDED IN THE DEED ATTACHED.
Current Owner:	TC MORGAN HILL VENTURE LLC
Property Identifiers:	728-31-017
Comments:	NA

Deed 1

Type of Deed:	GRANT DEED
Title is vested in:	TC MORGAN HILL VENTURE LLC
Title received from:	LLAGS, LLC
Date Executed:	01/10/2019
Date Recorded:	01/10/2019
Book:	NA
Page:	NA
Volume:	NA
Instrument#:	24095232
Docket:	NA
Land Record Comments:	NA
Miscellaneous Comments:	NA

EDR Environmental Lien and AUL Search

ENVIRONMENTAL LIEN

Environmental Lien: Found ☐ Not Found ☒

Comments: NONE IDENTIFIED.

OTHER ACTIVITY AND USE LIMITATIONS (AULS)

Other AUL's: Found ☐ Not Found ☒

Comments: NONE IDENTIFIED.

EDR Environmental Lien and AUL Search

MISCELLANEOUS

Comments: NONE IDENTIFIED.

This document was electronically submitted to Santa Clara County for recording

24095232

Regina Alcomendras
Santa Clara County - Clerk-Recorder
01/10/2019 09:04 AM

Titles: 1 Pages: 5
Fees: $37.00
Tax: $33787.05
Total: $33824.05

NCS-937317-SC

RECORDING REQUESTED BY:

First American Title Insurance Company

WHEN RECORDED MAIL TO AND MAIL TAX STATEMENTS TO:

TC Morgan Hill Venture, LLC
c/o Trammell Crow Company
415 Mission Street, 45th Floor
San Francisco, CA 94105
Attn: Tom Jodry

(Space above this line for Recorder's use)

Tax Parcel Number 728-30-006 and 728-30-009 and 728-31-014 and 728-31-015 and 728-31-016

The undersigned Grantor(s) declare(s):

DOCUMENTARY TRANSFER TAX IS $ 33,787.05

☒ Computed on full value of the interest or property conveyed, or
☐ Computed on full value less value of liens or encumbrances remaining at time of sale
☐ Unincorporated Area ☒ City of Morgan Hill

EXEMPT FROM BUILDING HOMES AND JOBS ACTS FEE PER GOVERNMENT CODE 27388.1(a)(2)

GRANT DEED

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, LLAGAS, LLC, a California limited liability company ("**Grantor**"), does hereby grant to TC MORGAN HILL VENTURE, LLC, a Delaware limited liability company ("**Grantee**"), all of Grantor's right, title and interest in and to the following described real property situated in the City of Morgan Hill, County of Santa Clara, State of California:

See legal description attached hereto and incorporated herein as Exhibit A.

The Property is conveyed subject to:

1. General, special and supplemental real property taxes and assessments not yet due and payable; and

2. All matters of record or discoverable by inspections or surveys of the Property.

MAIL TAX STATEMENTS TO:
SAME AS ABOVE

IN WITNESS WHEREOF, the undersigned has executed this Grant Deed as of the day and year indicated.

Dated: January 10, 2019

GRANTOR:

LLAGAS, LLC,
a California limited liability company

By: Quality Real Estate Management, LLC,
a California limited liability company,
Its Manager

By: _____
Name: Richard Singer
Title: Manager

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF Santa Clara

On January 8, 2019, before me, Nancy Huynh, Notary Public
(here insert name and title of the officer)

personally appeared Richard Singer
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature (Seal)

NANCY HUYNH
Notary Public - California
Santa Clara County
Commission # 2173126
My Comm. Expires Nov 21, 2020

EXHIBIT A TO GRANT DEED
LEGAL DESCRIPTION

All that certain real property situated in the City of Morgan Hill, County of Santa Clara, State of California, as described as follows:

PARCEL ONE:

BEGINNING AT AN IRON PIPE STANDING AT THE MOST SOUTHERN CORNER OF THE 31.056-ACRE TRACT OF LAND DESCRIBED IN THE DEED FROM ELVA J. BEAMISH TO JOHN W. BEAMISH RECORDED JANUARY 11, 1943 IN BOOK 1127, PAGE 29, OFFICIAL RECORDS, IN THE NORTHWESTERN BOUNDARY LINE OF MORGAN HILL RANCH MAP NO. 5, DELINEATED ON THE MAP THEREOF RECORDED MAY 5, 1893 IN BOOK "G" OF MAPS, PAGE 67, SANTA CLARA COUNTY RECORDS; THENCE NORTH 36° 34' WEST ALONG A BOUNDARY OF SAID 31.056-ACRE TRACT, 1670.85 FEET TO A STAKE MARKED F.W. STANDING IN A PICKET FENCE; THENCE ALONG SAID FENCE AND CONTINUING ALONG A BOUNDARY LINE OF SAID 31.056-ACRE TRACT, NORTH 47° 56' EAST 458.30 FEET TO AN IRON PIPE SET EIGHT INCHES BELOW THE GROUND AT THE MOST SOUTHERN CORNER OF THE 2.925-ACRE PARCEL OF LAND DESCRIBED IN THE DEED FROM JOHN BEAMISH AND ELVA J. BEAMISH TO FERDINAND KRAFT RECORDED APRIL 19, 1937 IN BOOK 821, PAGE 66, OFFICIAL RECORDS; THENCE, LEAVING THE BOUNDARY OF SAID 31.056-ACRE TRACT, ALONG THE SOUTHEASTERLY LINE OF SAID 2.925-ACRE PARCEL, NORTH 47° 56' EAST 264.82 FEET TO A 1 INCH IRON PIPE SET EIGHT INCHES BELOW THE GROUND IN THE SOUTHWESTERN LINE OF THE 12-FOOT STRIP OF LAND DESCRIBED IN THE DEED FROM J.A. MORFORD TO JOHN W. BEAMISH RECORDED MARCH 27, 1928 IN BOOK 387, PAGE 317, OFFICIAL RECORDS; THENCE, ALONG THE SOUTHWESTERLY LINE OF SAID 12-FOOT STRIP, SOUTH 36° 18' EAST 1639.58 FEET TO THE SOUTHEASTERN BOUNDARY LINE OF THE SAID 31.056-ACRE TRACT; THENCE, ALONG SAID LINE, SOUTH 45° 23' WEST 719.94 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION THEREOF DESCRIBED IN THE DEED FROM PEYTON M. BRETT, ET AL TO THE STATE OF CALIFORNIA RECORDED FEBRUARY 19, 1970 IN BOOK 8832, PAGE 701, OFFICIAL RECORDS.

PARCEL TWO:

PARCEL "B", SO DESIGNATED AND DELINEATED ON THE PARCEL MAP RECORDED AUGUST 30, 1995 IN BOOK 669, PAGE 34, SANTA CLARA COUNTY RECORDS.

PARCEL THREE:

BEGINNING AT A POINT IN THE CENTERLINE OF COCHRAN ROAD, 40 FEET WIDE, AT THE MOST NORTHERLY CORNER OF THAT CERTAIN 14.47 ACRE PARCEL OF LAND CONVEYED BY WILLIAM PIERCE TO FERDINAND KRAFT, BY DEED RECORDED IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA IN BOOK 387 OF DEEDS, PAGE 62, SAID POINT OF BEGINNING BEING DISTANT ALONG SAID CENTER LINE OF COCHRAN ROAD, SOUTH 50° 04' WEST 858.00 FEET FROM THE COMMON CORNER FOR LANDS NOW OR FORMERLY OF WM. PIERCE, MRS. R.B. PEETE, R. H. MCCULLAH AND THE FOLEY TRACT; RUNNING THENCE FROM SAID POINT OF BEGINNING ALONG SAID CENTER LINE OF COCHRAN ROAD, SOUTH 50° 04' WEST 250.06 FEET TO A POINT THEREIN WHICH BEARS DISTANT THEREON, NORTH 50° 04' EAST 171.75 FEET FROM THE MOST WESTERLY CORNER OF THAT CERTAIN 2.925 ACRE PARCEL OF LAND CONVEYED BY JOHN BEAMISH, ET UX., TO FERDINAND KRAFT, BY DEED DATED APRIL 15, 1937, AND RECORDED APRIL 19, 1937 IN BOOK 821 OF OFFICIAL RECORDS, AT PAGE 66; THENCE LEAVING SAID CENTER LINE OF COCHRAN ROAD, AND RUNNING PARALLEL WITH ONE OF THE SOUTHWESTERLY BOUNDARY LINES OF THE SAID 2.925 ACRE PARCEL, SOUTH 36° 18' EAST 227.00 FEET; THENCE PARALLEL WITH THE SAID CENTER LINE OF COCHRAN ROAD, SOUTH 50° 04' WEST 171.75 FEET TO A POINT IN THE SAID SOUTHWESTERLY LINE OF THE 2.925 ACRE

TRACT; THENCE ALONG SAID SOUTHWESTERLY LINE SOUTH 36° 18' EAST 1287.04 FEET TO AN IRON BAR AT AN ANGLE POINT THEREIN; THENCE ALONG ONE OF THE NORTHWESTERLY BOUNDARY LINES OF SAID 2.925 ACRE PARCEL, SOUTH 48° 12' WEST 232.98 FEET TO AN IRON PIPE AT AN ANGLE POINT THEREIN; THENCE ALONG ONE OF THE SOUTHWESTERLY BOUNDARY LINES OF SAID PARCEL, SOUTH 37° 39' EAST 262.68 FEET TO AN IRON BAR AT AN ANGLE POINT THEREIN; THENCE ALONG THE SOUTHEASTERLY BOUNDARY LINE OF SAID PARCEL, NORTH 47° 56' EAST 264.82 FEET TO A 1 1/4 INCH IRON BAR AT THE MOST EASTERLY CORNER OF SAID PARCEL OF LAND; THENCE ALONG THE NORTHEASTERLY BOUNDARY LINE OF SAID 2.925 ACRE PARCEL, NORTHWESTERLY 75.78 FEET TO THE MOST SOUTHERLY CORNER OF THAT CERTAIN 1/2 ACRE PARCEL OF LAND CONVEYED BY J. A. MORFORD TO FERDINAND KRAFT, BY DEED DATED NOVEMBER 15, 1927, AND RECORDED DECEMBER 10, 1927 IN BOOK 364 OF OFFICIAL RECORDS, AT PAGE 352; THENCE ALONG THE SOUTHEASTERLY BOUNDARY LINE OF SAID 1/2 ACRE PARCEL, NORTH 50° 03' EAST 12 FEET TO THE MOST SOUTHERLY CORNER OF THE SAID 14.47 ACRE PARCEL OF LAND HEREINABOVE REFERRED TO; RUNNING THENCE ALONG THE SOUTHEASTERLY BOUNDARY LINE OF SAID 14.47 ACRE PARCEL, NORTH 50° 03' EAST 371.91 FEET TO THE MOST EASTERLY CORNER OF SAID PARCEL; THENCE ALONG THE NORTHEASTERLY BOUNDARY LINE OF SAID 14.47 ACRE PARCEL, NORTH 36° 50' WEST 1698.84 FEET TO THE POINT OF BEGINNING AND BEING A PORTION OF THE SAID 14.47 ACRE TRACT, THE SAID 1/2 ACRE TRACT AND THE SAID 2.95 ACRE PARCELS HEREINABOVE REFERRED TO, SITUATED IN THE LAGUNA SECA RANCHO.

PARCEL FOUR:

BEGINNING AT A POINT IN THE CENTER LINE OF COCHRAN ROAD, 40 FEET WIDE, AND AT THE MOST WESTERLY CORNER OF THAT CERTAIN 2.925 ACRE PARCEL AT LAND CONVEYED BY JOHN BEAMISH, ET UX, TO FERDINAND KRAFT, BY DEED DATED APRIL 15, 1937, AND RECORDED APRIL 19, 1937 IN BOOK 821 OF OFFICIAL RECORDS, AT PAGE 66, SANTA CLARA COUNTY RECORDS, AND FROM WHICH CORNER A 1 1/4 INCH IRON PIPE SET EIGHT INCHES BELOW THE SURFACE OF THE GROUND BEARS SOUTH 36° 18' EAST 20 FEET; THENCE FROM SAID POINT OF BEGINNING RUNNING ALONG THE CENTER LINE OF COCHRAN ROAD, NORTH 50° 04' EAST 171.75 FEET; THENCE LEAVING COCHRAN ROAD AND RUNNING PARALLEL WITH A SOUTHWESTERLY LINE OF SAID 2.925 ACRE PARCEL OF LAND, SOUTH 36° 18' EAST 227.00 FEET TO AN IRON PIPE; THENCE PARALLEL WITH THE CENTER LINE OF COCHRAN ROAD, SOUTH 50° 04' WET 171.75 FEET TO AN IRON PIPE ON SAID SOUTHWESTERLY LINE OF SAID 2.925 ACRE PARCEL OF LAND; THENCE ALONG SAID SOUTHWESTERLY LINE OF SAID 2.925 ACRE PARCEL OF LAND, NORTH 36° 18' WEST 227.00 FEET TO THE POINT OF BEGINNING, AND BEING A PORTION OF THE LAGUNA SECA RANCHO.

PARCEL FIVE:

BEGINNING AT A PIPE DRIVEN IN THE CENTER LINE OF THE COCHRAN ROAD AT THE NORTHERNMOST CORNER OF THE 33.11 ACRE TRACT, PART OF THE FORMER PIERCE TRACT DEEDED BY V.A. SCHELLER, TO LIZZIE MAHLKE BY DEED OF DECEMBER 14, 1906, AND RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SANTA CLARA COUNTY IN BOOK 315 OF DEEDS, PAGE 1 AND RUNNING THENCE ALONG THE EASTERLY LINE OF SAID 33.11 ACRE TRACT, SOUTH 36° 18' EAST 22.94 CHAINS TO A STAKE MARKED L.M.1 STANDING IN THE FENCE ON THE NORTHERLY SIDE OF A VINEYARD; THENCE ALONG SAID FENCE LINE SOUTH 48° 12' WEST 3.53 CHAINS TO A STAKE MARKED L. M. 2; THENCE SOUTH 37° 39' EAST 3.98 CHAINS TO A STAKE MARKED L. M. 3 STANDING AT A FENCE CORNER; THENCE ALONG SAID FENCE SOUTH 47° 55' WEST 5.72 1/2 CHAINS TO A STAKE MARKED F. M. STANDING IN THE WESTERLY LINE OF THE ABOVE MENTIONED 33.11 ACRE TRACT OF LIZIE MAHLKE, AND THENCE ALONG THE WESTERLY LINE OF SAID 33.11 ACRE TRACT NORTH 36° 34' WEST 27.34 CHAINS TO A PIPE IN THE CENTER LINE OF THE COCHRAN ROAD AT THE NORTHWEST CORNER OF SAID 33.11 ACRE TRACT, AND THENCE ALONG THE CENTER LINE OF SAID ROAD NORTH 50° 34' EAST 9.28 CHAINS TO THE PLACE OF BEGINNING AND BEING A PART OF THE ABOVE MENTIONED 33.11 ACRE TRACT OF LIZZIE MAHLKE IN THE RANCHO LAGUNA SECA. COURSES TRUE, VAR. 18° EAST.

EXCEPTING THEREFROM SO MUCH THEREOF AS CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED OCTOBER 7, 1969 IN BOOK 8694, PAGE 337 OFFICIAL RECORDS, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST NORTHERLY CORNER OF PARCEL 1 IN DEED TO STATE OF CALIFORNIA RECORDED OCTOBER 4, 1968 IN VOLUME 8286 AT PAGE 423, OFFICIAL RECORDS OF SANTA CLARA COUNTY; THENCE ALONG THE LINE COMMON TO THE LANDS, NOW OR FORMERLY OF THELMA LAUX AND OF PEYTON M. BRETT, ET AL, NORTH 48° 36' 29" EAST 187.35 FEET; THENCE NORTH 31° 49' 52" WEST 623.86 FEET; THENCE ALONG A TANGENT CURVE TO THE RIGHT WITH A RADIUS OF 1500.00 FEET, THROUGH AN ANGLE OF 22° 49' 52", AN ARC LENGTH OF 597.72 FEET; THENCE NORTH 09° 00' 00" WEST 204.10 FEET; THENCE ALONG A TANGENT CURVE TO THE LEFT WITH A RADIUS OF 530.00 FEET, THROUGH AN ANGLE OF 29° 45' 31", AN ARC LENGTH OF 275.27 FEET; THENCE NORTH 38° 45' 31" WEST 40.59 FEET; THENCE NORTH 19° 39' 21" EAST 66.12 FEET; THENCE NORTH 38° 45' 31" WEST 97.92 FEET TO THE CENTER LINE OF COCHRAN ROAD; THENCE ALONG SAID CENTER LINE SOUTH 51° 14' 29" WEST 1106.43 FEET TO THE MOST WESTERLY CORNER OF THE 24.95 ACRE PARCEL OF LAND DESCRIBED IN DEED RECORDED OCTOBER 27, 1961 IN BOOK 5344 AT PAGE 418, OFFICIAL RECORDS OF SANTA CLARA COUNTY; THENCE ALONG THE SOUTHWESTERLY AND SOUTHEASTERLY LINES OF SAID 24.95 ACRE PARCEL SOUTH 35° 55' 52" EAST 1831.05 FEET AND NORTH 48° 36' 29" EAST 520.52 FEET TO THE POINT OF COMMENCEMENT.

APN: 728-30-006 (Affects Parcel Five), 728-30-009 (Affects Parcel Six), 728-31-014 (Affects Parcel Seven), 728-31-015 (Affects Parcel Eight) and 728-31-016 (Affects Parcel Nine)

TCC COCHRANE VILLAGE
1040 COCHRANE RD
MORGAN HILL, CA 95037

Inquiry Number: 7579882.7S
FEBRUARY 28, 2024

EDR Environmental Lien and AUL Search

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Environmental Lien and AUL Search

The EDR Environmental Lien Search Report provides results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls.

A network of professional, trained researchers, following established procedures, uses client supplied address information to:

- search for parcel information and/or legal description;
- search for ownership information;
- research official land title documents recorded at jurisdictional agencies such as recorders' offices, registries of deeds, county clerks' offices, etc.;
- access a copy of the deed;
- search for environmental encumbering instrument(s) associated with the deed;
- provide a copy of any environmental encumbrance(s) based upon a review of key words in the instrument(s) (title, parties involved, and description); and
- provide a copy of the deed or cite documents reviewed.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EDR Environmental Lien and AUL Search

TARGET PROPERTY INFORMATION

ADDRESS

TCC COCHRANE VILLAGE
1040 COCHRANE RD
MORGAN HILL, CA 95037

RESEARCH SOURCE

JUDICIAL RECORDS ***NOT*** SEARCHED. BASED ON AVAILABLE INFORMATION EVALUATED BY THE TITLE SEARCH PROFESSIONAL, THE JURISDICTION ***DOES NOT*** REQUIRE A SEARCH OF JUDICIAL RECORDS IN ORDER TO IDENTIFY ENVIRONMENTAL LIENS.

Source 1: SANTA CLARA COUNTY RECORDER'S OFFICE

Source 2: CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY

Source 3: UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

PROPERTY INFORMATION

Legal Description:	AS RECORDED IN THE DEED ATTACHED.
Current Owner:	TC MORGAN HILL VENTURE LLC
Property Identifiers:	728-31-019
	728-31-016
Comments:	NA

Deed 1

Type of Deed:	GRANT DEED
Title is vested in:	TC MORGAN HILL VENTURE LLC
Title received from:	LLAGS, LLC
Date Executed:	01/10/2019
Date Recorded:	01/10/2019
Book:	NA
Page:	NA
Volume:	NA
Instrument#:	24095232
Docket:	NA
Land Record Comments:	NA
Miscellaneous Comments:	NA

EDR Environmental Lien and AUL Search

ENVIRONMENTAL LIEN

Environmental Lien: Found ☐ Not Found ☒

Comments: NONE IDENTIFIED.

OTHER ACTIVITY AND USE LIMITATIONS (AULS)

Other AUL's: Found ☐ Not Found ☒

Comments: NONE IDENTIFIED.

EDR Environmental Lien and AUL Search

MISCELLANEOUS

Comments: NONE IDENTIFIED.

This document was electronically submitted to Santa Clara County for recording

24095232

Regina Alcomendras
Santa Clara County - Clerk-Recorder
01/10/2019 09:04 AM

Titles: 1 Pages: 5
Fees: $37.00
Tax: $33787.05
Total: $33824.05

NCS-937317-SC

RECORDING REQUESTED BY:

First American Title Insurance Company

WHEN RECORDED MAIL TO AND MAIL TAX STATEMENTS TO:

TC Morgan Hill Venture, LLC
c/o Trammell Crow Company
415 Mission Street, 45th Floor
San Francisco, CA 94105
Attn: Tom Jodry

(Space above this line for Recorder's use)

Tax Parcel Number 728-30-006 and 728-30-009 and 728-31-014 and 728-31-015 and 728-31-016

The undersigned Grantor(s) declare(s):

DOCUMENTARY TRANSFER TAX IS $ 33,787.05

☒ Computed on full value of the interest or property conveyed, or
☐ Computed on full value less value of liens or encumbrances remaining at time of sale
☐ Unincorporated Area ☒ City of Morgan Hill

EXEMPT FROM BUILDING HOMES AND JOBS ACTS FEE PER GOVERNMENT CODE 27388.1(a)(2)

GRANT DEED

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, LLAGAS, LLC, a California limited liability company ("**Grantor**"), does hereby grant to TC MORGAN HILL VENTURE, LLC, a Delaware limited liability company ("**Grantee**"), all of Grantor's right, title and interest in and to the following described real property situated in the City of Morgan Hill, County of Santa Clara, State of California:

See legal description attached hereto and incorporated herein as Exhibit A.

The Property is conveyed subject to:

1. General, special and supplemental real property taxes and assessments not yet due and payable; and

2. All matters of record or discoverable by inspections or surveys of the Property.

MAIL TAX STATEMENTS TO:
SAME AS ABOVE

IN WITNESS WHEREOF, the undersigned has executed this Grant Deed as of the day and year indicated.

Dated: January 10, 2019

GRANTOR:

LLAGAS, LLC,
a California limited liability company

By: Quality Real Estate Management, LLC,
a California limited liability company,
Its Manager

By: _____
Name: Richard Singer
Title: Manager

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF Santa Clara

On January 8, 2019, before me, Nancy Huynh, Notary Public
(here insert name and title of the officer)

personally appeared Richard Singer
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature (Seal)

NANCY HUYNH
Notary Public - California
Santa Clara County
Commission # 2173126
My Comm. Expires Nov 21, 2020

*Handwritten text is not OCR compatible.

EXHIBIT A TO GRANT DEED
LEGAL DESCRIPTION

All that certain real property situated in the City of Morgan Hill, County of Santa Clara, State of California, as described as follows:

PARCEL ONE:

BEGINNING AT AN IRON PIPE STANDING AT THE MOST SOUTHERN CORNER OF THE 31.056-ACRE TRACT OF LAND DESCRIBED IN THE DEED FROM ELVA J. BEAMISH TO JOHN W. BEAMISH RECORDED JANUARY 11, 1943 IN BOOK 1127, PAGE 29, OFFICIAL RECORDS, IN THE NORTHWESTERN BOUNDARY LINE OF MORGAN HILL RANCH MAP NO. 5, DELINEATED ON THE MAP THEREOF RECORDED MAY 5, 1893 IN BOOK "G" OF MAPS, PAGE 67, SANTA CLARA COUNTY RECORDS; THENCE NORTH 36° 34' WEST ALONG A BOUNDARY OF SAID 31.056-ACRE TRACT, 1670.85 FEET TO A STAKE MARKED F.W. STANDING IN A PICKET FENCE; THENCE ALONG SAID FENCE AND CONTINUING ALONG A BOUNDARY LINE OF SAID 31.056-ACRE TRACT, NORTH 47° 56' EAST 458.30 FEET TO AN IRON PIPE SET EIGHT INCHES BELOW THE GROUND AT THE MOST SOUTHERN CORNER OF THE 2.925-ACRE PARCEL OF LAND DESCRIBED IN THE DEED FROM JOHN BEAMISH AND ELVA J. BEAMISH TO FERDINAND KRAFT RECORDED APRIL 19, 1937 IN BOOK 821, PAGE 66, OFFICIAL RECORDS; THENCE, LEAVING THE BOUNDARY OF SAID 31.056-ACRE TRACT, ALONG THE SOUTHEASTERLY LINE OF SAID 2.925-ACRE PARCEL, NORTH 47° 56' EAST 264.82 FEET TO A 1 INCH IRON PIPE SET EIGHT INCHES BELOW THE GROUND IN THE SOUTHWESTERN LINE OF THE 12-FOOT STRIP OF LAND DESCRIBED IN THE DEED FROM J.A. MORFORD TO JOHN W. BEAMISH RECORDED MARCH 27, 1928 IN BOOK 387, PAGE 317, OFFICIAL RECORDS; THENCE, ALONG THE SOUTHWESTERLY LINE OF SAID 12-FOOT STRIP, SOUTH 36° 18' EAST 1639.58 FEET TO THE SOUTHEASTERN BOUNDARY LINE OF THE SAID 31.056-ACRE TRACT; THENCE, ALONG SAID LINE, SOUTH 45° 23' WEST 719.94 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION THEREOF DESCRIBED IN THE DEED FROM PEYTON M. BRETT, ET AL TO THE STATE OF CALIFORNIA RECORDED FEBRUARY 19, 1970 IN BOOK 8832, PAGE 701, OFFICIAL RECORDS.

PARCEL TWO:

PARCEL "B", SO DESIGNATED AND DELINEATED ON THE PARCEL MAP RECORDED AUGUST 30, 1995 IN BOOK 669, PAGE 34, SANTA CLARA COUNTY RECORDS.

PARCEL THREE:

BEGINNING AT A POINT IN THE CENTERLINE OF COCHRAN ROAD, 40 FEET WIDE, AT THE MOST NORTHERLY CORNER OF THAT CERTAIN 14.47 ACRE PARCEL OF LAND CONVEYED BY WILLIAM PIERCE TO FERDINAND KRAFT, BY DEED RECORDED IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA IN BOOK 387 OF DEEDS, PAGE 62, SAID POINT OF BEGINNING BEING DISTANT ALONG SAID CENTER LINE OF COCHRAN ROAD, SOUTH 50° 04' WEST 858.00 FEET FROM THE COMMON CORNER FOR LANDS NOW OR FORMERLY OF WM. PIERCE, MRS. R.B. PEETE, R. H. MCCULLAH AND THE FOLEY TRACT; RUNNING THENCE FROM SAID POINT OF BEGINNING ALONG SAID CENTER LINE OF COCHRAN ROAD, SOUTH 50° 04' WEST 250.06 FEET TO A POINT THEREIN WHICH BEARS DISTANT THEREON, NORTH 50° 04' EAST 171.75 FEET FROM THE MOST WESTERLY CORNER OF THAT CERTAIN 2.925 ACRE PARCEL OF LAND CONVEYED BY JOHN BEAMISH, ET UX., TO FERDINAND KRAFT, BY DEED DATED APRIL 15, 1937, AND RECORDED APRIL 19, 1937 IN BOOK 821 OF OFFICIAL RECORDS, AT PAGE 66; THENCE LEAVING SAID CENTER LINE OF COCHRAN ROAD, AND RUNNING PARALLEL WITH ONE OF THE SOUTHWESTERLY BOUNDARY LINES OF THE SAID 2.925 ACRE PARCEL, SOUTH 36° 18' EAST 227.00 FEET; THENCE PARALLEL WITH THE SAID CENTER LINE OF COCHRAN ROAD, SOUTH 50° 04' WEST 171.75 FEET TO A POINT IN THE SAID SOUTHWESTERLY LINE OF THE 2.925 ACRE

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APPENDIX E
Subject Property Photographs

22-Acre Portion of APNs 728-31-017 and 728-31-019
Morgan Hill, CA
File No. 0132734-008
Date Photographs Taken: 29 February 2024



Photo 1: North-facing photograph showing the stormwater detention pond.



Photo 2: North-facing photograph showing the detention pond outfall.



Photo 3: North-facing photograph of hydroseeded area.



Photo 4: Southwest-facing photograph showing the construction equipment stored on the northeast portion of the subject property.

*Photos are not OCR compatible.

Appendix C

Soil Management Plan

HALEY ALDRICH

www.haleyaldrich.com

SOIL MANAGEMENT PLAN
COCHRANE VILLAGE
MORGAN HILL, CALIFORNIA

by
Haley & Aldrich, Inc.
Walnut Creek, California

for
High Street No. Cal. Development, Inc.
San Francisco, California

File No. 0132734-008
March 2024



HALEY & ALDRICH, INC.
2033 N. Main Street
Suite 309
Walnut Creek, CA 94596
925.949.1012

21 March 2024
File No. 0132734-008

High Street No. Cal. Development, Inc.
415 Mission Street, 45th Floor
San Francisco, California 94105

Attention: Mr. Curtis Tubbs
Vice President Development Management

Subject: Soil Management Plan
Cochrane Village
Morgan Hill, California

Dear Mr. Tubbs:

Haley & Aldrich, Inc. (Haley & Aldrich) is pleased to present this Soil Management Plan (SMP) prepared for the Cochrane Village project to be constructed on the property encompassing a portion of Santa Clara County Assessor Parcel Numbers 728-31-017and -019 in Morgan Hill, California (Site). The SMP provides direction for the management and handling of the Site's soil during the grading and excavation activities performed during construction, as well guidance for addressing previously unknown subsurface features or environmental conditions that may potentially be encountered.

If you have any questions, please contact either of the undersigned.

Sincerely yours,
HALEY & ALDRICH, INC.

Nathan Lee, P.G.
Senior Project Manager | Geologist

Jason Grant, P.E.
Senior Technical Expert | Engineer

Enclosures

\\haleyaldrich.com\share\CF\Projects\132734\008 Cochrane Village\Deliverables\SMP\2024_0322_HAI_TCC_REDWOODTECH_SMP_F.docx

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1. Introduction

High Street No. Cal. Development, Inc. (High Street) is planning the sale of a 20-acre portion of the property encompassing Santa Clara County Assessor Parcel Numbers (APNs) 728-31-017 and -019 in Morgan Hill, California (Figure 1; Site) for future residential development. This Soil Management Plan (SMP) provides guidelines to manage soil that may be encountered and/or removed from the subsurface at the Site via excavation, trenching, grading, or other earthwork during redevelopment or general construction activities. Presented within are background information regarding the Site's subsurface environmental conditions, and procedures to be followed to properly handle and remove known impacted soil conditions and address unknown features or suspected conditions of environmental concern that may be encountered during the construction activities.

1.1 SITE DESCRIPTION AND HISTORICAL LAND USE

The Site is included within two APNs, totaling approximately 20 acres, generally located southeast of Cochrane Road, northwest of five newly constructed commercial buildings, west of De Paul Drive, and northeast of US Highway 101 (Figure 2). The Site previously operated as a nursery to store mature trees. The Site is currently vacant, undeveloped land.

A storm water detention pond with an outfall structure is located on the western side of the Site, bordering the southern property, and discharges to the Madrone Channel, which borders the property to the west.

The Site previously contained an approximately 70,000 cubic yard (cy) stockpile of soil mixed with naturally occurring asbestos (NOA)-containing serpentine rock. This stockpile was removed and transported off the Site. Following the removal, the underlying native soil was discovered to include NOA-containing serpentine pebbles, and therefore, this area has been stabilized with a vegetative cover (i.e., hydroseeding; Figure 2).

2. Summary of Previous Site Investigations

Previous investigation activities were conducted on the Site to assess whether its historical agricultural use may have impacted the subsurface environment. The findings of these investigations are summarized below.

2.1 2018 AEI CONSULTANTS PHASE I ENVIRONMENTAL SITE ASSESSMENT

AEI Consultants (AEI) performed a June 2018 Phase I Environmental Site Assessment (Phase I) (AEI, 2018a) which encompassed both the Site and the adjoining properties to the south and north. AEI did not identify evidence of recognized environmental conditions (RECs), historical recognized environmental conditions (HRECs), or controlled recognized environmental conditions (CRECs) as defined by the American Society for Testing and Materials (ASTM) Standard Practice E1527-13. The Phase I noted a potential environmental concern associated with the Site's historical agricultural use.

2.2 2018 AEI LIMITED PHASE II AGRICULTURAL INVESTIGATION

AEI performed a Limited Phase II Agricultural Investigation in September 2018 (AEI, 2018b), which included shallow soil sampling activities on both the Site and the adjoining properties to the south and north to evaluate if impacts may be present associated with its historical agricultural use. The results of this investigation did not indicate potential concerns associated with organochlorine pesticides. Arsenic was detected at concentrations exceeding San Francisco Bay Regional Water Quality Control Board (RWQCB) Environmental Screening Levels (ESLs), but within the RWQCB-accepted background level for the San Francisco Bay Area, and therefore, was not considered an environmental concern. This investigation did identify elevated concentrations of lead in shallow soil in the vicinity of a former residential structure that was located north of the Site, which was suspected to be related to the use of lead-based paint.

2.3 2018 AEI ADDITIONAL INVESTIGATION OF LEAD IN SOIL

AEI performed an Additional Investigation of Lead in Soil in October 2018 (AEI, 2018c), which included collecting shallow soil samples to further characterize the nature and extent of lead concentrations detected in the vicinity of the former residential structure located north of the Site. During this investigation AEI also identified the presence of non-native serpentine rock-containing fill material situated in the western portion of the Site (i.e., the soil stockpile mixed with NOA-containing serpentine rock).

2.4 2018 BERLOGAR, STEVENS & ASSOCIATES SERPENTINE-DERIVED FILL ASSESSMENT

Berlogar, Stevens & Associates (BSA) performed an assessment of the stockpile area with NOA-containing serpentine rock in November 2018 to determine its extent (BSA, 2018). BSA excavated 20 test pits, with the majority located on the western portion of the Site and collected one soil sample from each test pit. The soil samples were collected at depth intervals ranging from 0 to 2 feet below ground surface (bgs) and 0 to 7 feet bgs. Chrysotile asbestos fibers were detected in each of the 20 soil samples at concentrations ranging between 0.25 percent and 1.75 percent asbestos, with an average of approximately 1.0 percent. BSA estimated the average depth of the serpentine derived fill was approximately 5 feet bgs, and the volume of the NOA-containing stockpile was estimated to be between

65,000 and 70,000 cubic yards. Between February and May 2023, this stockpile was removed and transported off the Site.

2.5 2018 HALEY & ALDRICH PHASE I ENVIRONMENTAL SITE ASSESSMENT

Haley & Aldrich, Inc. (Haley & Aldrich) performed a Phase I which included the Site and the adjoining properties to the south and north in December 2018 (Haley & Aldrich, 2018a). Haley & Aldrich did not identify evidence of RECs, HRECs, or CRECs as defined by the ASTM Standard Practice E1527-13.

2.6 2018 HALEY & ALDRICH LIMITED PHASE II ENVIRONMENTAL INVESTIGATION

Haley & Aldrich performed a Limited Phase II Environmental Investigation at the Site and the adjoining properties to the south and north in December 2018 (Haley & Aldrich, 2018b), which included soil sampling activities to characterize existing conditions within areas of planned redevelopment and construction activities, and within areas where historical activities may have posed an environmental concern. Soil samples were analyzed for arsenic, lead, and organochlorine pesticides, with the results of this investigation indicating no potential concerns associated with the commercial redevelopment of this property.

2.7 2024 HALEY & ALDRICH PHASE I ENVIRONMENTAL SITE ASSESSMENT

Haley & Aldrich performed a Phase I in April 2024 (Haley & Aldrich, 2024) which identified the following REC and other environmental finding for the Site.

- REC: Soil present on the Site contains 4,4-DDT at concentrations exceeding the Tier 1 Environmental Screening Level (ESL) established by the San Francisco Bay Regional Water Quality Control Board (RWQCB), dated July 2019 (Rev 2).
- Other Environmental Concern: The Site's native soil contains serpentine pebbles with NOA at concentrations greater than 1 percent.

No HRECs or CRECs were found as defined by the ASTM Standard Practice E1527-21.

3. Current Site Conditions

3.1 GEOLOGIC

The Site is located in the Santa Clara Valley within the Coast Ranges Geomorphic Province. The Coast Ranges Province is defined by northwest-trending mountain ridges and valleys that trend approximately parallel to the San Andreas Fault Zone. The province is generally composed of marine sedimentary deposits and volcanic rocks. The Santa Clara Valley is an alluvial-filled basin situated between the Santa Cruz Mountains to the west and the Mount Hamilton Range to the east. The Site and surrounding area are underlain by Quaternary surficial sediments consisting of alluvial sand, and fine-grained silt and clay.

The Site is generally underlain by a 4- to 6-foot-thick layer of silt, sandy silt, silty sand, and well-graded fine sand with silt, some gravel and occasional cobbles. Below the near-surface silty and sandy soil layers, medium dense to very dense layers of silty and clayey sand and gravel and well-graded sand and gravel with varying amounts of silt, clay, and occasional cobbles exist to a depth of at least 40 feet bgs.

3.2 HYDROGEOLOGIC

Groundwater was not encountered during the previous Site investigations summarized in Section 2. However, very moist soil was occasionally encountered in borings, specifically adjacent to the Madrone Channel, located along the western boundary of the Site. According to the California Geological Survey (CGS) map of historically high groundwater level contours for the Morgan Hill 7.5-minute Quadrangle, the historically high groundwater at the project site is between approximately 20 and 30 feet bgs. Regional groundwater appears to flow towards the southwest based on available groundwater data and surface topography.

3.3 ENVIRONMENTAL CONDITIONS

The Site's existing shallow soil environmental conditions have been investigated through the two previous Phase II Investigations. The AEI Phase II investigation included the collection of groups of four-point composite samples, with the areas represented by two of these groups containing samples entirely within the Site (SS-12 COMP and SS-13 COMP; Appendix A), and the areas represented by four of these groups containing samples crossing into the Site (SS-8 COMP, SS-11 COMP, SS-14 COMP, and SS-15 COMP; Appendix A). The Haley & Aldrich Phase II Investigation included the collection of discrete soil samples, with five locations within the Site (HA-5, HA-6, HA-7, HA-11, and HA-12; Figure 2). The AEI Phase II Investigation results are provided in Appendix A, and the Haley & Aldrich Phase II investigation results are summarized in Table 1. None of the detected concentrations exceeded the RWQCB ESLs, dated July 2019 (Rev 2), except for the following:

- Arsenic was detected at concentrations up to 8.9 milligrams per kilogram (mg/kg) in the composite soil samples and 7.9 mg/kg in the discrete soil samples, which exceeds the ESL but is below the RWQCB-accepted arsenic background concentration of 11 mg/kg.[1]
- p,p-DDT[2] was detected at a concentrations up to 0.019 mg/kg in the composite soil samples collected at 1 foot bgs, which exceeds the Tier 1 ESL of 1.1 mg/kg established to assess potential

[1] Duvergé, 2011. *Establishing Background Arsenic in Soil of the Urbanized San Francisco Bay Region*. December.
[2] Also identified as 4,4-DDT.

terrestrial habitat concerns but is below the residential and construction worker direct exposure human health ESLs of 1.9 mg/kg and 57 mg/kg, respectively.

- 4,4-DDT was detected at a concentration of 2.8 micrograms per kilogram (µg/kg) in the 0.5 feet bgs sample collected from HA-7 and 3.5 µg/kg in the 0.5 feet bgs sample collected from HA-11, which exceed the Tier 1 ESL of 1.1 µg/kg established to assess potential terrestrial habitat concerns but is below the residential and construction worker direct exposure human health ESLs of 1,900 µg/kg and 57,000 µg/kg, respectively. 4,4-DDT was not detected at a concentration greater than the laboratory reporting limit in the 2.5 feet bgs samples collected from both of these locations, nor in any of the other discrete soil samples collected at both 0.5 and 2.5 feet bgs.

3.3.1 Naturally Occurring Asbestos (NOA)

Soil samples were collected from the Site's underlying native soil following the removal of the soil stockpile mixed with NOA-containing serpentine rock and submitted for laboratory analysis of asbestos, with asbestos detected at concentrations exceeding 1 percent. Upon inspection it was discovered that this native soil contained serpentine pebbles, and therefore, the detected asbestos is due to NOA within these serpentine pebbles. The presence of NOA-containing serpentine pebbles is a condition of native soil throughout the Site.

4. Site Management Plan

4.1 PLANNING

The following section describes the procedures to be followed under this SMP during the excavation activities to be conducted as part of the redevelopment of the Site.

4.1.1 Project Stakeholders and Responsibilities

The table below presents the identified roles and responsibilities for the Project:

Role	Responsibilities and Duties
Site Owner **To Be Determined**	The Owner will receive all notices, comments, approvals, and other communications concerning the implementation of this SMP.
Environmental Professional **To Be Determined**	The Environmental Professional will assist the Owner with facilitating implementation of the SMP and provide field staff trained in identifying both known and suspect subsurface environmental conditions of concern.
General Contractor **To Be Determined**	The General Contractor (GC) will be responsible for overseeing, coordinating, and implementing the soil excavation and dust monitoring activities in accordance with this SMP. The GC will be responsible for providing properly licensed personnel and/or subcontractors to perform the excavation, special handling and off-site transportation and disposal of impacted soils; and the GC and their subcontractors will produce and adhere to their own Health and Safety Plan (HASP).
Excavation Subcontractor **To Be Determined**	An Excavation Contractor will be retained by the GC to provide the personnel and equipment required to conduct the excavation activities. The Excavation Contractor shall provide properly licensed personnel, including Asbestos Hazard Emergency Response Act (AHERA)-certified personnel when handling the soil with NOA-containing serpentine pebbles. The Excavation Contractor and their subcontractors will produce and adhere to their own HASP.

4.1.2 Permitting

The following permits are anticipated for the Site's redevelopment and will be obtained from the respective regulatory authorities prior to conducting the associated activities:

- City of Morgan Hill – Grading Permit;
- Bay Area Air Quality Management District (BAAQMD) – Asbestos Dust Mitigation Plan (ADMP); and
- Underground Service Alert (USA) – USA notification will be performed a minimum of 48 hours prior to commencing with the intrusive subsurface activities.

The above list does not represent a complete list of all required permits. Additional permits and/or notifications may be required should conditions warrant.

4.1.3 Stormwater Pollution Prevention Plan

In accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit; Order No. 2012-0006-DWQ; NPDES No. CAS000002), a Construction Stormwater Pollution Prevention Plan (SWPPP) shall be prepared by the Owner or General Contractor as the Site's construction activities disturb more than 1 acre. The SWPPP shall be based on appropriate best management practices (BMPs) to minimize pollutants in surface runoff. The SWPPP should be signed and stamped by a California-licensed Civil Engineer.

During any redevelopment activities involving the excavation, relocation, placement, or disturbance of soil with NOA-containing serpentine pebbles, additional stormwater management practices may be required as identified in the Site's future ADMP.

The SWPPP shall comply with all applicable laws and regulations, which may include, but are not limited to:

- Clean Water Act (Title 33 of the United States Code [U.S.C.] Section 1251 et seq.);
- Porter-Cologne Water Quality Control Act (California Water Code, Division 7, Section 13000 et seq.);
- NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (SWRCB 2012) (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ) or its successor; and
- Any additional RWQCB requirements.

4.1.4 Health and Safety Plan

A site-specific HASP will be prepared by contractors prior to commencing with construction activities. The HASP will outline safe work practices and emergency procedures to be followed during earthwork activities, including job hazard analyses, personnel protection, and emergency procedures. All contractors working on the site will be responsible for preparing a HASP for their own employees and associated activities. Contractors handling impacted soil, if encountered, shall provide Hazardous Waste Operations and Emergency Response (HAZWOPER) trained workers.

As the Site's native soil is mixed with NOA-containing serpentine pebbles with asbestos concentrations potentially above 1 percent, all soil disturbing work shall be performed per the requirements of California Division of Occupational Safety and Health (Cal/OSHA) Class II Work Procedures.[3] Construction personnel in contact with Site soil shall minimize dust generation and utilize proper protective controls to avoid inhalation, ingestion and skin contact during work activities. Administrative controls shall be used to create a work zone and only appropriate AHERA-trained workers shall be allowed to handle the soil. This includes, but is not limited to, accredited AHERA-trained Supervisors and general worker

[3] California Code of Regulations, Title 8, Section 1529 (8 CCR 1529).

training for all personnel disturbing soils with NOA, respiratory protection during all soils work, and personal air monitoring.

4.2 ENVIRONMENTAL CONTROLS

4.2.1 Site Access and Security

Prior to onset of intrusive SMP activities, a construction fence will be placed around the Site to prevent unauthorized access into the work areas. The portions of the fence at the entrances will be locked after hours. Contractor equipment may be parked within the fenced areas; however, in such cases, additional security will be the responsibility of the contractor. Additional site access and security practices to be followed throughout the project may also be identified in the Site-specific ADMP due to NOA-containing serpentine pebbles in Site soil.

4.2.2 Noise Control

In order to effectively manage noise and vibration levels during the redevelopment grading and excavation activities, equipment operation will be limited to the permitted construction hours of 7:00 a.m. to 8:00 p.m., Monday through Friday, and 9:00 am to 6:00 pm on Saturday as specified in the City of Morgan Hill municipal code.

4.2.3 Dust Control

Construction activities such as excavation, backfilling, grading operations, stockpiling soil, and construction vehicle traffic and wind flowing over disturbed soil may generate dust when the exposed soil surfaces are dry. Management of dust that may emanate from the work areas is critical to the successful completion of the project and to ensure that on-Site personnel, the surrounding community, and the environment are protected.

Dust control measures will be implemented to mitigate asbestos dust that may be generated during construction activities. As the Site is greater than 1 acre and the NOA-containing serpentine pebbles potentially contain asbestos at concentrations greater than 1 percent, a Site-specific ADMP is required to be prepared to satisfy the requirements of the Asbestos Airborne Toxic Control Measures (ATCM) for Construction, Grading, Quarrying and Surface Mining Operations.[4] The Site-specific ADMP will specify dust mitigation measures and project controls that are required when excavating, grading, relocating, placing, or disturbing the soil with NOA-containing serpentine rock pebbles located throughout the Site. ADMP procedures at the minimum will include the following:

- Dust mitigation control;
- Perimeter air monitoring;
- Traffic control;
- Confirmation soil sampling;
- Post-project stabilization of disturbed soil;
- Record-keeping and notification; and

[4] 17 CCR 93105.

- Contingency measures.

The ADMP will require approval by the BAAQMD before the start of any construction activities that involve handling the Site's soil.

4.2.4 Personnel and Equipment Decontamination

Personnel and equipment decontamination will be conducted in accordance with the procedures identified in the Site-specific HASP. Any used personal protective equipment (PPE) will be fully contained in trash bags and disposed as municipal waste.

4.3 EXCAVATION ACTIVITIES

The Site's redevelopment will include excavating and grading the NOA-containing soil. Presented below are procedures to be followed should excess soil be generated from the excavation and grading and require off-site disposal. Additionally, procedures for encountering previously unknown impacts are also provided.

4.3.1 NOA-Containing Soil Excavation

The excavation of the Site's native soil with NOA-containing serpentine pebbles will be performed by appropriately trained personnel and adhere to the procedures described in the ADMP. Following the completion of the excavation and grading activities, any exposed Site soil shall be stabilized as specified in the ADMP, which may include, but is not limited to:

- Placement of a minimum of 3 inches of clean soil cover;
- Placement of hardscape (e.g., asphalt, concrete); or
- Placement of a vegetative cover (e.g., hydroseeding).

As required under the ADMP, the BAAQMD will conduct an inspection to confirm the Site has been stabilized.

4.3.2 Waste Types

If the excavation activities to be performed as part of the Site's redevelopment generates material requiring off-site disposal, this soil will be classified as one of the following waste types:

- Non-impacted soil; or
- NOA-containing soil.

4.3.2.1 Non-impacted Soil

The Site's previous investigation did not detect any environmental concerns in the sampled soil associated with the Site's future construction activities and planned residential development, nor are there any disposal concerns. Therefore, excess soil generated from the construction activities may potentially be disposed as non-impacted waste (i.e., California Class II waste) or could be reused off-site. If soil is being considered for off-site disposal, one, four-point composite sample shall be collected per every 250 cubic yards of soil to be characterized and submitted for the following laboratory analyses:

- Total petroleum hydrocarbons (TPH) as diesel and motor oil using United States Environmental Protection Agency (USEPA) Method 8015B;
- California Code of Regulations Title 22 Metals using USEPA Method 6010B/7471A;
- Volatile organic compounds and TPH as gasoline using USEPA Method 8260B (one discrete sample); and
- Asbestos using California Air Resources Board Method 435.

If soil is being considered for potential off-site reuse, the receiving facilities may require additional laboratory analysis.

4.3.2.2 NOA-Containing Soil

If asbestos is detected in the soil samples at concentrations greater than 1 percent, then this soil shall be disposed as asbestos-containing waste.

4.3.3 Contingency Planning for Unanticipated Impacted Soil or Unanticipated Subsurface Features

In the event that soil suspected to be impacted, or unanticipated subsurface features such as underground storage tanks (USTs), wells, etc. are encountered during the construction activities, the following steps shall be taken:

- The Excavation Contractor shall stop work immediately in the area where the soil is suspected to be impacted, or in the area where the unexpected subsurface feature is encountered.
- The Excavation Contractor shall notify the General Contractor, who will then notify the Environmental Professional.
- The Environmental Professional shall mobilize to the Site with appropriate personnel and shall assess the newly discovered soil suspected to be impacted, or the unexpected subsurface feature, on a case-by-case basis.
- The Environmental Professional will report their assessment findings to the Owner, and, if required, develop a mitigation plan.

While not comprehensive, the following general procedures apply if unknown features are encountered:

- If a previously unknown UST (or similar feature associated with the use or storage of petroleum hydrocarbons or other liquids) is encountered, Santa Clara County Environmental Health will be notified; appropriate permits will be obtained for the removal and disposal of the UST; and the UST will be removed and disposed in accordance with applicable procedures and regulatory guidance.
- If a previously unknown monitoring well or water supply well is encountered, the Santa Clara Valley Water District will be notified, a well destruction permit will be obtained, and the well will be destroyed in accordance with applicable procedures and with regulatory guidance.
- Soil and waste material generated during soil excavation and/or removal of unanticipated structures may be segregated into temporary stockpiles pending off-haul to an appropriately licensed recycling/disposal facility. The stockpiles will be placed on and covered with plastic sheeting and managed in accordance with the project SWPPP.

- Confirmation soil sampling will be conducted by the Environmental Professional as appropriate.
- Reports will be prepared by the Environmental Professional as appropriate.

4.4 SOIL LOADING, TRANSPORTATION AND OFF-SITE DISPOSAL

4.4.1 Loading Equipment

If required, excavated materials will be directly loaded into trucks for off-site transport. If warranted for logistical or safety reasons, material or soil may be temporarily stockpiled adjacent to the excavations and loaded into trucks using a front-end loader. Dust control procedures outlined in the ADMP will be followed to limit fugitive dust during loading of soil onto trucks.

4.4.2 Vehicles Used for Soil Hauling

If required, a transportation company licensed for hazardous waste hauling will be used for impacted soil (e.g., NOA-containing) hauling activities. The end-dump trucks will be equipped with plastic covers, and drivers will be required to cover soil loads while en route to the disposal facility(ies). The trucks will be loaded to comply with roadway weight restrictions. The General Contractor will ensure that ancillary equipment such as hydraulic lifts are inspected by the transportation company to verify they are in good working condition before the trucks are allowed on-site. Failure to comply with inspections and repairs will result in the driver being sent off-site immediately.

4.4.3 Transportation Standards

The selected transportation company will be fully licensed and permitted by either or both USEPA and the State of California, or as appropriate based upon the disposition of the waste being disposed. California Department of Transportation and California Highway Patrol safety regulations will be followed. The transportation must be in compliance with the California Vehicle Code, Section 31303: Hazardous Waste and Materials Transportation Requirements/Penalties, including the following:

- Unless restricted or prohibited pursuant to Section 31304, the transportation shall be on state or interstate highways which offer the least overall transit time whenever practicable.
- The transporter shall avoid, whenever practicable, congested thoroughfares, places where crowds are assembled, and residential districts as defined in Section 515.
- Vehicles used for the transportation shall not be left unattended or parked overnight in a residential district as defined in Section 515.
- When transporting hazardous waste pursuant to Section 25169.3 of the Health and Safety Code, the transporter shall comply with all provisions of the waste hauler transportation safety plan.
- Transportation which deviates from the routes required by this section shall not be excused on the basis of operating convenience.
- Notwithstanding subdivisions (b) and (c), vehicles engaged in the transportation may also use any of the following highways:
  - Highways which provide necessary access to local pickup or delivery points consistent with safe vehicle operation.
  - Highways which provide reasonable access to fuel, repairs, rest, or food facilities that are designed and intended to accommodate commercial vehicle parking, when that

access is consistent with safe vehicle operation and when the facility is within one-half road mile of points of entry or exit from the state or interstate highway being used.
- Highways restricted or prohibited pursuant to this section when no other lawful alternative exists.

4.4.4 Transportation Routes

To the extent practicable, off-haul trucks will be staged at the transportation company's facility to minimize traffic disturbance in the surrounding area. The trucks will be contacted via cell phone or radio individually by the Excavation Contractor when needed, to avoid staging trucks in the project area. Once loaded, loads will be secured, and drivers instructed to follow an appropriate haul route. Based on the disposition of the waste and traffic conditions, the transportation company will determine the appropriate haul route to the disposal facility. The transportation company shall submit the selected haul route(s) to the General Contractor for review and approval. Prior to loading, the drivers will be provided with emergency contact information and the haul routes designated for the applicable receiving facility.

4.4.5 Transportation Recordkeeping and Spill Response

Transportation and disposal will be performed in accordance with City, County, State and Federal regulations, and under the appropriate manifest, bill of lading and/or material shipping/tracking documentation. Daily field notes will be kept by the Excavation Contractor's project manager or designee. For each shipment of impacted soil, documentation in the daily field notes will include:

- Source location of the soil;
- Date and time of loading for each truck;
- Transport company and unique truck identifier (e.g., license plate number);
- Approximate volume of soil transported by each truck;
- Destination of the soil; and
- Shipping document number (e.g., bill of lading, shipping paper, non-hazardous waste manifest or hazardous waste manifest).

Preparing the proper manifesting and arranging appropriate off-site disposal will be the responsibility of the General Contractor.

In the event of a spill, the transportation company will be responsible and prepared to respond in a safe and efficient manner, specific to the particular spill situation. Standards will be set and consistent procedures will be used for handling of spills, whether they are on-site spills or spills occurring during transportation.

4.5 IMPORTED FILL MATERIAL

If soil import should become necessary, the source of this soil and an appropriate plan for analytical testing and management of the import soil shall be prepared and submitted to the Environmental Professional and Owner for approval. At a minimum, any soil proposed to be imported to the Site shall

be characterized following the California Department of Toxic Substances Control *Information Advisory Clean Imported Fill Material*, dated October 2021.

4.6 REPORTING

The Environmental Professional shall prepare a *Completion Report* to document the activities performed under this SMP. This report will describe the completed NOA stabilization activities, describe the measures implemented to address any unanticipated conditions encountered, and include copies of waste manifests for the off-site soil disposal and/or documentation for off-site reuse.

5. Scope, Representations, and Limitations

This SMP was developed exclusively to address the activities described and relative to Haley & Aldrich's understanding of Site environmental conditions, as reported in the documents included in the References section. This SMP does not address issues related to other chemicals or media that may be encountered during Site construction activities including, but not limited to, demolition and construction debris, asphalt, and concrete. If such materials are encountered during a construction project, contractors and workers are responsible for complying with all applicable laws pertaining to the handling and disposal of these materials.

In preparing this SMP, Haley & Aldrich has relied upon certain information and documents prepared by others. To the extent that recommendations are based in whole or in part on such information, those conclusions are contingent on that information's accuracy and validity. Haley & Aldrich assumes no responsibility for any consequences arising from any information or condition that was concealed, withheld, misrepresented, or otherwise not fully disclosed or available to Haley & Aldrich.

This SMP is based on currently known Site conditions and laws, policies, and regulations. No representation is made to any present or future developer or property owner of the Site or portions of the Site with respect to future Site conditions, other than those specifically identified within this report.

Haley & Aldrich disclaims any responsibility for any unintended or unauthorized use of this SMP. Haley & Aldrich has not made any commitment to, or assumed any obligation or liability to, any present or future developer, property owner, tenant, engineer, agent, contractor, user, or other party owning or visiting the Site or portion of the Site based upon or arising out of implementing this SMP. It is expressly understood that while this SMP is intended to provide guidance and establish a framework for managing residual chemicals in soil and soil vapor to protect human health and the environment, this SMP shall not create any warranties or obligations to Haley & Aldrich as to implementation, adequacy, or success of protective measures under this SMP.

This SMP was prepared for the exclusive use of High Street in connection with the Site. The observations and conclusions described in this SMP are based solely on the authorized Scope of Services conducted and the sources of information referenced in this SMP. Any additional information that becomes available concerning this Site should be provided to Haley & Aldrich, so our conclusions and recommendations may be reviewed and modified, as necessary.

References

1. AEI Consultants (AEI), 2018a, *Phase I Environmental Site Assessment*, *1040-1045 Cochrane Road and 1065-1105 Half Road*, *Morgan Hill, Santa Clara County, California,* 6 June.

2. AEI, 2018b, *Limited Phase II Agricultural Investigation, 1040-1045 Cochrane Road, Morgan Hill, California*, 20 September.

3. AEI, 2018c, *Additional Investigation of Lead in Soil, 1040-1045 Cochrane Road, Morgan Hill, California*, 30 October.

4. Berlogar, Stevens & Associates (BSA), 2018, *CARB 435 Testing, Fry's Property, 1040-1045 Cochrane Road and 1065-1105 Half Road, Morgan Hill, California*, 12 November.

5. California Department of Toxic Substances Control, 2021, *Information Advisory Clean Imported Fill Material*, October.

6. California Geological Survey (CGS), 2012, Topographic Map, Morgan Hill, California, United States Geological Survey 7.5-minute series, 2012.

7. Haley & Aldrich, Inc. (Haley & Aldrich), 2018a, *Phase I Environmental Site Assessment, 1040 Cochrane Road and 1065 Half Road, Assessor Parcel Numbers 728-30-006, -008, -009; 728-31-014, -015 and -016, Morgan Hill, California,* 17 December.

8. Haley & Aldrich, 2018b, *Limited Phase II Environmental Investigation, Assessor Parcel Numbers 728-30-006, -009; 728-31-014, - 015, and -016, Morgan Hill, California*, 21 December.

9. Haley & Aldrich, 2024, *ASTM Phase I Environmental Site Assessment, 20-Acre Portion of APNs 728-31-017 and 728-31-019, Morgan Hill, California*, 01 April.

10. Regional Water Quality Control Board, 2019, Environmental Screening Levels, July (Rev 2).

TABLES

TABLE 1
2018 Limited Phase II Soil Sampling Results
Soil Management Plan
Morgan Hill, California

Location ID	Tier 1 ESL	Residential ESL	Construction Worker ESL	HA-05	HA-05	HA-06	HA-06	HA-07	HA-07	HA-11	HA-11	HA-12	HA-12
Sample Date				12/12/2018	12/12/2018	12/12/2018	12/12/2018	12/12/2018	12/12/2018	12/12/2018	12/12/2018	12/12/2018	12/12/2018
Sample Depth (ft bgs)				0.5	2.5	0.5	2.5	0.5	2.5	0.5	2.5	0.5	2.5
Inorganic Compounds (mg/kg)													
Arsenic [1]	0.067	0.067	2	**7.9**	**6.4**	**1.8**	**5.8**	**6.3**	**5.6**	**6.4**	**5.6**	**4.6**	**6.9**
Lead	32	82	160	--	--	--	--	--	--	--	--	--	--
Organochlorine Pesticides (µg/kg)													
4,4'-DDD	2700	2700	81,000	< 0.61	< 0.61	< 0.61	< 0.61	< 0.61	< 0.61	< 0.61	< 0.61	< 0.61	< 0.61
4,4'-DDE	330	1800	57000	< 0.42	< 0.42	< 0.42	< 0.42	**4.8**	< 0.42	**3.5**	< 0.42	< 0.42	< 0.42
4,4'-DDT	1.1	1900	57000	< 0.41	< 0.41	< 0.41	< 0.41	**2.8**	< 0.41	**3.5**	< 0.41	< 0.41	< 0.41
Aldrin	2.4	35	1000	< 0.50	< 0.50	< 0.50	< 0.50	< 0.50	< 0.50	< 0.50	< 0.50	< 0.50	< 0.50
alpha-BHC	--	--		< 0.55	< 0.55	< 0.55	< 0.55	< 0.55	< 0.55	< 0.55	< 0.55	< 0.55	< 0.55
alpha-Chlordane	--	--		< 0.40	< 0.40	< 0.40	< 0.40	< 0.40	< 0.40	< 0.40	< 0.40	< 0.40	< 0.40
beta-BHC	--	--		< 0.36	< 0.36	< 0.36	< 0.36	< 0.36	< 0.36	< 0.36	< 0.36	< 0.36	< 0.36
Chlordane	8.5	480	14000	< 3.2	< 3.2	< 3.2	< 3.2	< 3.2	< 3.2	< 3.2	< 3.2	< 3.2	< 3.2
delta-BHC	--	--		< 0.44	< 0.44	< 0.44	< 0.44	< 0.44	< 0.44	< 0.44	< 0.44	< 0.44	< 0.44
Dieldrin	0.46	37	1100	< 0.59	< 0.59	< 0.59	< 0.59	< 0.59	< 0.59	< 0.59	< 0.59	< 0.59	< 0.59
Endosulfan I	--	--		< 0.32	< 0.32	< 0.32	< 0.32	< 0.32	< 0.32	< 0.32	< 0.32	< 0.32	< 0.32
Endosulfan II	--	--		< 0.49	< 0.49	< 0.49	< 0.49	< 0.49	< 0.49	< 0.49	< 0.49	< 0.49	< 0.49
Endosulfan sulfate	--	--		< 0.38	< 0.38	< 0.38	< 0.38	< 0.38	< 0.38	< 0.38	< 0.38	< 0.38	< 0.38
Endrin	1.1	21000	74000	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46
Endrin aldehyde	--	--		< 0.63	< 0.63	< 0.63	< 0.63	< 0.63	< 0.63	< 0.63	< 0.63	< 0.63	< 0.63
Endrin ketone	--	--		< 0.33	< 0.33	< 0.33	< 0.33	< 0.33	< 0.33	< 0.33	< 0.33	< 0.33	< 0.33
gamma-BHC (Lindane)	7.4	550	16000	< 0.63	< 0.63	< 0.63	< 0.63	< 0.63	< 0.63	< 0.63	< 0.63	< 0.63	< 0.63
gamma-Chlordane	--	--		< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46
Heptachlor	120	120	3700	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46	< 0.46
Heptachlor epoxide	0.18	62	1900	< 0.35	< 0.35	< 0.35	< 0.35	< 0.35	< 0.35	< 0.35	< 0.35	< 0.35	< 0.35
Hexachlorobenzene	0.8	180	7700	< 2.0	< 2.0	< 2.0	< 2.0	< 2.0	< 2.0	< 2.0	< 2.0	< 2.0	< 2.0
Methoxychlor	13	350000	1200000	< 0.68	< 0.68	< 0.68	< 0.68	< 0.67	< 0.68	< 0.68	< 0.68	< 0.68	< 0.68
Toxaphene	510	510	14000	< 6.8	< 6.8	< 6.8	< 6.8	< 6.8	< 6.8	< 6.8	< 6.8	< 6.8	< 6.8

Notes:
Non-detected data is reported to the method detection limit (< MDL).
Detects are **bolded**.
ESL = Environmental Screening Level, established by the San Francisco Bay Regional Water Quality Control Board (RWQCB), February 2019 (Rev 2)
ft bgs = feet below ground surface
mg/kg = milligrams per kilogram
µg/kg = micrograms per kilogram
[1] = natural background concentration for arsenic established by the RWQCB is 11 mg/kg
Concentration exceeds Tier 1 ESL
Concentration exceeds Tier 1, Residential, and Construction Worker ESLs

FIGURES

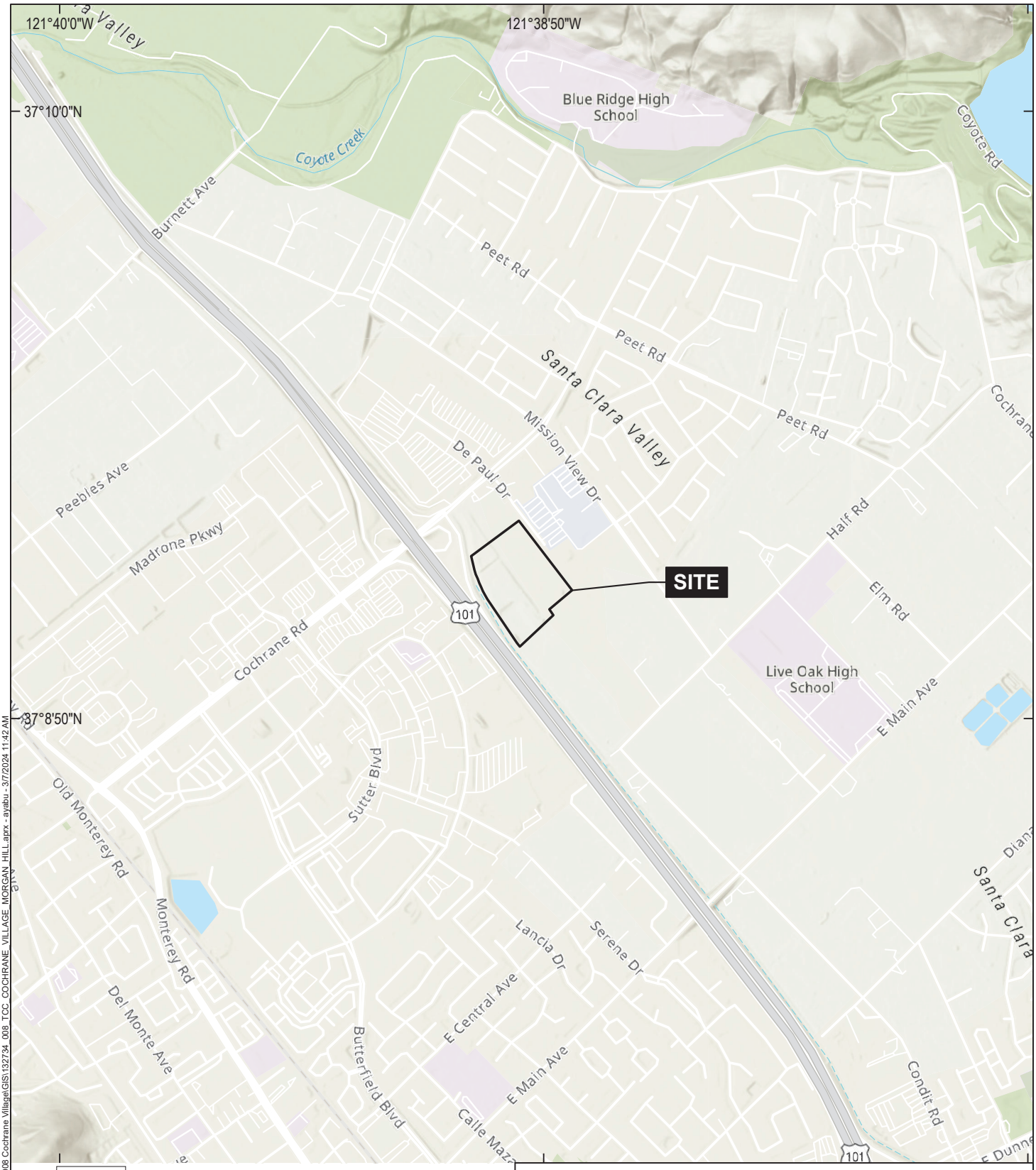


*Figure is not OCR compatible.



LEGEND

- SOIL BORING (2018)
- FORMER SERPENTINE STOCKPILE AREA
- SITE BOUNDARY
- PARCEL BOUNDARY

NOTES

1. ALL LOCATIONS AND DIMENSIONS ARE APPROXIMATE.
2. ASSESSOR PARCEL DATA SOURCE: SANTA CLARA COUNTY
3. AERIAL IMAGERY SOURCE: NEARMAP, 8 JULY 2023

0 300 600
SCALE IN FEET

HALEY ALDRICH

ASTM PHASE I ENVIRONMENTAL SITE ASSESSMENT
COCHRANE VILLAGE
APNS 728-31-017 AND 728-31-019
MORGAN HILL, CALIFORNIA

SITE PLAN

MARCH 2024

FIGURE 2

GIS FILE PATH: I:\haleyaldrich.com\share\GIS\Projects\132734.008_TCC_COCHRANE_VILLAGE_MORGAN_HILL.aprx , USER: gyabu , LAST SAVED: 3/7/2024 1:41 PM

*Figure is not OCR compatible.

APPENDIX A
Previous Environmental Investigations Summary Tables and Figures

TABLE 1: SOIL SAMPLE PESTICIDE DATA SUMMARY
1040 - 1045 Cochrane Road, Morgan Hill, California 95037

Location ID	Date	Depth (feet bgs)	Chlordane (Technical) (mg/kg)	a-Chlordane (mg/kg)	g-Chlordane (mg/kg)	p,p-DDD (mg/kg)	p,p-DDE (mg/kg)	p,p-DDT (mg/kg)	Dieldrin (mg/kg)	Other Pesticides (mg/kg)
SS-1 COMP	9/10/2018	1.0	<0.050	<0.0020	<0.0020	<0.0020	<0.0020	<0.0020	<0.0020	<RL
SS-2 COMP	9/10/2018	1.0	0.16	0.018	0.015	<0.0020	0.050	0.019	0.0068	<RL
SS-3 COMP	9/10/2018	1.0	<0.050	<0.0020	<0.0020	<0.0020	0.0067	0.0033	<0.0020	<RL
SS-4 COMP	9/10/2018	1.0	<0.025	<0.0010	<0.0010	<0.0010	0.0020	<0.0010	<0.0010	<RL
SS-5 COMP	9/10/2018	1.0	<0.025	<0.0010	<0.0010	<0.0010	0.011	0.0043	0.0016	<RL
SS-6 COMP	9/10/2018	1.0	<0.025	<0.0010	<0.0010	<0.0010	0.015	0.0062	<0.0010	<RL
SS-7 COMP	9/10/2018	1.0	<0.025	<0.0010	<0.0010	<0.0010	<0.0010	<0.0010	<0.0010	<RL
SS-8 COMP	9/10/2018	1.0	<0.050	<0.0020	<0.0020	<0.0020	0.042	0.0049	<0.0020	<RL
SS-9 COMP	9/10/2018	1.0	<0.050	<0.0020	<0.0020	<0.0020	0.0063	0.0064	<0.0020	<RL
SS-10 COMP	9/10/2018	1.0	<0.025	<0.0010	<0.0010	<0.0010	0.0077	0.0037	<0.0010	<RL
SS-11 COMP	9/10/2018	1.0	<0.050	<0.0020	<0.0020	<0.0020	0.0026	0.0020	<0.0020	<RL
SS-12 COMP	9/10/2018	1.0	<0.025	<0.0010	<0.0010	<0.0010	0.0035	0.0017	<0.0010	<RL
SS-13 COMP	9/10/2018	1.0	<0.12	<0.0050	<0.0050	<0.0050	0.020	0.013	<0.0050	<RL
SS-14 COMP	9/10/2018	1.0	<0.050	<0.0020	<0.0020	0.012	0.075	0.019 P	<0.0020	<RL
SS-15 COMP	9/10/2018	1.0	<0.050	<0.0020	<0.0020	<0.0020	0.011	0.0075 P	0.0038	<RL
Comparison Values:										
ESL - Residential Shallow Soil			0.48	0.48	0.48	2.7	1.9	1.9	0.038	Various
ESL - Commercial Shallow Soil			2.2	2.2	2.2	12	8.1	8.1	0.14	Various

Notes:

mg/kg	milligrams per kilogram
<RL	less than the laboratory reporting limit
bgs	below ground surface
DDD	Dichlorodiphenyldichloroethane
DDE	Dichlorodiphenyldichloroethylene
DDT	Dichlorodiphenyltrichloroethane
Bold	Result exceeds a regulatory screening
P	Agreement between quantitative confirmation results exceed method recommended limits

Comparison Values:
ESL Direct Contact: Direct Exposure Human Health for Residential Shallow Soil Exposure; Environmental Screening Levels (ESLs) from February 2016 (Rev. 3) ESL Summary Tables, prepared by the San Francisco Bay Regional Water Quality Control Board

TABLE 2: SOIL SAMPLE ARSENIC AND LEAD DATA SUMMARY
1040 - 1045 Cochrane Road, Morgan Hill, California 95037

Location ID	Date	Depth (feet bgs)	Arsenic (mg/kg)	Lead (mg/kg)
SS-1A	9/10/2018	1.0	**6.0**	9.6
SS-2A	9/10/2018	1.0	**7.8**	42
SS-3A	9/10/2018	1.0	**7.8**	12
SS-4A	9/10/2018	1.0	**6.2**	9.3
SS-5A	9/10/2018	1.0	**8.8**	16
SS-6A	9/10/2018	1.0	**8.7**	10
SS-7A	9/10/2018	1.0	**8.9**	11
SS-8A	9/10/2018	1.0	**7.1**	14
SS-9A	9/10/2018	1.0	**8.4**	13
SS-10A	9/10/2018	1.0	**9.1**	14
SS-11A	9/10/2018	1.0	**8.9**	14
SS-12A	9/10/2018	1.0	**8.6**	15
SS-13A	9/10/2018	1.0	**4.0**	8.8
SS-14A	9/10/2018	1.0	**6.9**	14
SS-15A	9/10/2018	1.0	**0.91**	0.87
SS-R-16A	9/10/2018	1.0	**5.7**	**120**
SS-R-16B	9/10/2018	1.0	**4.1**	39
SS-R-16C	9/10/2018	1.0	**6.3**	62
SS-R-16D	9/10/2018	1.0	**6.9**	**170**
SS-R-17A	9/10/2018	1.0	**6.4**	23
SS-R-17B	9/10/2018	1.0	**10**	**200**
SS-R-17C	9/10/2018	1.0	**8.5**	17
SS-R-17D	9/10/2018	1.0	**6.4**	24
Comparison Values:				
ESL - Residential Shallow Soil			0.067 [1]	80
ESL - Com Shallow Soil			0.31 [1]	320

Notes:

mg/kg	milligrams per kilogram
<RL	less than the laboratory reporting limit
bgs	below ground surface
Bold	Result exceeds a regulatory screening
[1]	Arsenic concentrations from Geochemical and Mineralogical Maps for the Conterminous United States, a map completed in 2014 by the USGS indicate background levels of arsenic of soil onsite has background upper limit of 8.4 mg/kg.

Comparison Values:

ESL Direct Contact: Direct Exposure Human Health for Residential Shallow Soil Exposure; Environmental Screening Levels (ESLs) from February 2016 (Rev. 3) ESL Summary Tables, prepared by the San Francisco Bay Regional Water Quality Control Board



LEGEND

- Approximate Property Boundary
- Shallow Soil Sample for OC Pesticides
- Discrete Shallow Soil Sample for OC Pesticides and Arsenic and Lead
- Set of Four (4) Shallow Soil Samples for Discrete Lead

AEI Consultants
2500 Camino Diablo, Walnut Creek, California

SAMPLE LOCATION MAP

1040 - 1045 Cochrane Road
Morgan Hill, California

FIGURE 3
Project No. 393757

*Figure is not OCR compatible.

Appendix D

Stormwater and Hydrology Report

KIER+WRIGHT

STORMWATER AND HYDROLOGY REPORT

for

DePaul Residential

APN#: 728-31-017, 728-31-018, 728-31-019

November 2025

Owner:

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11/05/2025

KIER+WRIGHT

November 4, 2025
Kier & Wright Job # A18673-8

PROJECT DATA TABLE ON-SITE	
Project Name	DePaul Residences
Application Submittal Date	March 2024
Project Location	Cochrane Rd, DePaul Rd Morgan Hill, CA
Project Phase No.	N/A
Project Type and Description	105 Units of Residential consisting of Single Family Residential, with private streets, stormwater treatment areas, common area, open space, & detention basin
Total Project Site Area	689,982 SF
Total New Impervious Surface Area	369,506 SF
Total Replaced Impervious Surface Area	0 SF
Total Pre-Project Impervious Surface Area	0 SF
Total Post-Project Impervious Surface Area	369,506 SF
Net Impervious Area	369,506 SF
Watershed Management Zone	Watershed Management Zone (WMZ) 1
Design Storm Frequency and Depth	95th Percentile Rainfall Depth - 1.7 inch zone
Urban Sustainability	N/A

I. Introduction

Project Description

This report is prepared to provide analysis of drainage and improvements related to the development of single-family residential units on a portion of the undeveloped parcel between Cochrane Road to the north and Cochrane Technology Center (CTC) to the south. The new development proposed is for 105 residential units on approximately 15.8 acres. The single-family portion of the site drains to a large bioretention basin that also includes a large, oversized perforated storm pipe in a rock bed to augment the storage for meeting the PR-3 water quality design volume requirement. This basin in turn discharges to the detention basin. Approximately 4.7 acres of the remaining area northerly of the project site is expected to drain to the south, and as such a storm drain line is provided within an easement. Further, detention volume has been allocated within the detention basin for that future development. However, that future development must provide for it's own stormwater quality controls prior to discharge to the detention basin.

The project proposes to modify the existing detention basin in shape and volume with minor modifications to the existing outlet control structure. As such the hydrologic and hydraulic characteristics as designed for the CTC project will remain in effect. The volume of the basin is increased to allow for the new development, as discussed later in this report. The remaining undeveloped property further to the north of the 4.7 acres mentioned above, will need to discharge to the Madrone Channel at an existing storm drain system outfall further north, and will be responsible for its own treatment, flow control and detention.

II. Existing Site Conditions

The site is currently an undeveloped open space parcel that was rough graded as part of the CTC project to remove a soil stockpile. It is bordered by vacant land to the north (which extends to Cochrane Road), DePaul Drive to the east, with an undeveloped parcel to the southeast commonly referred to as the Lee parcel, and the recently completed industrial development, CTC, to the south. The existing site topography drains generally from east to west, with runoff directed southerly to the existing detention basin. The existing detention basin was upgraded by the CTC project and discharges into the Madrone Channel through the existing control structure and original 30" discharge pipe through the channel bank.

As part of the previous CTC project, the detention basin outlet control structure was upgraded to its current condition. Hydraulically, the 30" pipe outfall is the constraint for high flows (100yr) from the site to channel, so the peak flow discharge cannot be increased with this development, because the max water surface elevation cannot be increased.

For the purposes of this report, we will use the terminology of existing conditions and pre-existing conditions. "Existing conditions" refers to the site as it exists now, after the CTC development and "pre-existing conditions" refers to the total watershed conditions prior to the CTC project.

The pre-existing conditions of the Total Watershed are taken to be those in place PRIOR TO the CTC project (RedwoodTech@101) and respective information has been adapted from the existing conditions as listed in the report for that project. Since the proposed project will exclude a portion of the area that was included previously, the Tables 1 and 2 below summarize the flows for the various design storm return periods.

Table 1: Pre-Existing Peak flows of design storms of Total Watershed (±118.9 acres)

	Pre-Existing Peak flows of design storms				
	2 yr.	5 yr.	10 yr.	25 yr.	100 yr.
Into Detention	5.98	13.29	20.75	33.55	54.84
Into Madrone Channel	5.98	13.29	20.75	33.54	46.84

See Attachment 5a, "Existing Watershed Hydrology Exhibit" for analysis area.

Table 2: Existing Peak flows of design storms for Component Areas (±114.3 acres Total)

	Existing Peak flows and volumes									
	2 yr.		5 yr.		10 yr.		25 yr.		100 yr.	
	Q (cfs)	Vol (ac-ft)	Q (cfs)	Vol (ac-ft)	Q (cfs)	Vol (ac-ft)	Q (cfs)	Vol (ac-ft)	Q (cfs)	Vol (ac-ft)
Offsite	10.15	3.747	18.67	6.333	28.12	8.787	42.75	12.912	62.12	19.598
CTC Site	0.27	0.357	2.41	1.076	12.10	2.454	44.48	4.734	62.23	8.259
Project Single Family Parcel	2.38	0.655	5.50	1.251	8.51	1.828	13.57	2.816	26.55	4.444
Project Townhome Parcel	0.71	0.195	1.64	0.373	2.54	0.545	4.04	0.839	3.30	1.324

See Attachment 5b, "Proposed Watershed Hydrology Exhibit" for component areas.

III. Stormwater Treatment Design Criteria

Calculations and design criteria contained within this report are based on the City of Morgan Hill Stormwater Post Construction Stormwater Requirements. The following summarizes the basis of the proposed design.

Method:
Per the direction of the Guidance Manual for Post Construction Stormwater Requirements, each of the following Performance Requirements (PR) were adhered to. The Central Coast Region SCM Sizing Calculator (SBUH Method) was used for sizing PR 1 through 3 and is attached as an Attachment 2, together with the Preliminary Stormwater Control Plan as Attachment 1.

PR No. 1 – Site Design and Runoff Reduction

In order to accommodate landscape/surface-based stormwater treatment systems, the site is designed to provide for overland flow to bioretention planters situated within landscaped areas.

PR No. 2 – Water Quality Treatment

A stormwater quality plan was developed and integrated into the grading design of the site. The stormwater quality plan sheets for onsite and offsite improvements tabulate the proposed pervious and impervious surfaces areas for each Drainage Management Area (DMA). Each DMA is fitted with a Stormwater Control Measure (SCM) that was sized using the SCM Calculator, SBUH method, provided by the Regional Water Quality Control Board, Central Coast Region. The water quality treatment measures used offsite include bioretention self-retaining treatment areas designed to meet PR-3 requirements.

PR No. 3 – Runoff Retention

For the purposes of PR 3, the site is taken to be within WMZ 1 (Watershed Management Zone 1) with a requirement for optimized infiltration, preventing runoff from storm events up to the 95th percentile 24-hour rainfall event. As with PR No. 2 for bioretention, the water quality storage volume requirement was calculated using the SCM Calculator, using the SBUH method and allowing for infiltration based on soil type A-B. The projects 95th percentile 24-hour rainfall event is 1.7 inches as identified in image below. Per Appendix E in the Guidance Manual for Post Construction Stormwater Requirements we used the SCM sizing calculator (Santa Barbara County Version, February 26, 2014) to obtain the minimum required runoff retention volume using the routing method. For self-retaining areas, the guidance manual procedure was followed together with a more complex calculation of storage.

For the single-family residential DMA 10 / SCM 10, the SCM calculator indicates 12.2 feet for depth below underdrain. Instead of going so deep, the project proposes to provide 700 LF of 60” perforated SD pipe wrapped in drain rock, to meet the required storage volume. See Attachment 6 for the alternative compliance for PR-3 Requirements.

The recommendations for infiltration rates were provided by Haley & Aldrich and provided in Attachment 3. The infiltration rates provided include factors of safety of 1.5 for site variability and 2.0 for long term infiltration. Those rates can be expected to remain applicable at depths greater than sampled (5’ below grade), or even increase, based on the nature of the soil layers that are deeper than 5’ below grade. An infiltration rate of 0.75 in/hr was used for calculations.

PR No. 4 – Peak Management

For the preliminary design, the HydroCAD stormwater model that was developed for the industrial project was modified to consider the area of the proposed project as developed.
The HydroCAD model was set up per SBUH hydrology methods with local rainfall data. Please refer to the HydroCAD reports for the pre-project and post-project conditions. The PR No. 4 Peak Control requires the project to “control post-project peak flows to not exceed pre-project peak flows for the 2- through 10-year storm events. Peak flow controls must also meet the flood control standards established by the Santa Clara County Drainage Manual (2007), see below

IV. Stormwater Flood Control Design Criteria

25-Yr Design Storm Event

The flood control storm event for detention with an overflow outlet is to be based on the 25-year, 24-hour storm event. The 25-year storm event produces 5.24 inches of rainfall (precipitation depth) as outlined in *Section 4.16 Ponding Basins* (most recent revision per plan review comments) of the Morgan Hill Storm Drain Design Standard. The runoff from the 25-year, 24-hour proposed condition storm event shall not exceed the 25 year, 24-hour existing condition peak flow.

100-Yr Design Storm Event

Santa Clara Valley Water District (SCVWD):

The discharge from the 100-year, 24-hour proposed condition storm event shall not exceed the 100-year, 24-hour existing condition peak discharge. This calculation shall be based on 6.5 inches of rainfall for the 100-year, 24-hour storm. However, the existing 30" outfall pipe into the Madrone is the controlling factor in the discharge from the detention basin. Therefore, the previous peak flow cannot be increased, but the pond can only be enlarged by volume to accommodate additional runoff. There is no increase in discharge to the Madrone channel over the existing condition.

Akel Engineering Group Memo:

Section 4.0 "Managing the remaining allotments" and Section 4.1 "Imminent growth north of Half Road" of the subject memo provide for an allotment runoff rate of up to 0.42 cfs per acre for the 100-year 24-hour storm event based on the capacity analysis of the Madrone Channel. This 0.42 cfs per acre allotment is taken to be in addition to the baseline of the existing condition runoff. Applying this to the 114.3 acres of tributary area gives a flow value of 48.0 cfs that could be allowed in addition to the existing condition flow of 54.84 cfs, for a total possible allowable discharge of 102.84 cfs. However, as discussed above, the outflow to the channel is restricted by an existing 30" pipe to approximately 49 cfs with a peak elevation of just under 382, so it will never be capable of even meeting the existing condition peak flow.

V. Stormwater Control Approach

Single Family Residential Area:

The single-family residential area drains into a single, large bioretention basin in the southerly corner of the site. The basin in this area is undersized for the PR-3 according to the SCM calculator, but the storage component is augmented by a large, perforated storm pipe that is hydraulically connected to the rock layer of the bioretention basin. Supplemental calculations are provided in this report as Attachment 3 "Alternative Compliance for PR-3 Retention Volume" to demonstrate that the required stormwater quality volume is retained by this system.

Future Development Area:

The future development area (±4.7 acres) has been accounted for in the detention basin. The future development area will need to provide stormwater controls in conformance with PR-1 through PR-3 at a minimum. The calculations for the subject project have estimated and accounted for these requirements being met, and as such is able to provide for the detention volume in the HydroCAD calculations for the discharge to the Madrone Channel.

The SCM's for the single family DMA was designed to address Performance Requirements 1 through 3. The detention basin as modified by this project addresses Performance Requirement 4 and the requirements of Santa Clara Valley Water District. All on-site stormwater from pavement and roof impervious surfaces is treated by large bioretention basin. The existing detention basin outlet control structure has been fitted with a trash capture device that will be retained with this project.

Bioretention Planter (Basin):

The bioretention planter was selected to treat the runoff, address runoff reduction requirements, and meet peak flow requirements. The planters consist of a surface ponding depth that varies is 6" for the townhomes SCM's and 12 inches for the single family SCM. They each have 24 inches of engineered soil mix, but the depth of drain rock varies according to the results of the SCM calculator. The bioretention basins will be fitted with subdrain near the top of the rock layer and with flow control orifices per the results of the SCM calculator. The engineered soil mix must sustain a minimum infiltration rate of 5 inches per hour throughout the life of the project and must maximize runoff retention and pollutant removal as outlined in the Post Construction Stormwater Requirements. During large storm events, when the stormwater volume exceeds the storage provided in the basin, the additional volume will flow in the riser pipe and into the storm drain system. See typical bioretention basin Detail 1, next page.

Self–Treating area:

One Self-treating area was used to represent the detention basin area and the berm along the Madrone Channel Trail.

TYPICAL BIORETENTION TREATMENT PLANTER

Detail 1:

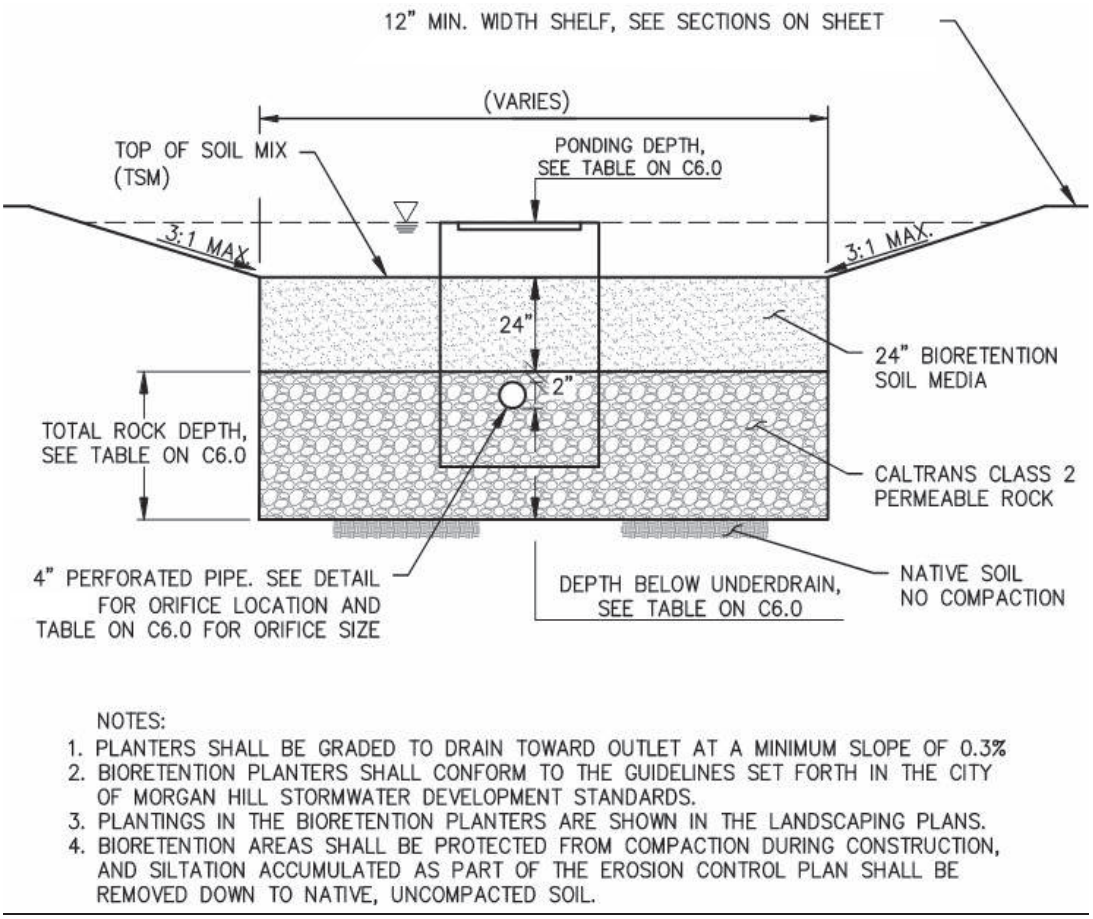


*Figure is not OCR compatible.

VI. Proposed Site Conditions

The HydroCAD model incorporates the storage provided by the bioretention planters, added detention providing the additional required storage, and also accounts for the storage needed for the hospital site. Below is a summary table of the peak flows into the detention basin for the overall model, and for each of the constituent components for each design storm. Please note that the Future Development Parcel (4.7 acres) uses estimated values for bioretention to estimate post-development discharge.

Table 3: Proposed peak flows of design storms of Total Watershed (±114.3 acres)

	Proposed Peak flows of design storms into Detention				
	2 yr.	5 yr.	10 yr.	25 yr.	100 yr.
Q peak (cfs)	10.26	18.93	42.70	106.3	151.47

Table 4: Unmitigated Proposed peak flows of Project Components (±114.3 acres Total)

	Unmitigated Peak flows and volumes									
	2 yr.		5 yr.		10 yr.		25 yr.		100 yr.	
	Q (cfs)	Vol (ac-ft)	Q (cfs)	Vol (ac-ft)	Q (cfs)	Vol (ac-ft)	Q (cfs)	Vol (ac-ft)	Q (cfs)	Vol (ac-ft)
Project Single Family Parcel	9.03	1.817	13.57	2.744	17.49	3.552	23.50	4.833	32.60	6.798
Future Development Parcel	2.61	0.514	3.98	0.790	5.16	1.030	6.97	1.412	9.69	1.998

Table 5: Proposed peak flows of design storms of Components

	Post-Development Peak flows and volumes tributary to Detention									
	2 yr.		5 yr.		10 yr.		25 yr.		100 yr.	
	Q (cfs)	Vol (ac-ft)	Q (cfs)	Vol (ac-ft)	Q (cfs)	Vol (ac-ft)	Q (cfs)	Vol (ac-ft)	Q (cfs)	Vol (ac-ft)
Offsite	10.15	3.747	18.67	6.333	28.12	8.787	42.75	12.912	62.12	19.598
CTC Site	0.27	0.357	2.41	1.076	12.10	2.454	44.48	4.734	62.23	8.259
Project Single Family Parcel	0.79	0.469	1.65	1.301	6.79	2.044	19.23	3.239	26.68	5.129
Future Development Parcel	0.20	0.098	1.05	0.350	2.15	0.577	2.96	0.941	3.30	1.507

Note: the sum of the Q columns of the component areas does not equal the values in Table 3 due to the slight offset of peaks due to routing.

VII. Conclusion

Stormwater Treatment (PR1-PR3)

The SCM Sizing Calculator was used to calculate the depth below underdrain and total storage required for the DMA 1/SCM 1. The project proposes a reduction to the depth below underdrain, but employs supplemental storage in an oversized perforated pipe to provide the required storage. This approach allows for compliance with PR 1 through PR 3 in a more efficient footprint. See attachments for tables summarizing the results, and a printout of the SCM Sizing Calculator Results.

Peak Flow (PR4) and Flood Control Storage Provided

For On-site PR-4, the HydroCAD model was set up reflect the single family homes bioretention and supplemental storage, and to estimate the bioretention for the future development area (4.7 acres). See the table below for a summary of the results, and Attachment 5 for the HydroCAD report exhibits.

Table 5: Peak Discharge Flows Summary, existing and proposed

	Peak flow discharge to Madrone Channel				
	2 yr.	5 yr.	10 yr.	25 yr.	100 yr.
Pre-Existing Q peak (cfs) (118.9 acres)	5.98	13.29	20.75	32.54	46.84
Existing Q peak (cfs) (114.3 acres)	5.20	5.66	12.20	26.30	48.47
Proposed Q peak (cfs) (114.3 acres)	**5.80**	**9.64**	**20.70**	**32.32**	**47.85**

Attachments

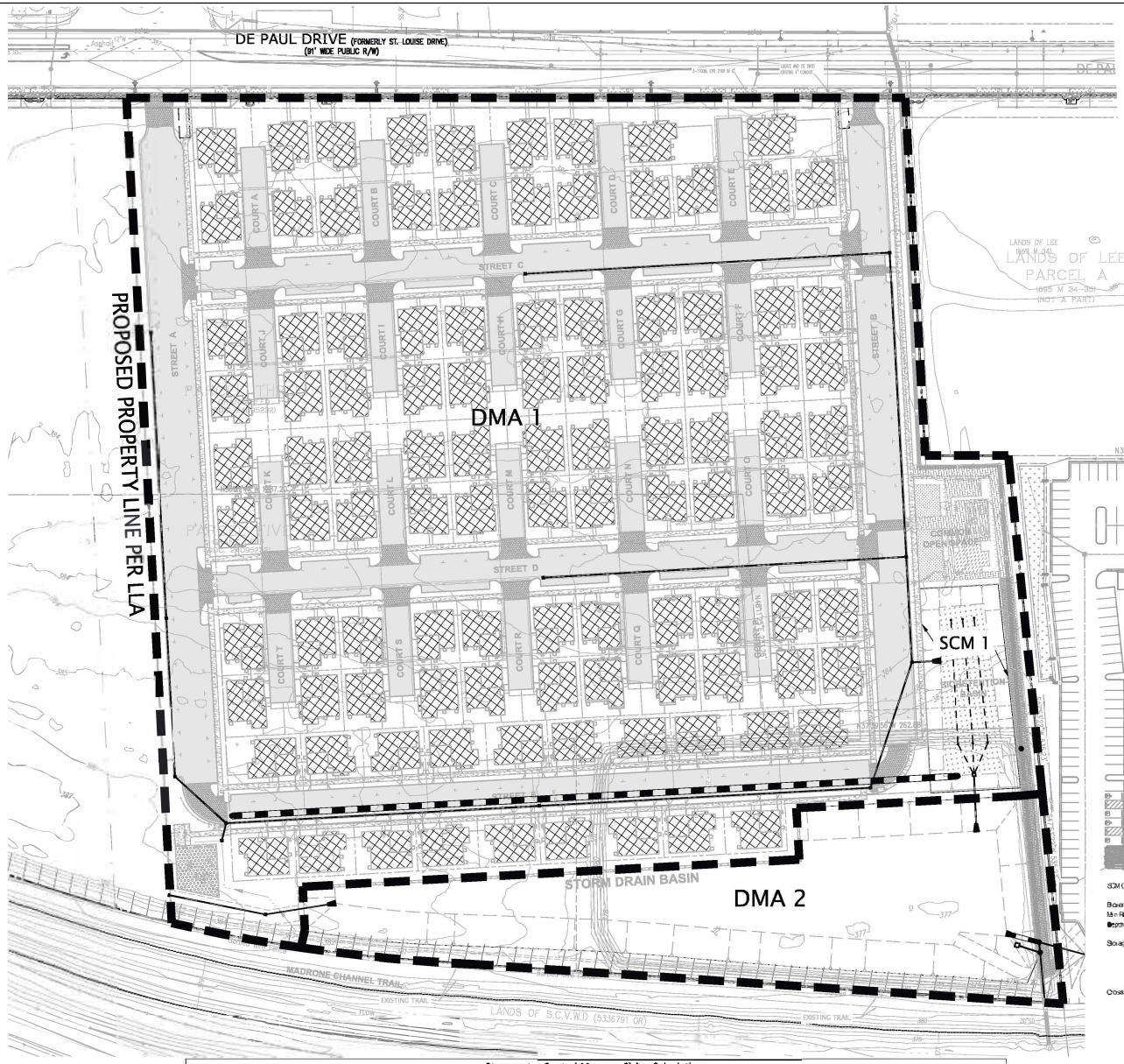
1. Stormwater Control Plan
2. Central Coast Region SCM Sizing Calculator (SBUH Method)
3. Alternative Compliance for PR-3 Volume Worksheet
4. Boring/Excavation Percolation Testing Field Log
5. Watershed Hydrology Exhibits
    a. Existing Pre-CTC-Development
    b. Proposed Project with CTC development
6. HydroCAD Reports for Detention Pond
    a. Existing (previous proposed)
    b. Proposed Development Area Input Summary & Hydrographs
    c. Total Project Area with Detention Basin Input Summary & Hydrographs

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Attachment 1

Stormwater Quality Plan

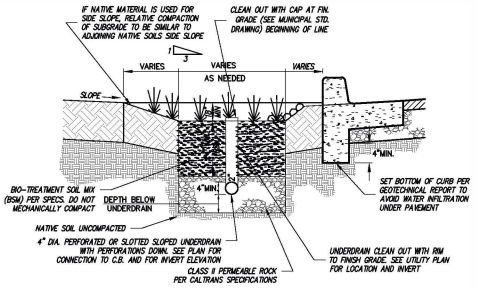
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LEGEND

- TRIBUTARY AREA LIMITS
- LANDSCAPE AREA
- IMPERVIOUS ROOFTOP DRAINING TO BIO-SWALE
- IMPERVIOUS PAVEMENT DRAINING TO BIO-SWALE
- BIO-RETENTION TREATMENT AREA
- CONCRETE AREA



NOTE:
SURFACE AREA OF THE BIO TREATMENT SOIL SHALL EQUAL 4% OF THE AREA OF THE SITE THAT DRAINS TO TREATMENT MEASURE, UNLESS SIZING CALCULATIONS ARE SUBMITTED DEMONSTRATING THAT PROVISION C.3 REQUIREMENTS ARE MET USING A SMALLER SURFACE AREA.

BIO-RETENTION DETAILS (1)
NOT TO SCALE

Stormwater Control Measure Sizing Calculations

Area No.	Area (SF)	Area (AC)	Landscape (SF)	Landscape (AC)	Impervious (SF)	Impervious (AC)	Effective Treatment Area[1] (SF)	Treatment Required (SF)	Treatment Provided (SF)	Sizing Ratio (%)	Type of SCM	Ponding Depth (in)
DMA 1[2]	598,515	13.74	320,009	7.35	369,506	8.48	392,402	15,696	[illegible]	2.2%	Bi[illegible]etent[illegible]Planter	12
DMA 2	91,467	2.10	91,467	2.10	0	0.00	N/A	N/A	N/A	N/A	N/A	N/A
Totals	689,982	15.84	320,476	7.36	369,506	8.48	392,402	15,696	8,550			

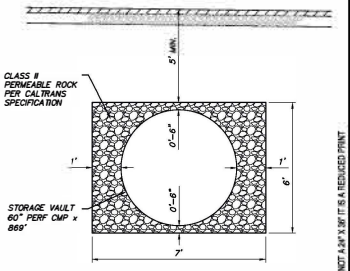
Effective Treatment Area is equal to Impervious Area + (0.1 x Landscape Area)
Uses supplemental Storage in 60" SD pipe under Street E
[2] Self-Treating Area

SCM Sizing Calculator Outputs

SCM No.	Storage Volume (cf)	Depth Below Underdrain (ft)	Total Rock Depth (ft)	Total Rock Depth (in)	Orifice Dia. (in)	Infiltration Rate (in/hr)
1	3,600	4.80	5.30	64	1.50	0.75
	3,600					

SCM Calculator

Bioretention Area Provided	8,000 sf
Min Req. Storage Vol. from SBM Calculator	36,666 cf
Depth below underdrain from SBM Calculator	10.72 ft
(check with 40% voids)	36,802 cf
Storage Volume below underdrain starting at 6" below soil layer 4.8 ft below underdrain	16,416 cf
Required volume remaining	20,240 cf
Cross-Sectional Perf Pipe Volume	
Diameter	5 ft
Trench Width	7 ft
Trench Depth	6 ft
Pipe Volume	19.63 cf/lf
Rock Volume @40% voids	9.55 cf/lf
Total Unit Volume (pipe+rock)	28.98 CF/LF
Volume Needed	20,240 cf
LF Needed	709 LF
LF Provided	740 LF
Pipe/Gravel Volume Provided	20,282 cf
Total Storage Volume Provided	36,708 cf



STORAGE VAULT SECTION
NOT TO SCALE

DMA 11 - SUPPLEMENTAL STORAGE

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HIGH STREET NO. CAL. DEVELOPMENT, INC.
415 Mission Street, 45th Floor, SAN FRANCISCO, CA 94105
Tel. No.: (650) 224-8707

Project:
DEPAUL RESIDENCES
Cochrane Rd.
Morgan Hill, CA

Consultants:
Civil: Kier&Wright
Structural:
Mechanical:
Plumbing:
Electrical:
Landscape: Gates and Associates
Fire Protection:
Soils Engineer: Haley & Aldrich, Inc.

Title: STORM WATER MANAGEMENT PLAN
Project Number: A18673-8
Drawn by: CV
Date: 11/05/2025
Revision:
Sheet: C6.0

CAUTION - IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

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*Figure is not OCR compatible.

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Attachment 2

SCM Sizing Calculator

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Central Coast Region
Stormwater Control Measure
Sizing Calculator

Version: 7/2/2018

1. Project Information

Project name:	Cochrane Village - Single Family
Project location:	DePaul near Cochrane
Tier 2/Tier 3:	Tier 3 - Retention
Design rainfall depth (in):	1.7
Total project area (ft2):	689982
Total DMA area (ft2):	689982
Total new impervious area (ft2):	369,506.00
Total replaced impervious within a USA (ft2):	0
Total replaced impervious not in a USA (ft2):	0
Total pervious/landscape area (ft2):	320,476
Total SCM area (ft2):	8,550

2. DMA Characterization

Name	DMA Type	Area (ft2)	Surface Type	New, Replaced?	Connection
DMA 1	Drains to SCM	369506	Concrete or asphalt	New	SCM 1
DMA 1	Drains to SCM	229,009	Landscape	New	SCM 1
DMA 2	Self-Treating	91467			

DMA Summary Area	
Total assigned DMA area (ft2):	689982
New impervious area (ft2):	369506
Replaced impervious within a USA (ft2):	0
Replaced impervious not in a USA (ft2):	0
Total pervious/landscape area (ft2):	320476

3. SCM Characterization

Name	SCM Type	Safety Factor	SCM Soil Type	Infilt. Rate (in/hr)	Flow Control Area (ft2)	Flow Control Orifice?	Reservoir Depth (in)
SCM 1	Bioretention	1	Site-Specific	0.75	8,550	Yes	18

4. Run SBUH Model

5. SCM Minimum Sizing Requirements

SCM Name	Min. Required Storage Vol. (ft3)	Depth Below Underdrain (ft)	Drain Time (hours)	Orifice Diameter (in)
SCM 1	36656	10.72	57.1	1.49

6. Self-Retaining Area Sizing Checks

Self-Retaining DMA Name	Self-Retaining DMA Area (ft2)	Tributary DMA Name(s)	Eff. Tributary DMA Area (ft2)	Effective Tributary / SRA Area Ratio

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Attachment 3

Alternative Compliance for PR-3

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Alternative Compliance for PR-3 Retention Volume

SCM Calculator

Bioretention Area Provided	8,550	sf
Min Req. Storage Vol. from SCM Calculator	**36,656**	cf
Depth below underdrain from SCM Calculator	10.72	ft
check with 40% voids =	36,662	cf

Storage Volume below underdrain starting at 6" below top of rock

4.8	ft below underdrain	16,416	cf
	Required volume remaining	**20,240**	cf

Cross-Sectional Perf Pipe Volume

Diameter	**5**	ft
Trench Width	7	ft
Trench Depth	6	ft
Pipe Volume	19.63	cf
Rock Volume @40% voids	8.95	cf
Total Unit Volume (pipe+rock)	28.58	CF/LF
Volume Needed	20,240	cf
LF Needed	**708**	**LF**
LF Provided	710	LF
Pipe/Gravel Volume Provided	**20,292**	cf

Total Storage Volume Provided	**36,708**	cf

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Attachment 4

Boring/Excavation Percolation Testing Field Log

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Boring/Excavation Percolation Testing Field Log

Project Name	Morgan Hill DePaul Technology Center	
Boring/Test Number	PERC-1	
Diameter of Boring	6	inches
Diameter of Casing	2	inches
Length of Casing	64	inches
Depth of Casing Below Ground Surface	5.00	feet
Depth to Initial Water Depth (d1)	40	inches

Reading Number	Time Start/End	Elapsed Time (min)	Final Water Depth (in)	Water Drop (in)	Direct Percolation Rate (in/hr)	Reduction Factor	Adjusted Percolation Rate (in/hr)
1	0735 0805	30	55.25	15.25	30.50	6.46	4.72
2	0805 0835	30	55.75	15.75	31.50	6.38	4.94
3	0835 0905	30	55.50	15.50	31.00	6.42	4.83
4	0905 0935	30	55.50	15.50	31.00	6.42	4.83
5	0935 1005	30	55.50	15.50	31.00	6.42	4.83
6	1005 1035	30	55.50	15.50	31.00	6.42	4.83
7	1035 1105	30	55.50	15.50	31.00	6.42	4.83
			Average of Last 3 Readings:		31.00	6.42	4.83

Reduction Factors

Rf =	6.42	*(Calculated as Rf = [(2d1 - Δd) / DIA] + 1)*
CF_v =	1.5	*(moderate site variability, low number of tests)*
CF_s =	2	*(moderate long-term siltation)*
CF_{total} =	19.3	*(product of Rf, CFv, and CFs)*

Design Percolation Rate

Unadjusted Percolation Rate (P_R) =	31.00	in/hour *(average of last three)*
Design Percolation Rate (P_R / Cf_{total}) =	1.61	in/hour
	(1.1E-03	*cm/s)*

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Boring/Excavation Percolation Testing Field Log

Project Name	Morgan Hill DePaul Technology Center	
Boring/Test Number	PERC-2	
Diameter of Boring	6	inches
Diameter of Casing	2	inches
Length of Casing	64	inches
Depth of Casing Below Ground Surface	5.00	feet
Depth to Initial Water Depth (d1)	40	inches

Reading Number	Time Start/End	Elapsed Time (min)	Final Water Depth (in)	Water Drop (in)	Direct Percolation Rate (in/hr)	Reduction Factor	Adjusted Percolation Rate (in/hr)
1	0730 0800	30	48.50	8.50	17.00	7.58	2.24
2	0800 0830	30	48.50	8.50	17.00	7.58	2.24
3	0830 0900	30	47.50	7.50	15.00	7.75	1.94
4	0900 0930	30	47.50	7.50	15.00	7.75	1.94
5	0930 1000	30	46.50	6.50	13.00	7.92	1.64
6	1000 1030	30	46.50	6.50	13.00	7.92	1.64
7	1030 1100	30	46.50	6.50	13.00	7.92	1.64
8	1100 1130	30	46.50	6.50	13.00	7.92	1.64
		Average of Last 3 Readings:			13.00	7.92	1.64

Reduction Factors

Rf =	7.92	*(Calculated as Rf = [(2d1 - Δd) / DIA] + 1)*
CF_v =	1.5	*(moderate site variability, low number of tests)*
CF_s =	2	*(moderate long-term siltation)*
CF_{total} =	23.8	*(product of Rf, CFv, and CFs)*

Design Percolation Rate

Unadjusted Percolation Rate (P_R) =	13.00	in/hour *(average of last three)*
Design Percolation Rate (P_R / Cf_{total}) =	0.55	in/hour
	(3.9E-04	*cm/s*)

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Boring/Excavation Percolation Testing Field Log

Project Name	Morgan Hill DePaul Technology Center	
Boring/Test Number	PERC-3	
Diameter of Boring	6	inches
Diameter of Casing	2	inches
Length of Casing	64	inches
Depth of Casing Below Ground Surface	5.00	feet
Depth to Initial Water Depth (d1)	40	inches

Reading Number	Time Start/End	Elapsed Time (min)	Final Water Depth (in)	Water Drop (in)	Direct Percolation Rate (in/hr)	Reduction Factor	Adjusted Percolation Rate (in/hr)
1	1052 1122	30	47.00	7.00	14.00	7.83	1.79
2	1122 1152	30	45.75	5.75	11.50	8.04	1.43
3	1152 1222	30	50.25	10.25	20.50	7.29	2.81
4	1222 1252	30	45.75	5.75	11.50	8.04	1.43
5	1252 1322	30	45.50	5.50	11.00	8.08	1.36
6	1322 1352	30	45.50	5.50	11.00	8.08	1.36
7	1352 1422	30	45.50	5.50	11.00	8.08	1.36
8	1422 1452	30	45.50	5.50	11.00	8.08	1.36
		Average of Last 3 Readings:			11.00	8.08	1.36

Reduction Factors

Rf =	8.08	*(Calculated as Rf = [(2d1 - Δd) / DIA] + 1)*
CF_v =	1.5	*(moderate site variability, low number of tests)*
CF_s =	2	*(moderate long-term siltation)*
CF_{total} =	24.3	*(product of Rf, CFv, and CFs)*

Design Percolation Rate

Unadjusted Percolation Rate (P_R) =	11.00	in/hour *(average of last three)*
Design Percolation Rate (P_R / Cf_{total}) =	0.45	in/hour
	(3.2E-04	*cm/s*)

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Boring/Excavation Percolation Testing Field Log

Project Name	Morgan Hill DePaul Technology Center	
Boring/Test Number	PERC-4	
Diameter of Boring	6	inches
Diameter of Casing	2	inches
Length of Casing	64	inches
Depth of Casing Below Ground Surface	5.00	feet
Depth to Initial Water Depth (d1)	40	inches

Reading Number	Time Start/End	Elapsed Time (min)	Final Water Depth (in)	Water Drop (in)	Direct Percolation Rate (in/hr)	Reduction Factor	Adjusted Percolation Rate (in/hr)
1	1300 1330	30	53.50	13.50	27.00	6.75	4.00
2	1330 1400	30	53.50	13.50	27.00	6.75	4.00
3	1400 1430	30	54.00	14.00	28.00	6.67	4.20
4	1430 1500	30	54.50	14.50	29.00	6.58	4.41
5	1500 1530	30	54.50	14.50	29.00	6.58	4.41
6	1530 1600	30	54.50	14.50	29.00	6.58	4.41
7	1600 1630	30	54.50	14.50	29.00	6.58	4.41
			Average of Last 3 Readings:		29.00	6.58	4.41

Reduction Factors

Rf =	6.58	*(Calculated as Rf = [(2d1 - Δd) / DIA] + 1)*
CF_v =	1.5	*(moderate site variability, low number of tests)*
CF_s =	2	*(moderate long-term siltation)*
CF_{total} =	19.8	*(product of Rf, CFv, and CFs)*

Design Percolation Rate

Unadjusted Percolation Rate (P_R) =	29.00	in/hour *(average of last three)*
Design Percolation Rate (P_R / Cf_{total}) =	1.47	in/hour
	(1.0E-03	*cm/s)*

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Boring/Excavation Percolation Testing Field Log

Project Name	Morgan Hill DePaul Technology Center	
Boring/Test Number	PERC-5	
Diameter of Boring	6	inches
Diameter of Casing	2	inches
Length of Casing	64	inches
Depth of Casing Below Ground Surface	5.00	feet
Depth to Initial Water Depth (d1)	40	inches

Reading Number	Time Start/End	Elapsed Time (min)	Final Water Depth (in)	Water Drop (in)	Direct Percolation Rate (in/hr)	Reduction Factor	Adjusted Percolation Rate (in/hr)
1	0740 0810	30	61.50	21.50	43.00	5.42	7.94
2	0810 0840	30	61.00	21.00	42.00	5.50	7.64
3	0840 0910	30	61.50	21.50	43.00	5.42	7.94
4	0910 0940	30	61.50	21.50	43.00	5.42	7.94
5	0940 1010	30	61.50	21.50	43.00	5.42	7.94
6	1010 1040	30	61.50	21.50	43.00	5.42	7.94
7	1040 1110	30	61.25	21.25	42.50	5.46	7.79
8	1110 1140	30	61.50	21.50	43.00	5.42	7.94
		Average of Last 3 Readings:			42.83	5.43	7.89

Reduction Factors

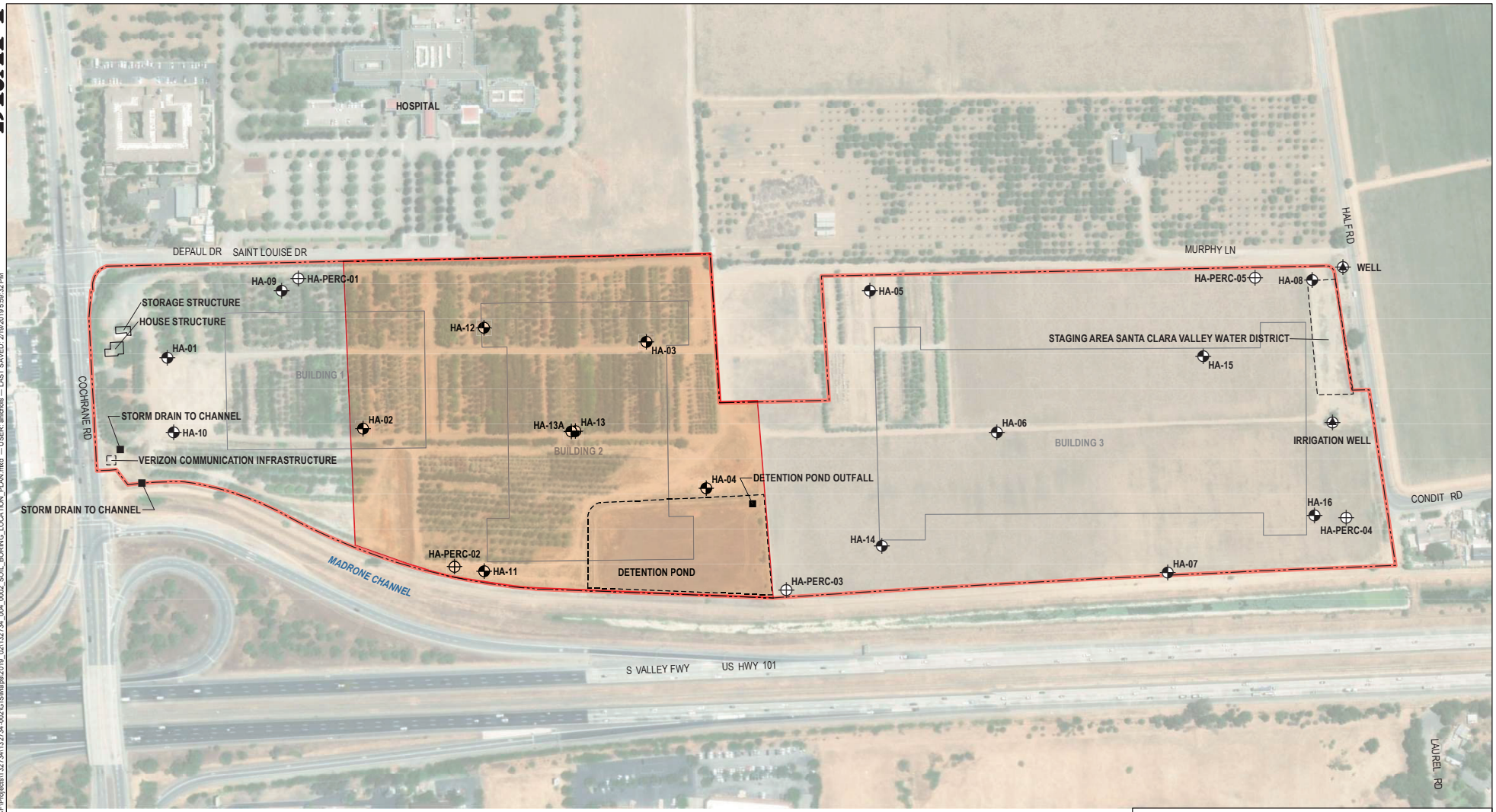
Rf =	5.43	*(Calculated as Rf = [(2d1 - Δd) / DIA] + 1)*
CF_v =	1.5	*(moderate site variability, low number of tests)*
CF_s =	2	*(moderate long-term siltation)*
CF_{total} =	16.3	*(product of Rf, CFv, and CFs)*

Design Percolation Rate

Unadjusted Percolation Rate (P_R) =	42.83	in/hour *(average of last three)*
Design Percolation Rate (P_R / Cf_{total}) =	2.63	in/hour
	(1.9E-03	*cm/s)*

\\haleyaldrich.com\share\CF\Projects\132734\132734-004\Analysis\[132734 Boring Perc Spreadsheet MAS.xlsx]PERC-1

DRAFT



LEGEND

- SOIL BORING
- PERCOLATION WELL
- WELL
- PROPOSED BUILDING FOOTPRINT
- SITE FEATURE
- STRUCTURE
- SITE BOUNDARY

NOTES

1. ALL LOCATIONS AND DIMENSIONS ARE APPROXIMATE.
2. PROPOSED BUILDING FOOTPRINTS FROM FIGURE TITLED, "PRELIMINARY GRADING PLAN OF MORGAN HILL TECHNOLOGY CENTER, PREPARED BY KIER AND WRIGHT CIVIL ENGINEERS AND SURVEYORS, INC., DATED 28 JANUARY 2019.
3. AERIAL IMAGERY SOURCE: ESRI

0 250 500
SCALE IN FEET

HALEY ALDRICH

DEPAUL TECHNOLOGY CENTER
MORGAN HILL, CALIFORNIA

SOIL BORING LOCATION PLAN

MARCH 2019

FIGURE 2

GIS FILE PATH: \\haleyaldrich.com\share\CF\Projects\1 32734\132734-002\GIS\Mxds\2019_02\132734_004_0002_SOIL_BORING_LOCATION_PLAN.mxd — USER: amchols — LAST SAVED: 2/19/2019 5:59:32 PM

*Figure is not OCR compatible.

HALEY & ALDRICH, INC.
3187 Red Hill Ave
Suite 155
Costa Mesa, CA 92626
714.371.1800

2 December 2022
File No. 132734-004

TC Morgan Hill Venture LLC
415 Mission Street, 45th Floor
San Francisco, California 94105

Attention: Mr. Curtis Tubbs
Vice President, Development Management

Subject: Updated Geotechnical Recommendations for Stormwater Infiltration Features
CochraneTech@101
Morgan Hill, California

Ladies and Gentlemen:

Haley & Aldrich, Inc. (Haley & Aldrich) is pleased to present this letter for supplemental recommendations for deep stormwater infiltration features at the CochraneTech development in Morgan Hill, California.

Project Understanding

Based on our discussions with the design team, we understand that up to 19 stormwater bio-retention planter features are proposed for the on-site handling and removal of stormwater runoff associated with the subject development. The proposed infiltration features are expected to be shallow and placed within the upper 5 feet of the subsurface. Water directed into the feature(s) will be dissipated into the subgrade soils below.

Infiltration Data

In 2022, Haley & Aldrich issued a design level geotechnical report[1] of the subject site which included preliminary stormwater infiltration data. The referenced 2022 geotechnical report included data from five shallow boring percolation tests performed within silty sands to a depth of 5 feet below ground surface (bgs). These percolation tests were performed using modified procedures[2] for boring percolation testing. The 2022 report recommended using a long-term infiltration rate of no greater than 1 inch per hour (7×10^{-3} centimeters per second [cm/s]) for the design of on-site infiltration facilities of depth approximately 5 feet bgs.

[1] Haley & Aldrich, Inc., 2022. "Geotechnical Investigation Report, RedwoodTech@101, Morgan Hill, California," dated 8 June 2022.
[2] County of Los Angeles Department of Public Works, 2014. Guidelines for Design, Investigation, and Reporting Low Impact Development Stormwater Infiltration. DPW Administrative Manual GS200.1.

We conducted supplemental sampling of the surficial soils in October 2022 including the sampling of surficial soils at six locations across the development. Lab testing of the samples, collected within the upper 5 feet of the ground surface, indicate that the surficial soils on-site are generally silty sands to sandy silts with less than 20 percent clay content. A summary of the results is presented in Table 1 below.

TABLE 1
Supplemental Infiltration Results

Test No.	Location	Gravel Content	Sand Content	Fines Content	Soil Description	Infiltration Rate (mm/hr)	Infiltration Rate (in./hr)
1	Pad C, NE Corner	6	43	51	Sandy Silt	25	0.99
2	Pad B, East Side	13	47	40	Silty Sand	30	1.18
3	Pad A, NW Corner	10	50	40	Silty Sand	30	1.18
4	Pad D, SW Corner	2	31	69	Sandy Silt	25	0.99
5	NW of Pad B	12	45	43	Silty Sand	30	1.18
6	West Side of Site	14	39	47	Sandy Silt	25	0.99

Based on our review of on-site and local subsurface data, the predominant soil type identified in the upper 5 feet of the subsurface are silty sands to sandy silts with approximately 15-20 percent clay content. Commonly cited hydraulic conductivity rates for silty sand range from 10^{-3} to 10^{-2} cm/s (Coduto, 1999).[3] Factors of safety have not been applied to these values.

Conclusions

Based on our conversations with the design team and further review of the proposed stormwater basin systems, we recommend that a hydraulic conductivity coefficient of 1 inch per hour (7×10^{-3} cm/s) be used for design of stormwater infiltration features at the subject development. This hydraulic conductivity value includes a factor of safety (CFv) of 1.5 for low-moderate site variability, and a factor of safety (CFs) of 2 for long-term siltation of infiltration basins, in addition to an adjustment factor (Rf) specific to the borehole percolation test method. We recommend that the project civil engineer and stormwater design team evaluate if additional safety factors are recommended for long-term stormwater discharge design.

Limitations

The services provided here include professional opinions and judgments based on the existing data. These services have been performed according to generally accepted geotechnical engineering practices

[3] Coduto, D.P., 1999. Geotechnical Engineering: Principles and Practice. Prentice Hall Inc., Upper Saddle River, NJ.

that exist in the area at the time the report was written. No other representation, expressed or implied, and no warranty or guarantee is included or intended in this report or in any opinion, documented or otherwise.

We appreciate the opportunity to provide our services to you on this project. If you have any questions, please call.

Sincerely yours,
HALEY & ALDRICH, INC.

Dane Tikunoff, P.G., C.E.G. 2765
Engineering Geologist

Catherine H. Ellis, P.E., G.E. 2650
Senior Associate, Principal Geotechnical Engineer



\\haleyaldrich.com\share\CF\Projects\132734\132734-004 GEO\Deliverables\Geotechnical_Info\Letters\Supplemental Stormwater Update\2022-1202-HAI-CochraneTech_Infiltration_F.docx

KIER+WRIGHT

Attachment 5

Watershed Hydrology Exhibits

2850 Collier Canyon Road, Livermore, CA 94551 (925) 245-8788 **kierwright.com**

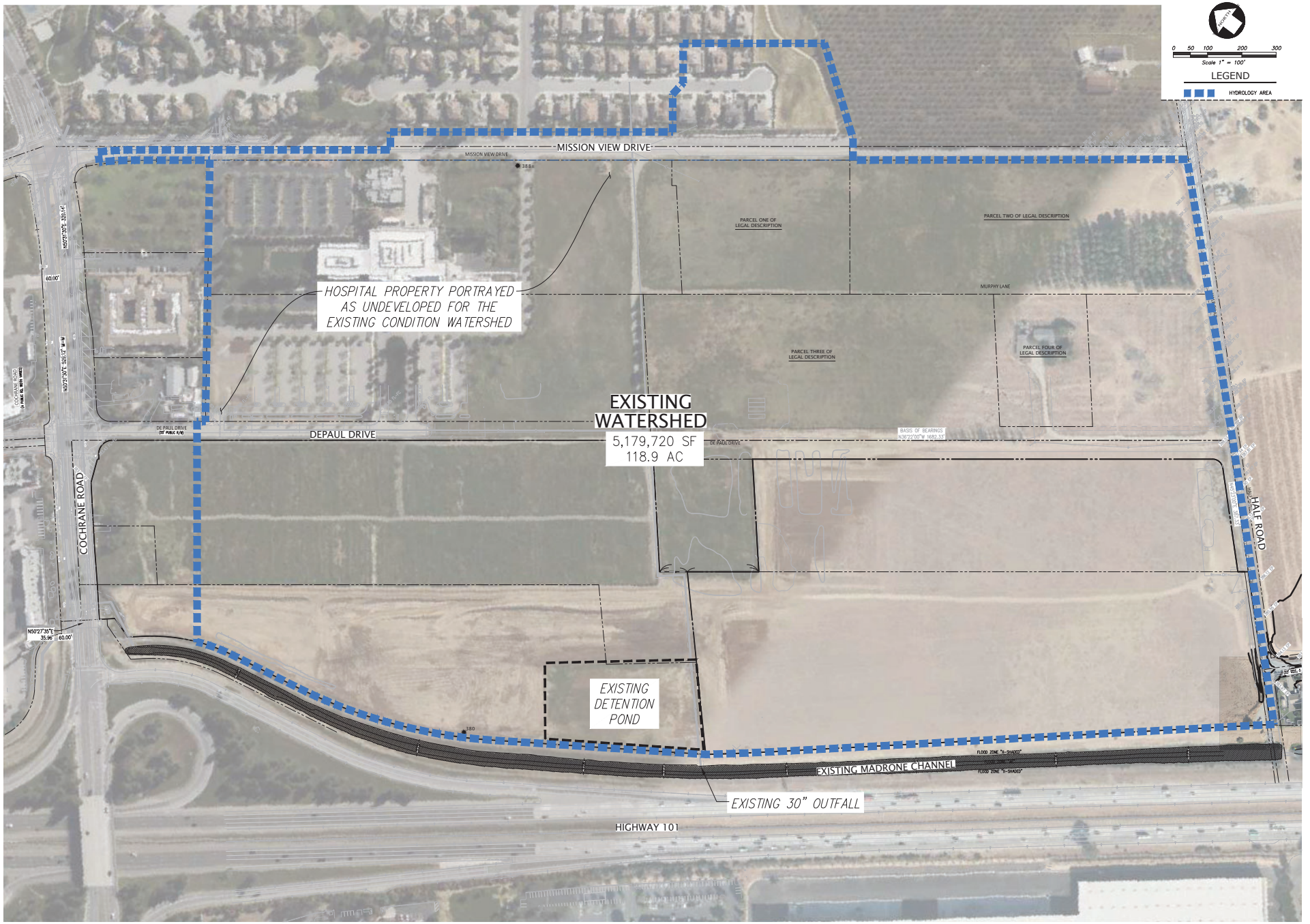


*Figure is not OCR compatible.

EXISTING WATERSHED HYDROLOGY EXHIBIT
OF
DePAUL RESIDENCDES
FOR
HIGH STREET NO. CAL. DEVELOPMENT, INC.
MORGAN HILL, CALIFORNIA

KIER+WRIGHT
2850 Collier Canyon Road
Livermore, CA 94551
Phone: (925) 245-8788
www.kierwright.com

DATE NOVEMBER, 2022
SCALE AS SHOWN
DESIGNER SJH
DRAWN BY RM
JOB NO. A18673
SHEET
OF 2 SHEETS

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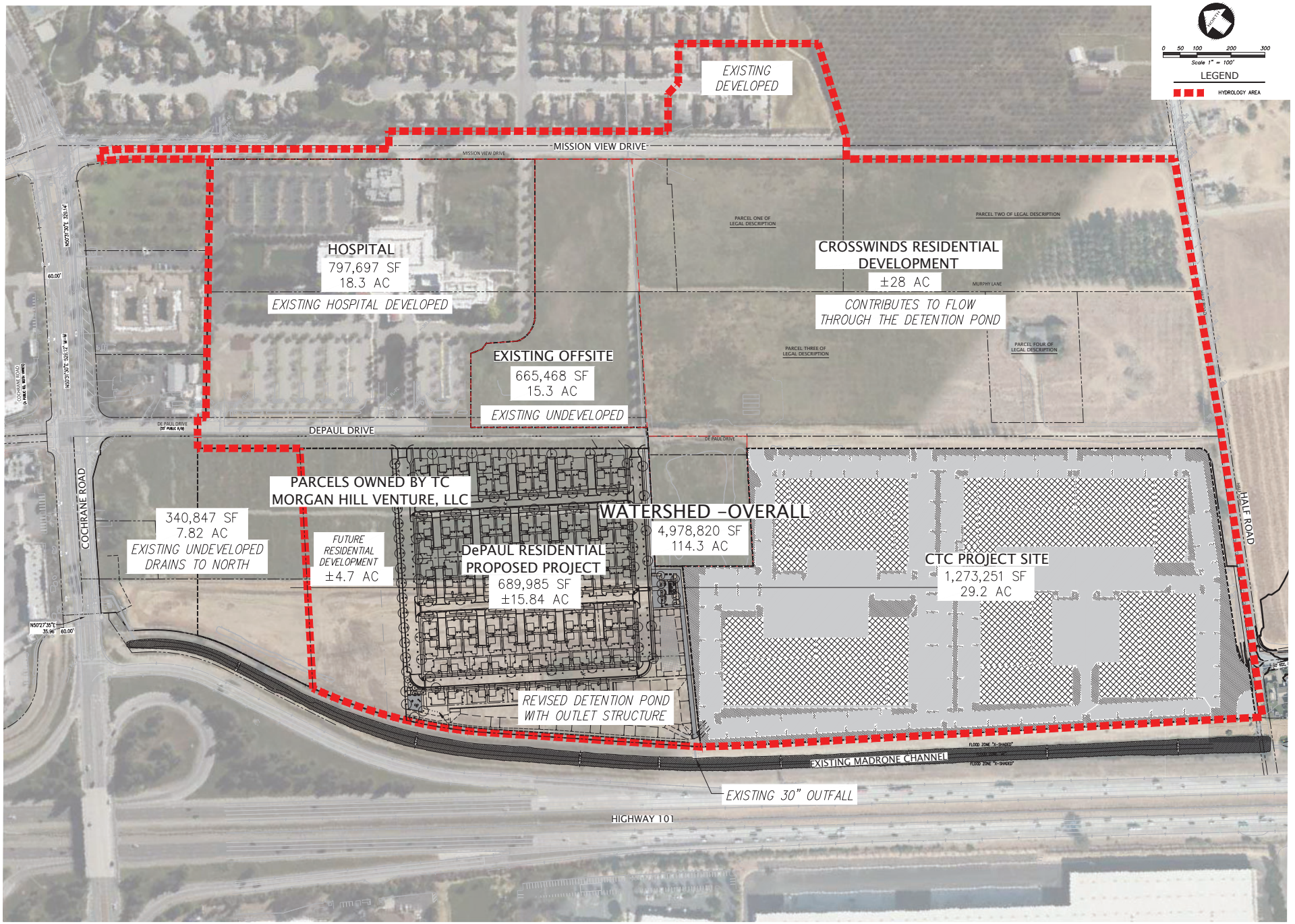


*Figure is not OCR compatible.

PROPOSED WATERSHED HYDROLOGY EXHIBIT
OF
DePAUL RESIDENCES
FOR
HIGH STREET NO. CAL. DEVELOPMENT, INC.
MORGAN HILL, CALIFORNIA

KIER+WRIGHT
2850 Collier Canyon Road
Livermore, CA 94551
Phone (925) 245-8788
www.kierwright.com

DATE	NOVEMBER, 2022
SCALE	AS SHOWN
DESIGNER	SJH
DRAWN BY	RM
JOB NO.	A18673
SHEET	
OF	2 SHEETS

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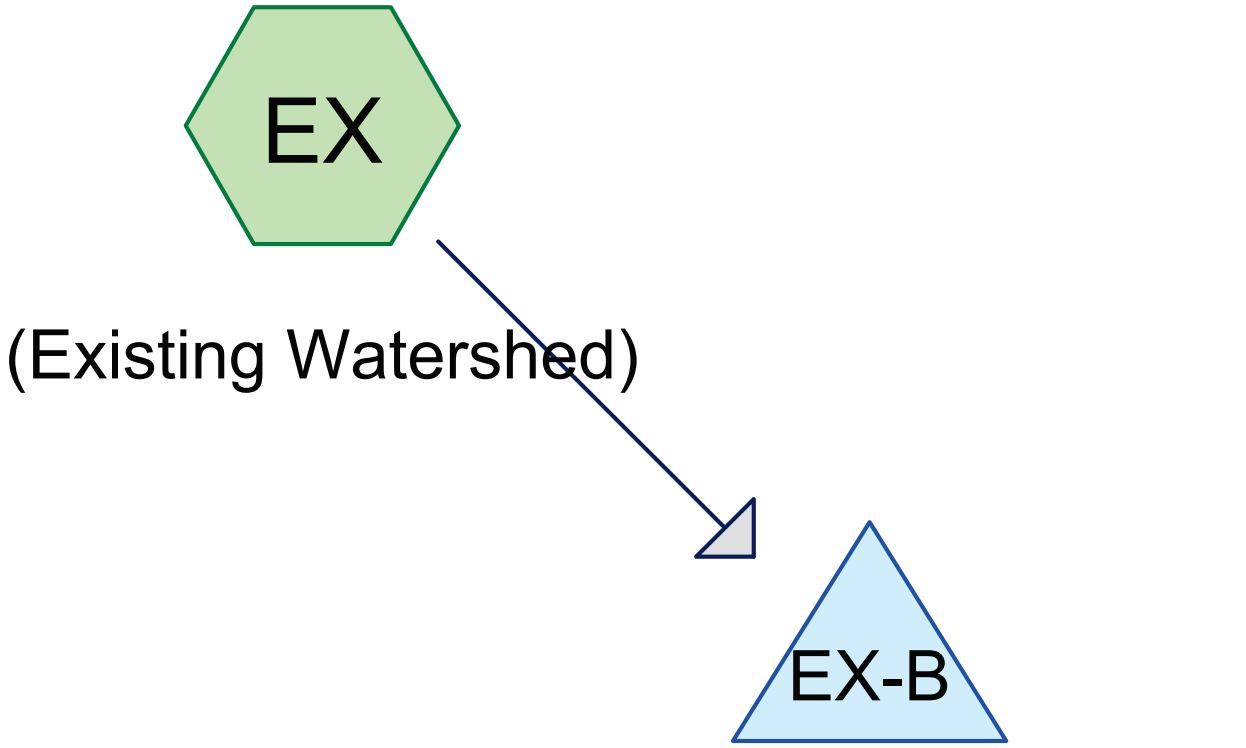
KIER+WRIGHT

Attachment 6

HydroCAD Reports for Detention Pond

2850 Collier Canyon Road, Livermore, CA 94551 (925) 245-8788 **kierwright.com**

EXISTING



Subcat Reach Pond Link

Routing Diagram for 2022-11-21 A18673-3 Redwood Tech
Prepared by Kier + Wright , Printed 11/22/2022
HydroCAD® 10.00-20 s/n 02379 © 2017 HydroCAD Software Solutions LLC

Area Listing (selected nodes)

Area (acres)	CN	Description (subcatchment-numbers)
118.907	69	Pasture/grassland/range, Fair, HSG B (EX)
118.907	**69**	**TOTAL AREA**

Time span=1.00-40.00 hrs, dt=0.05 hrs, 781 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

Pond EX-B: Existing Pond (440x220) Peak Elev=379.60' Storage=268 cf Inflow=5.98 cfs 4.916 af
30.0" Round Culvert n=0.030 L=60.0' S=0.0032 '/' Outflow=5.98 cfs 4.916 af

Summary for Pond EX-B: Existing Pond (440x220)

Inflow Area = 118.907 ac, 0.00% Impervious, Inflow Depth = 0.50" for 2-yr event
Inflow = 5.98 cfs @ 13.33 hrs, Volume= 4.916 af
Outflow = 5.98 cfs @ 13.34 hrs, Volume= 4.916 af, Atten= 0%, Lag= 0.7 min
Primary = 5.98 cfs @ 13.34 hrs, Volume= 4.916 af

Routing by Stor-Ind method, Time Span= 1.00-40.00 hrs, dt= 0.05 hrs
Starting Elev= 370.00' Surf.Area= 0 sf Storage= 0 cf
Peak Elev= 379.60' @ 13.34 hrs Surf.Area= 70,045 sf Storage= 268 cf
Flood Elev= 378.50' Surf.Area= 0 sf Storage= 0 cf

Plug-Flow detention time= 0.7 min calculated for 4.916 af (100% of inflow)
Center-of-Mass det. time= 0.7 min (1,085.2 - 1,084.5)

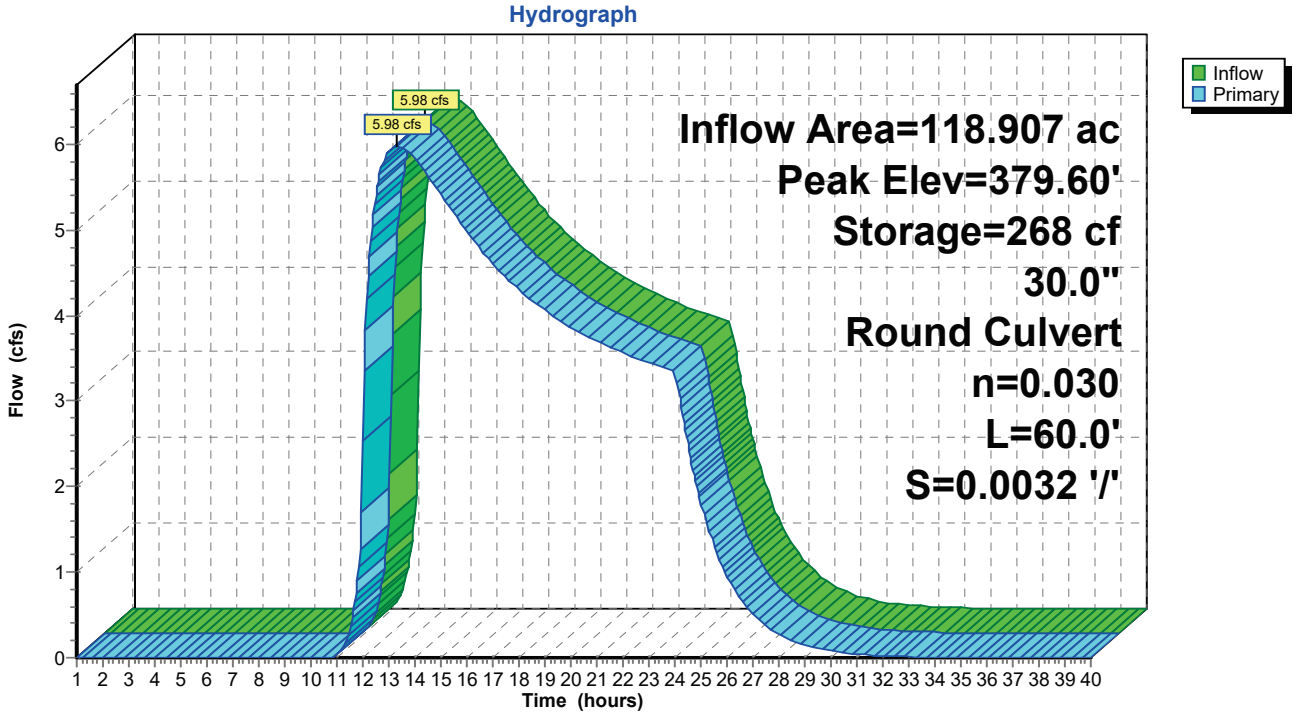
Volume	Invert	Avail.Storage	Storage Description
#1	379.60'	252,300 cf	**Existing Pond (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
379.60	70,000	0	0
382.50	104,000	252,300	252,300

Device	Routing	Invert	Outlet Devices
#1	Primary	370.89'	**30.0" Round Culvert** L= 60.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 370.89' / 370.70' S= 0.0032 '/' Cc= 0.900 n= 0.030, Flow Area= 4.91 sf

Primary OutFlow Max=45.23 cfs @ 13.34 hrs HW=379.60' (Free Discharge)
↑—**1=Culvert** (Barrel Controls 45.23 cfs @ 9.21 fps)

Pond EX-B: Existing Pond (440x220)



*Graph is not OCR compatible.

Time span=1.00-40.00 hrs, dt=0.05 hrs, 781 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

Pond EX-B: Existing Pond (440x220) Peak Elev=379.61' Storage=596 cf Inflow=13.29 cfs 9.393 af
30.0" Round Culvert n=0.030 L=60.0' S=0.0032 '/' Outflow=13.29 cfs 9.393 af

Summary for Pond EX-B: Existing Pond (440x220)

Inflow Area = 118.907 ac, 0.00% Impervious, Inflow Depth = 0.95" for 5-yr event
Inflow = 13.29 cfs @ 12.81 hrs, Volume= 9.393 af
Outflow = 13.29 cfs @ 12.82 hrs, Volume= 9.393 af, Atten= 0%, Lag= 0.7 min
Primary = 13.29 cfs @ 12.82 hrs, Volume= 9.393 af

Routing by Stor-Ind method, Time Span= 1.00-40.00 hrs, dt= 0.05 hrs
Starting Elev= 370.00' Surf.Area= 0 sf Storage= 0 cf
Peak Elev= 379.61' @ 12.82 hrs Surf.Area= 70,100 sf Storage= 596 cf
Flood Elev= 378.50' Surf.Area= 0 sf Storage= 0 cf

Plug-Flow detention time= 0.7 min calculated for 9.393 af (100% of inflow)
Center-of-Mass det. time= 0.7 min (1,050.7 - 1,050.0)

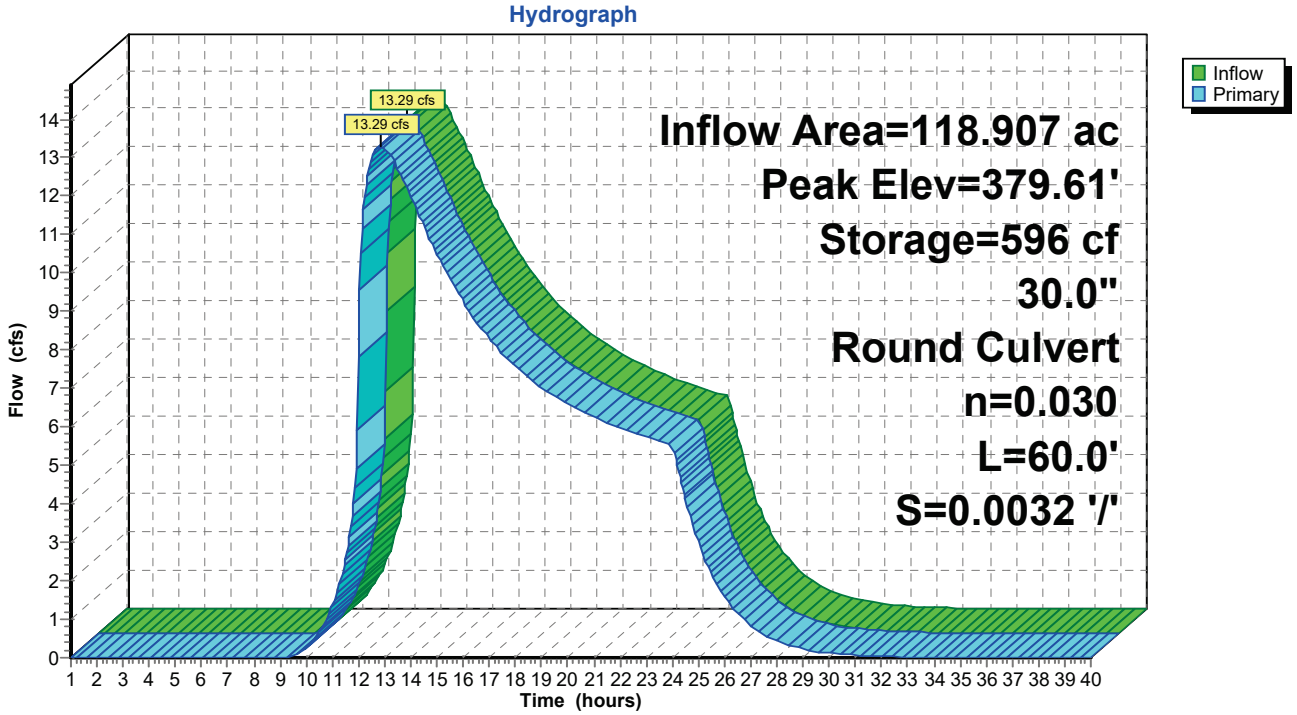
Volume	Invert	Avail.Storage	Storage Description
#1	379.60'	252,300 cf	**Existing Pond (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
379.60	70,000	0	0
382.50	104,000	252,300	252,300

Device	Routing	Invert	Outlet Devices
#1	Primary	370.89'	**30.0" Round Culvert** L= 60.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 370.89' / 370.70' S= 0.0032 '/' Cc= 0.900 n= 0.030, Flow Area= 4.91 sf

Primary OutFlow Max=45.25 cfs @ 12.82 hrs HW=379.61' (Free Discharge)
↑—**1=Culvert** (Barrel Controls 45.25 cfs @ 9.22 fps)

Pond EX-B: Existing Pond (440x220)



*Graph is not OCR compatible.

Time span=1.00-40.00 hrs, dt=0.05 hrs, 781 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

Pond EX-B: Existing Pond (440x220) Peak Elev=379.61' Storage=931 cf Inflow=20.75 cfs 13.725 af
30.0" Round Culvert n=0.030 L=60.0' S=0.0032 '/' Outflow=20.75 cfs 13.725 af

Summary for Pond EX-B: Existing Pond (440x220)

Inflow Area = 118.907 ac, 0.00% Impervious, Inflow Depth = 1.39" for 10-yr event
Inflow = 20.75 cfs @ 12.66 hrs, Volume= 13.725 af
Outflow = 20.75 cfs @ 12.68 hrs, Volume= 13.725 af, Atten= 0%, Lag= 0.8 min
Primary = 20.75 cfs @ 12.68 hrs, Volume= 13.725 af

Routing by Stor-Ind method, Time Span= 1.00-40.00 hrs, dt= 0.05 hrs
Starting Elev= 370.00' Surf.Area= 0 sf Storage= 0 cf
Peak Elev= 379.61' @ 12.68 hrs Surf.Area= 70,156 sf Storage= 931 cf
Flood Elev= 378.50' Surf.Area= 0 sf Storage= 0 cf

Plug-Flow detention time= 0.7 min calculated for 13.707 af (100% of inflow)
Center-of-Mass det. time= 0.7 min (1,030.9 - 1,030.1)

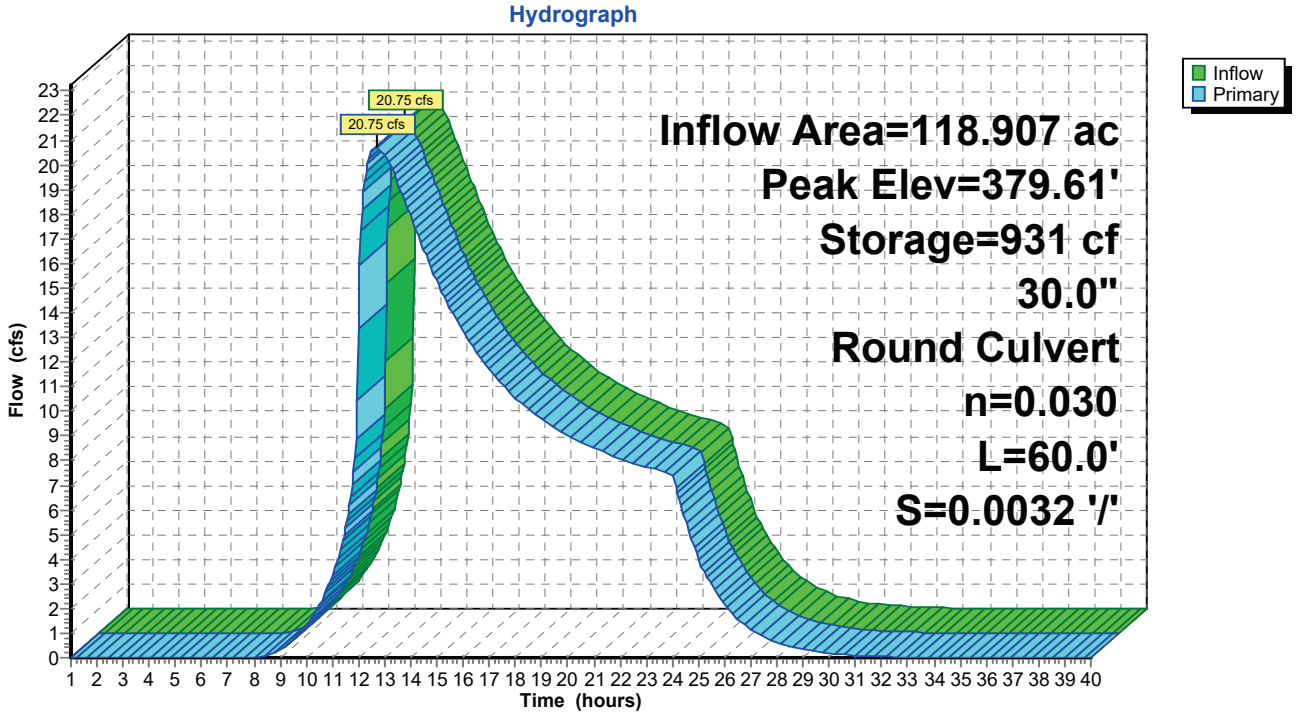
Volume	Invert	Avail.Storage	Storage Description
#1	379.60'	252,300 cf	**Existing Pond (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
379.60	70,000	0	0
382.50	104,000	252,300	252,300

Device	Routing	Invert	Outlet Devices
#1	Primary	370.89'	**30.0" Round Culvert** L= 60.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 370.89' / 370.70' S= 0.0032 '/' Cc= 0.900 n= 0.030, Flow Area= 4.91 sf

Primary OutFlow Max=45.26 cfs @ 12.68 hrs HW=379.61' (Free Discharge)
↑—**1=Culvert** (Barrel Controls 45.26 cfs @ 9.22 fps)

Pond EX-B: Existing Pond (440x220)



Graph is not OCR compatible.

Time span=1.00-40.00 hrs, dt=0.05 hrs, 781 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

Pond EX-B: Existing Pond (440x220) Peak Elev=379.62' Storage=1,505 cf Inflow=33.55 cfs 21.141 af
30.0" Round Culvert n=0.030 L=60.0' S=0.0032 '/' Outflow=33.54 cfs 21.141 af

Summary for Pond EX-B: Existing Pond (440x220)

Inflow Area = 118.907 ac, 0.00% Impervious, Inflow Depth = 2.13" for 25-yr event
Inflow = 33.55 cfs @ 12.57 hrs, Volume= 21.141 af
Outflow = 33.54 cfs @ 12.58 hrs, Volume= 21.141 af, Atten= 0%, Lag= 0.8 min
Primary = 33.54 cfs @ 12.58 hrs, Volume= 21.141 af

Routing by Stor-Ind method, Time Span= 1.00-40.00 hrs, dt= 0.05 hrs
Starting Elev= 370.00' Surf.Area= 0 sf Storage= 0 cf
Peak Elev= 379.62' @ 12.58 hrs Surf.Area= 70,252 sf Storage= 1,505 cf
Flood Elev= 378.50' Surf.Area= 0 sf Storage= 0 cf

Plug-Flow detention time= 0.7 min calculated for 21.114 af (100% of inflow)
Center-of-Mass det. time= 0.7 min (1,008.9 - 1,008.2)

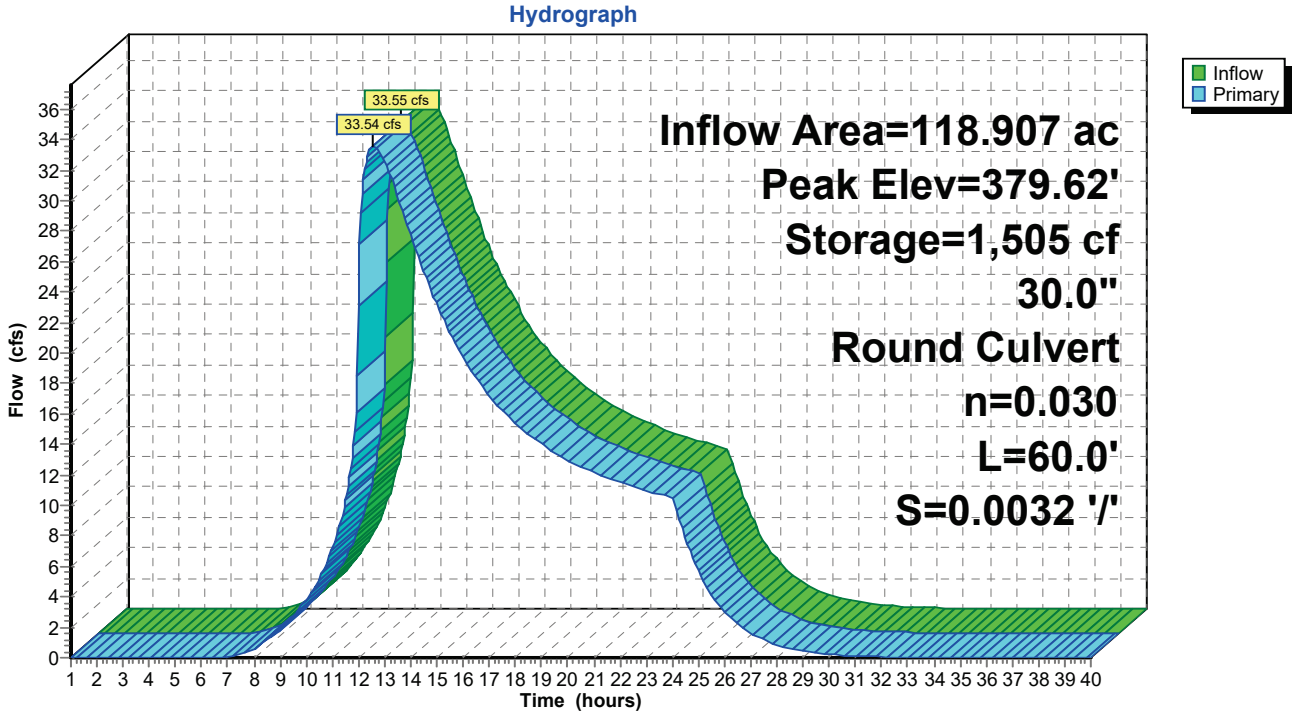
Volume	Invert	Avail.Storage	Storage Description
#1	379.60'	252,300 cf	**Existing Pond (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
379.60	70,000	0	0
382.50	104,000	252,300	252,300

Device	Routing	Invert	Outlet Devices
#1	Primary	370.89'	**30.0" Round Culvert** L= 60.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 370.89' / 370.70' S= 0.0032 '/' Cc= 0.900 n= 0.030, Flow Area= 4.91 sf

Primary OutFlow Max=45.29 cfs @ 12.58 hrs HW=379.62' (Free Discharge)
↑—**1=Culvert** (Barrel Controls 45.29 cfs @ 9.23 fps)

Pond EX-B: Existing Pond (440x220)



*Graph is not OCR compatible.

Time span=1.00-40.00 hrs, dt=0.05 hrs, 781 points
Runoff by SBUH method, Split Pervious/Imperv.
Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

Pond EX-B: Existing Pond (440x220) Peak Elev=380.07' Storage=34,155 cf Inflow=54.84 cfs 33.362 af
30.0" Round Culvert n=0.030 L=60.0' S=0.0032 '/' Outflow=46.84 cfs 33.362 af

Summary for Pond EX-B: Existing Pond (440x220)

Inflow Area = 118.907 ac, 0.00% Impervious, Inflow Depth = 3.37" for 100-yr event
Inflow = 54.84 cfs @ 12.50 hrs, Volume= 33.362 af
Outflow = 46.84 cfs @ 13.62 hrs, Volume= 33.362 af, Atten= 15%, Lag= 67.1 min
Primary = 46.84 cfs @ 13.62 hrs, Volume= 33.362 af

Routing by Stor-Ind method, Time Span= 1.00-40.00 hrs, dt= 0.05 hrs
Starting Elev= 370.00' Surf.Area= 0 sf Storage= 0 cf
Peak Elev= 380.07' @ 13.62 hrs Surf.Area= 75,504 sf Storage= 34,155 cf
Flood Elev= 378.50' Surf.Area= 0 sf Storage= 0 cf

Plug-Flow detention time= 3.3 min calculated for 33.362 af (100% of inflow)
Center-of-Mass det. time= 3.3 min (987.9 - 984.6)

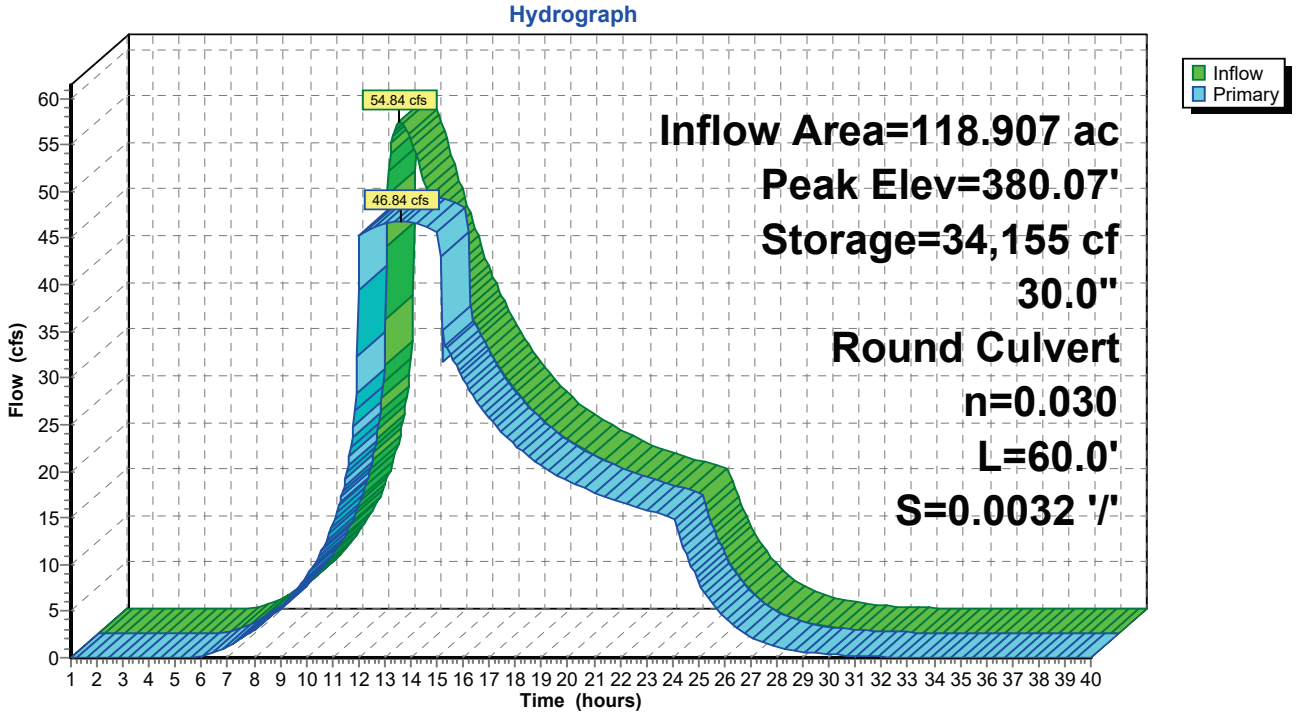
Volume	Invert	Avail.Storage	Storage Description
#1	379.60'	252,300 cf	**Existing Pond (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
379.60	70,000	0	0
382.50	104,000	252,300	252,300

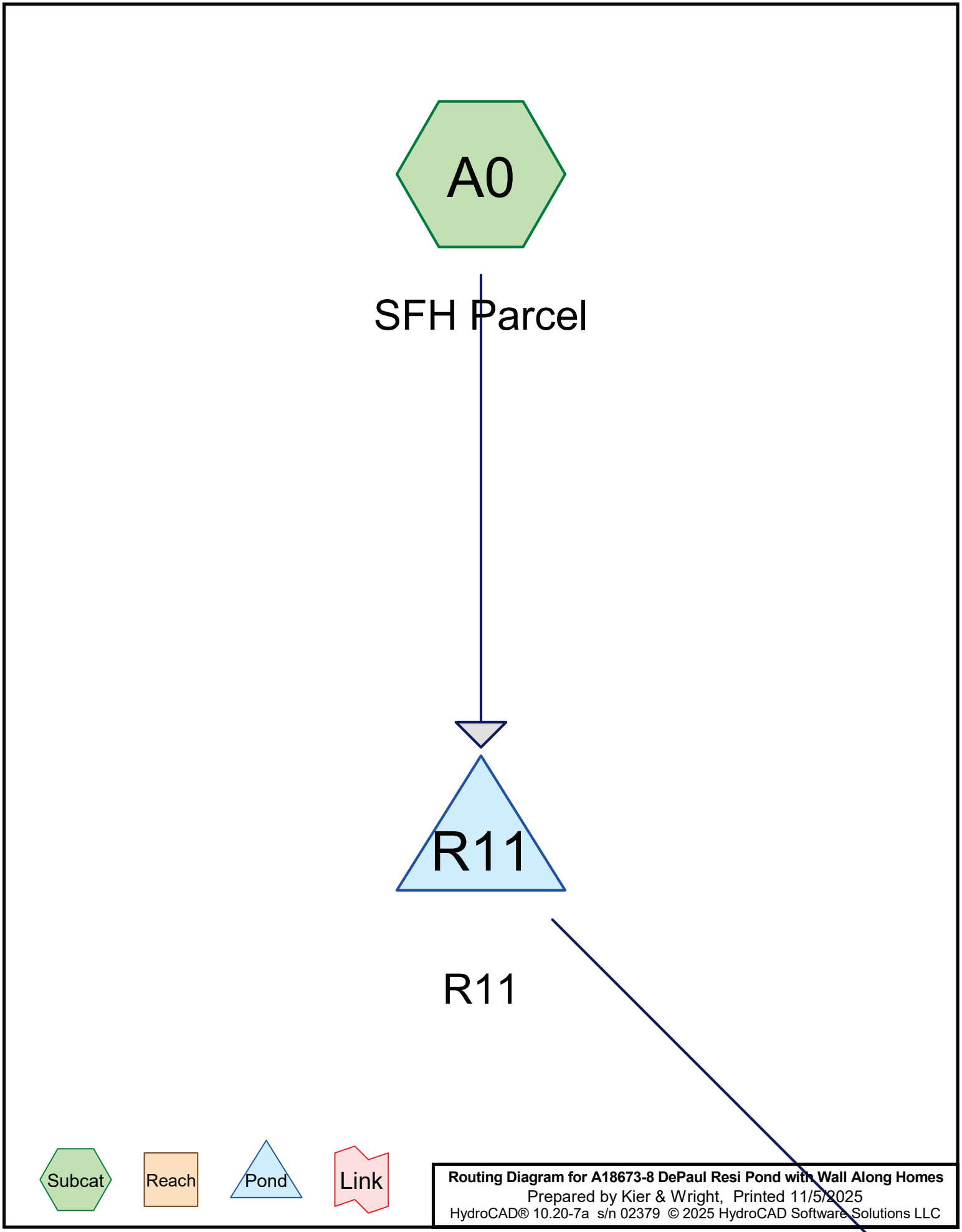
Device	Routing	Invert	Outlet Devices
#1	Primary	370.89'	**30.0" Round Culvert** L= 60.0' CMP, projecting, no headwall, Ke= 0.900 Inlet / Outlet Invert= 370.89' / 370.70' S= 0.0032 '/' Cc= 0.900 n= 0.030, Flow Area= 4.91 sf

Primary OutFlow Max=46.84 cfs @ 13.62 hrs HW=380.07' (Free Discharge)
↑—**1=Culvert** (Barrel Controls 46.84 cfs @ 9.54 fps)

Pond EX-B: Existing Pond (440x220)



*Graph is not OCR compatible.



Routing Diagram for A18673-8 DePaul Resi Pond with Wall Along Homes
Prepared by Kier & Wright, Printed 11/5/2025
HydroCAD® 10.20-7a s/n 02379 © 2025 HydroCAD Software Solutions LLC

Area Listing (selected nodes)

Area (acres)	CN	Description (subcatchment-numbers)
1.800	98	Pond water (A0)
13.040	85	Resi Dev (A0)
1.000	69	landscape around pond (A0)
15.840	**85**	**TOTAL AREA**

Summary for Pond R11: R11

Inflow Area = 15.840 ac, 11.36% Impervious, Inflow Depth > 1.38" for 2-yr event
Inflow = 9.03 cfs @ 12.06 hrs, Volume= 1.817 af
Outflow = 1.18 cfs @ 16.00 hrs, Volume= 1.375 af, Atten= 87%, Lag= 236.4 min
Discarded = 0.38 cfs @ 16.00 hrs, Volume= 0.905 af
Primary = 0.79 cfs @ 16.00 hrs, Volume= 0.469 af
Routed to Pond T : Pond with Wall

Routing by Stor-Ind method, Time Span= 1.00-40.00 hrs, dt= 0.05 hrs
Peak Elev= 375.96' @ 16.00 hrs Surf.Area= 0.310 ac Storage= 0.904 af

Plug-Flow detention time= 552.9 min calculated for 1.373 af (76% of inflow)
Center-of-Mass det. time= 435.2 min (1,314.6 - 879.5)

Volume	Invert	Avail.Storage	Storage Description
#1	370.20'	1.741 af	**DMA 11 Large Basin (Prismatic)** Listed below (Recalc)
#2	369.00'	0.146 af	**7.00'W x 710.00'L x 6.00'H Pipe Gravel Bed 7'W 6'H** 0.685 af Overall - 0.320 af Embedded = 0.365 af x 40.0% Voids
#3	369.50'	0.320 af	**60.0" Round 710 LF 60" SD Storage** Inside #2 L= 710.0'
		2.207 af	Total Available Storage

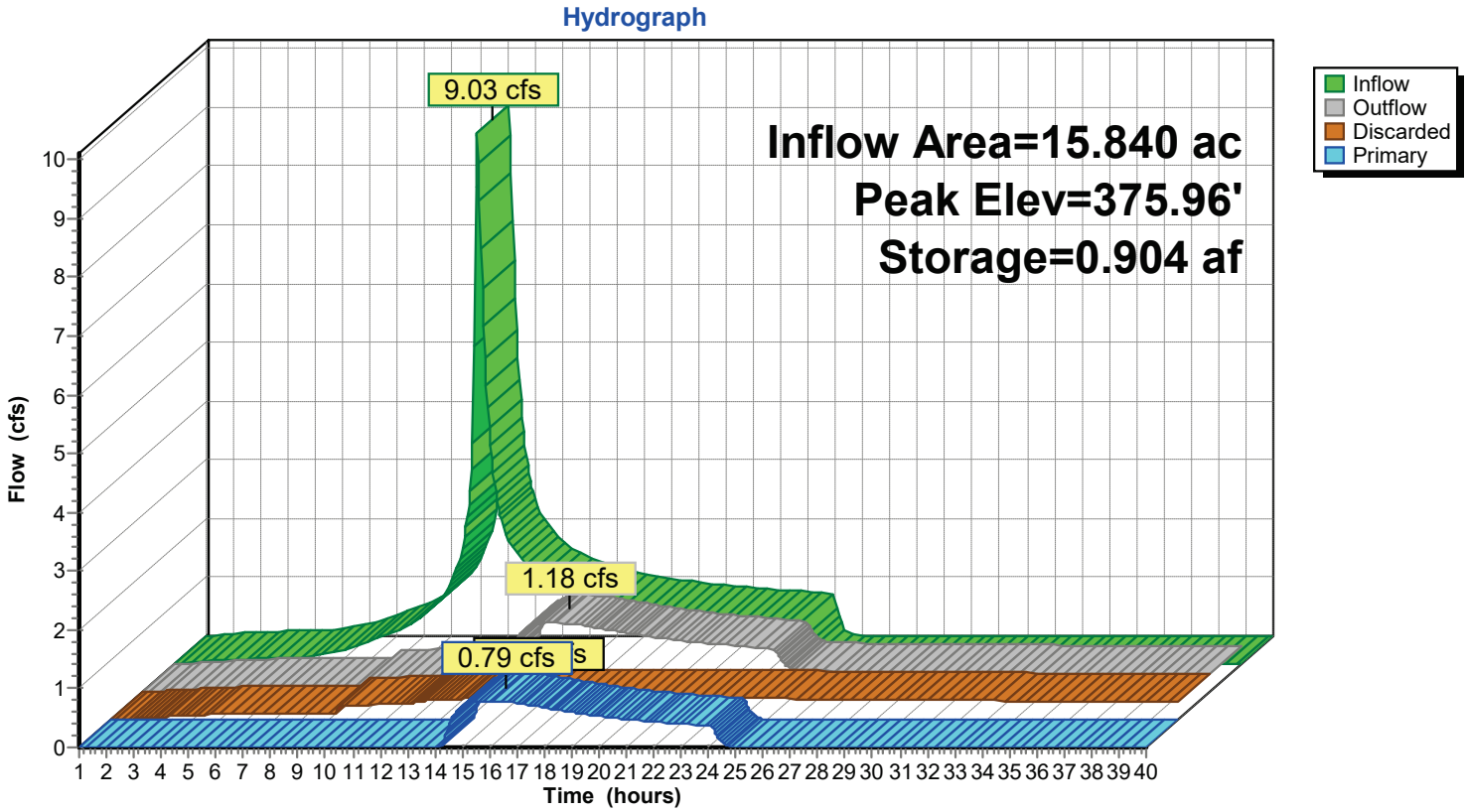
Elevation (feet)	Surf.Area (acres)	Voids (%)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
370.20	0.196	0.0	0.000	0.000
375.50	0.196	40.0	0.416	0.416
377.50	0.196	25.0	0.098	0.514
382.00	0.349	100.0	1.227	1.741

Device	Routing	Invert	Outlet Devices
#1	Primary	375.09'	**24.0" Round Culvert to Detention** L= 48.0' RCP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 375.09' / 375.00' S= 0.0019 '/' Cc= 0.900 n= 0.013, Flow Area= 3.14 sf
#2	Discarded	369.00'	**0.750 in/hr Exfiltration over Surface area** Conductivity to Groundwater Elevation = 360.00'
#3	Device 1	375.00'	**6.0" Vert. 6" subdrain to detention** C= 0.600 Limited to weir flow at low heads
#4	Device 1	378.50'	**36.0" x 36.0" Horiz. 36x36 CB to Detention** C= 0.600 Limited to weir flow at low heads

Discarded OutFlow Max=0.38 cfs @ 16.00 hrs HW=375.96' (Free Discharge)
└**2=Exfiltration** (Controls 0.38 cfs)

Primary OutFlow Max=0.80 cfs @ 16.00 hrs HW=375.96' (Free Discharge)
└**1=Culvert to Detention** (Passes 0.80 cfs of 2.54 cfs potential flow)
  └**3=6" subdrain to detention** (Orifice Controls 0.80 cfs @ 4.05 fps)
  └**4=36x36 CB to Detention** (Controls 0.00 cfs)

Pond R11: R11



*Graph is not OCR compatible.

Summary for Pond R11: R11

Inflow Area = 15.840 ac, 11.36% Impervious, Inflow Depth > 2.08" for 5-yr event
Inflow = 13.57 cfs @ 12.06 hrs, Volume= 2.744 af
Outflow = 2.10 cfs @ 14.53 hrs, Volume= 2.296 af, Atten= 84%, Lag= 148.6 min
Discarded = 0.46 cfs @ 14.53 hrs, Volume= 0.994 af
Primary = 1.65 cfs @ 14.53 hrs, Volume= 1.301 af
Routed to Pond T : Pond with Wall

Routing by Stor-Ind method, Time Span= 1.00-40.00 hrs, dt= 0.05 hrs
Peak Elev= 378.28' @ 14.53 hrs Surf.Area= 0.337 ac Storage= 1.144 af

Plug-Flow detention time= 406.8 min calculated for 2.293 af (84% of inflow)
Center-of-Mass det. time= 322.0 min (1,185.1 - 863.1)

Volume	Invert	Avail.Storage	Storage Description
#1	370.20'	1.741 af	**DMA 11 Large Basin (Prismatic)** Listed below (Recalc)
#2	369.00'	0.146 af	**7.00'W x 710.00'L x 6.00'H Pipe Gravel Bed 7'W 6'H** 0.685 af Overall - 0.320 af Embedded = 0.365 af x 40.0% Voids
#3	369.50'	0.320 af	**60.0" Round 710 LF 60" SD Storage** Inside #2 L= 710.0'
		2.207 af	Total Available Storage

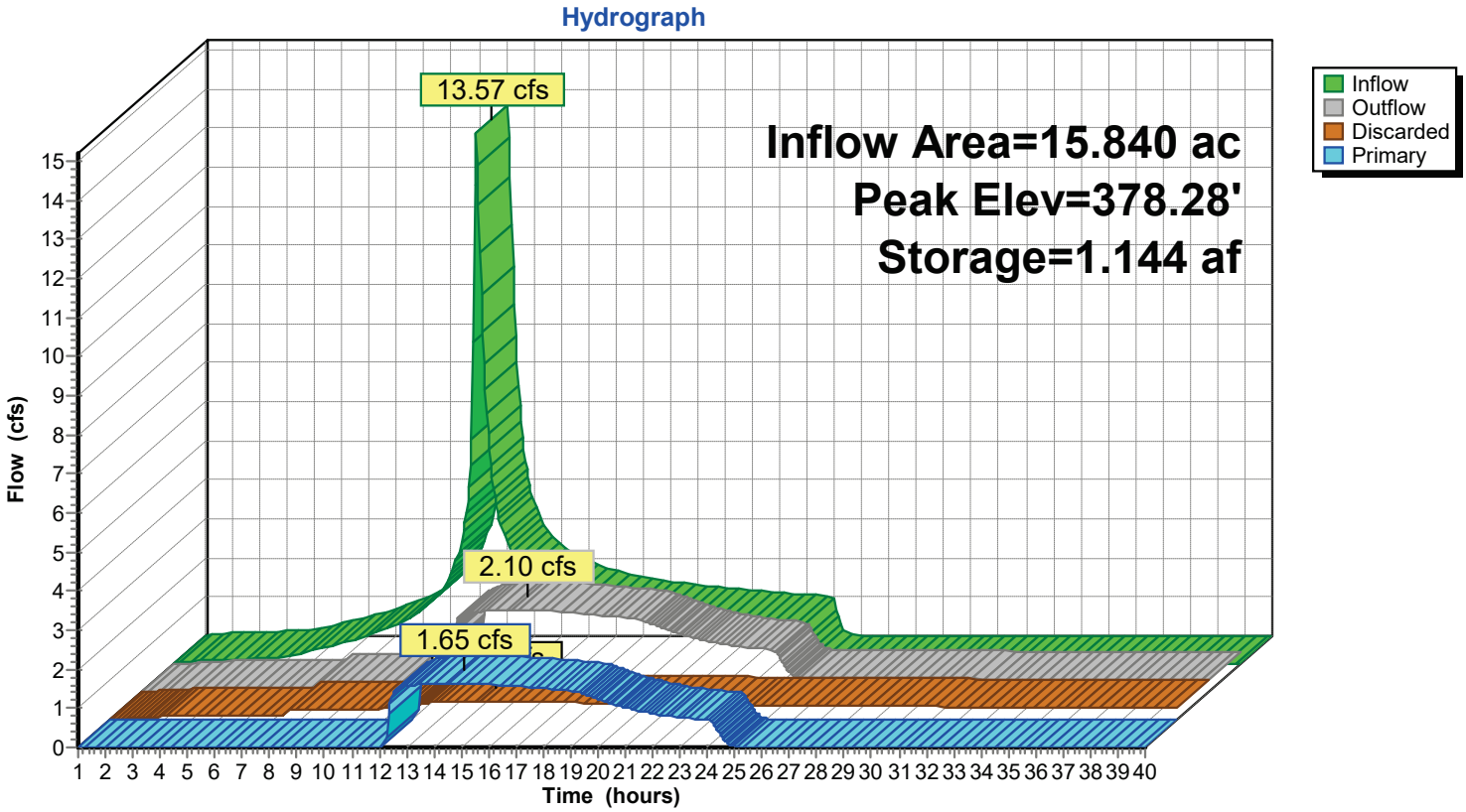
Elevation (feet)	Surf.Area (acres)	Voids (%)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
370.20	0.196	0.0	0.000	0.000
375.50	0.196	40.0	0.416	0.416
377.50	0.196	25.0	0.098	0.514
382.00	0.349	100.0	1.227	1.741

Device	Routing	Invert	Outlet Devices
#1	Primary	375.09'	**24.0" Round Culvert to Detention** L= 48.0' RCP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 375.09' / 375.00' S= 0.0019 '/' Cc= 0.900 n= 0.013, Flow Area= 3.14 sf
#2	Discarded	369.00'	**0.750 in/hr Exfiltration over Surface area** Conductivity to Groundwater Elevation = 360.00'
#3	Device 1	375.00'	**6.0" Vert. 6" subdrain to detention** C= 0.600 Limited to weir flow at low heads
#4	Device 1	378.50'	**36.0" x 36.0" Horiz. 36x36 CB to Detention** C= 0.600 Limited to weir flow at low heads

Discarded OutFlow Max=0.46 cfs @ 14.53 hrs HW=378.28' (Free Discharge)
└**2=Exfiltration** (Controls 0.46 cfs)

Primary OutFlow Max=1.65 cfs @ 14.53 hrs HW=378.28' (Free Discharge)
└**1=Culvert to Detention** (Passes 1.65 cfs of 19.69 cfs potential flow)
  └**3=6" subdrain to detention** (Orifice Controls 1.65 cfs @ 8.38 fps)
  └**4=36x36 CB to Detention** (Controls 0.00 cfs)

Pond R11: R11



*Graph is not OCR compatible.

Summary for Pond R11: R11

Inflow Area = 15.840 ac, 11.36% Impervious, Inflow Depth > 2.69" for 10-yr event
Inflow = 17.49 cfs @ 12.06 hrs, Volume= 3.552 af
Outflow = 7.27 cfs @ 12.53 hrs, Volume= 3.095 af, Atten= 58%, Lag= 28.3 min
Discarded = 0.48 cfs @ 12.53 hrs, Volume= 1.051 af
Primary = 6.79 cfs @ 12.53 hrs, Volume= 2.044 af
Routed to Pond T : Pond with Wall

Routing by Stor-Ind method, Time Span= 1.00-40.00 hrs, dt= 0.05 hrs
Peak Elev= 378.75' @ 12.53 hrs Surf.Area= 0.353 ac Storage= 1.253 af

Plug-Flow detention time= 342.8 min calculated for 3.091 af (87% of inflow)
Center-of-Mass det. time= 273.6 min (1,125.8 - 852.2)

Volume	Invert	Avail.Storage	Storage Description
#1	370.20'	1.741 af	**DMA 11 Large Basin (Prismatic)** Listed below (Recalc)
#2	369.00'	0.146 af	**7.00'W x 710.00'L x 6.00'H Pipe Gravel Bed 7'W 6'H** 0.685 af Overall - 0.320 af Embedded = 0.365 af x 40.0% Voids
#3	369.50'	0.320 af	**60.0" Round 710 LF 60" SD Storage** Inside #2 L= 710.0'
		2.207 af	Total Available Storage

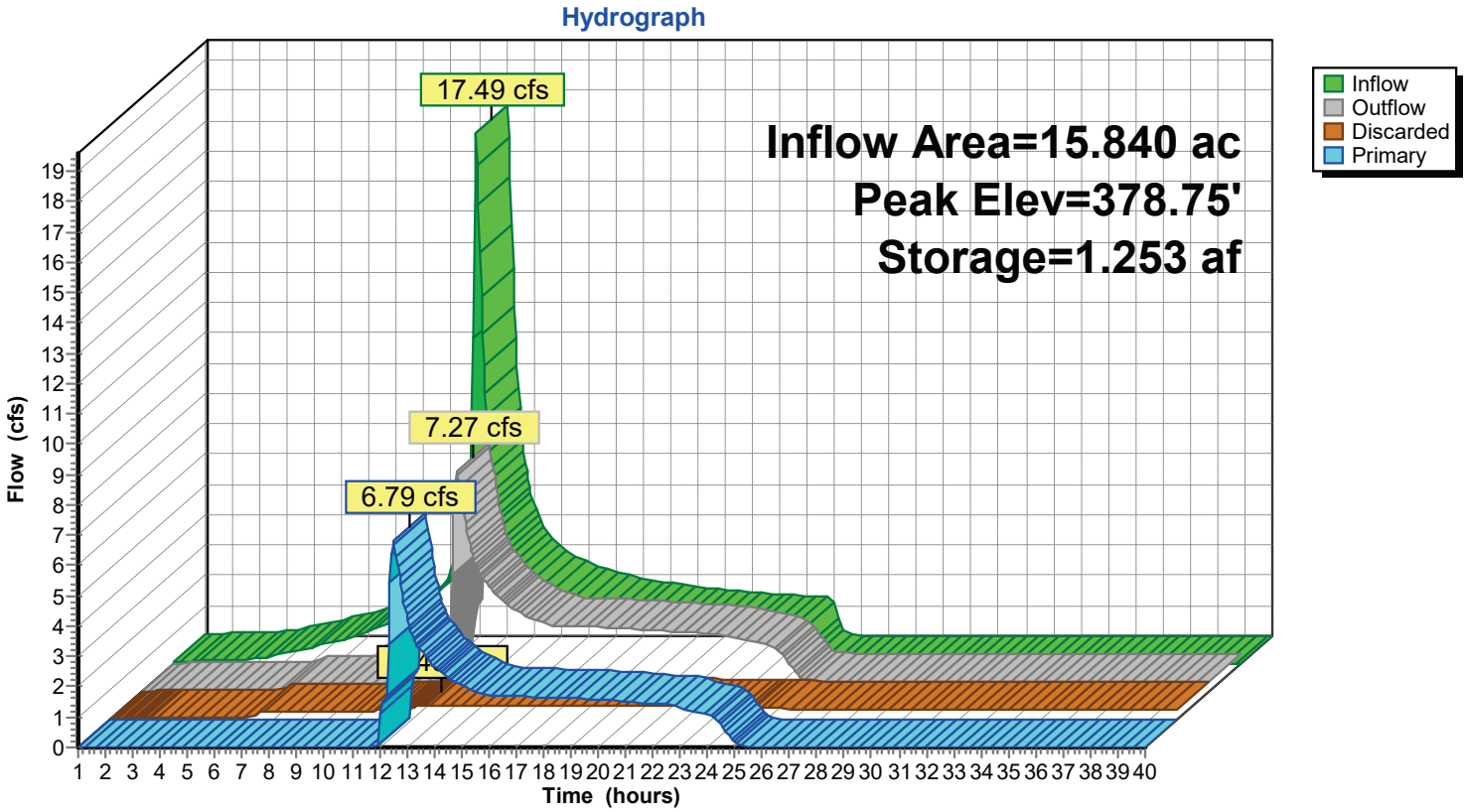
Elevation (feet)	Surf.Area (acres)	Voids (%)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
370.20	0.196	0.0	0.000	0.000
375.50	0.196	40.0	0.416	0.416
377.50	0.196	25.0	0.098	0.514
382.00	0.349	100.0	1.227	1.741

Device	Routing	Invert	Outlet Devices
#1	Primary	375.09'	**24.0" Round Culvert to Detention** L= 48.0' RCP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 375.09' / 375.00' S= 0.0019 '/' Cc= 0.900 n= 0.013, Flow Area= 3.14 sf
#2	Discarded	369.00'	**0.750 in/hr Exfiltration over Surface area** Conductivity to Groundwater Elevation = 360.00'
#3	Device 1	375.00'	**6.0" Vert. 6" subdrain to detention** C= 0.600 Limited to weir flow at low heads
#4	Device 1	378.50'	**36.0" x 36.0" Horiz. 36x36 CB to Detention** C= 0.600 Limited to weir flow at low heads

Discarded OutFlow Max=0.48 cfs @ 12.53 hrs HW=378.75' (Free Discharge)
└**2=Exfiltration** (Controls 0.48 cfs)

Primary OutFlow Max=6.75 cfs @ 12.53 hrs HW=378.75' (Free Discharge)
└**1=Culvert to Detention** (Passes 6.75 cfs of 23.04 cfs potential flow)
  └**3=6" subdrain to detention** (Orifice Controls 1.77 cfs @ 9.01 fps)
  └**4=36x36 CB to Detention** (Weir Controls 4.98 cfs @ 1.64 fps)

Pond R11: R11



*Graph is not OCR compatible.

Summary for Pond R11: R11

Inflow Area = 15.840 ac, 11.36% Impervious, Inflow Depth > 3.66" for 25-yr event
Inflow = 23.50 cfs @ 12.06 hrs, Volume= 4.833 af
Outflow = 19.73 cfs @ 12.17 hrs, Volume= 4.352 af, Atten= 16%, Lag= 6.9 min
Discarded = 0.50 cfs @ 12.17 hrs, Volume= 1.113 af
Primary = 19.23 cfs @ 12.17 hrs, Volume= 3.239 af
Routed to Pond T : Pond with Wall

Routing by Stor-Ind method, Time Span= 1.00-40.00 hrs, dt= 0.05 hrs
Peak Elev= 379.08' @ 12.17 hrs Surf.Area= 0.364 ac Storage= 1.332 af

Plug-Flow detention time= 277.2 min calculated for 4.352 af (90% of inflow)
Center-of-Mass det. time= 220.6 min (1,059.9 - 839.3)

Volume	Invert	Avail.Storage	Storage Description
#1	370.20'	1.741 af	**DMA 11 Large Basin (Prismatic)** Listed below (Recalc)
#2	369.00'	0.146 af	**7.00'W x 710.00'L x 6.00'H Pipe Gravel Bed 7'W 6'H** 0.685 af Overall - 0.320 af Embedded = 0.365 af x 40.0% Voids
#3	369.50'	0.320 af	**60.0" Round 710 LF 60" SD Storage** Inside #2 L= 710.0'
		2.207 af	Total Available Storage

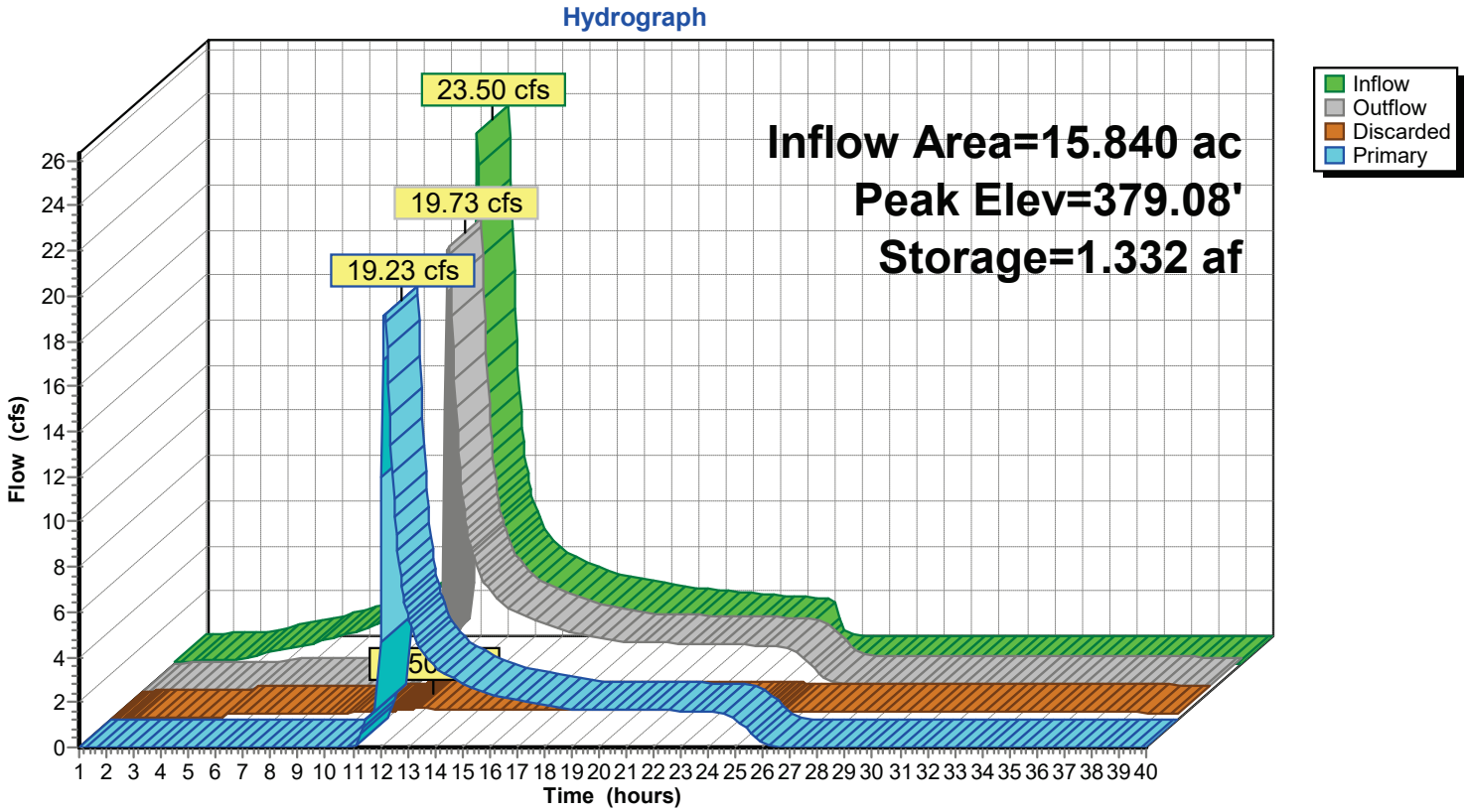
Elevation (feet)	Surf.Area (acres)	Voids (%)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
370.20	0.196	0.0	0.000	0.000
375.50	0.196	40.0	0.416	0.416
377.50	0.196	25.0	0.098	0.514
382.00	0.349	100.0	1.227	1.741

Device	Routing	Invert	Outlet Devices
#1	Primary	375.09'	**24.0" Round Culvert to Detention** L= 48.0' RCP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 375.09' / 375.00' S= 0.0019 '/' Cc= 0.900 n= 0.013, Flow Area= 3.14 sf
#2	Discarded	369.00'	**0.750 in/hr Exfiltration over Surface area** Conductivity to Groundwater Elevation = 360.00'
#3	Device 1	375.00'	**6.0" Vert. 6" subdrain to detention** C= 0.600 Limited to weir flow at low heads
#4	Device 1	378.50'	**36.0" x 36.0" Horiz. 36x36 CB to Detention** C= 0.600 Limited to weir flow at low heads

Discarded OutFlow Max=0.50 cfs @ 12.17 hrs HW=379.07' (Free Discharge)
└**2=Exfiltration** (Controls 0.50 cfs)

Primary OutFlow Max=18.90 cfs @ 12.17 hrs HW=379.07' (Free Discharge)
└**1=Culvert to Detention** (Passes 18.90 cfs of 25.06 cfs potential flow)
  └**3=6" subdrain to detention** (Orifice Controls 1.85 cfs @ 9.42 fps)
  └**4=36x36 CB to Detention** (Weir Controls 17.06 cfs @ 2.48 fps)

Pond R11: R11



*Graph is not OCR compatible.

Summary for Pond R11: R11

Inflow Area = 15.840 ac, 11.36% Impervious, Inflow Depth > 5.15" for 100-yr event
Inflow = 32.60 cfs @ 12.05 hrs, Volume= 6.798 af
Outflow = 27.19 cfs @ 12.16 hrs, Volume= 6.300 af, Atten= 17%, Lag= 6.5 min
Discarded = 0.51 cfs @ 12.16 hrs, Volume= 1.172 af
Primary = 26.68 cfs @ 12.16 hrs, Volume= 5.129 af
Routed to Pond T : Pond with Wall

Routing by Stor-Ind method, Time Span= 1.00-40.00 hrs, dt= 0.05 hrs
Peak Elev= 379.35' @ 12.16 hrs Surf.Area= 0.373 ac Storage= 1.401 af

Plug-Flow detention time= 215.0 min calculated for 6.300 af (93% of inflow)
Center-of-Mass det. time= 171.7 min (996.5 - 824.8)

Volume	Invert	Avail.Storage	Storage Description
#1	370.20'	1.741 af	**DMA 11 Large Basin (Prismatic)** Listed below (Recalc)
#2	369.00'	0.146 af	**7.00'W x 710.00'L x 6.00'H Pipe Gravel Bed 7'W 6'H** 0.685 af Overall - 0.320 af Embedded = 0.365 af x 40.0% Voids
#3	369.50'	0.320 af	**60.0" Round 710 LF 60" SD Storage** Inside #2 L= 710.0'
		2.207 af	Total Available Storage

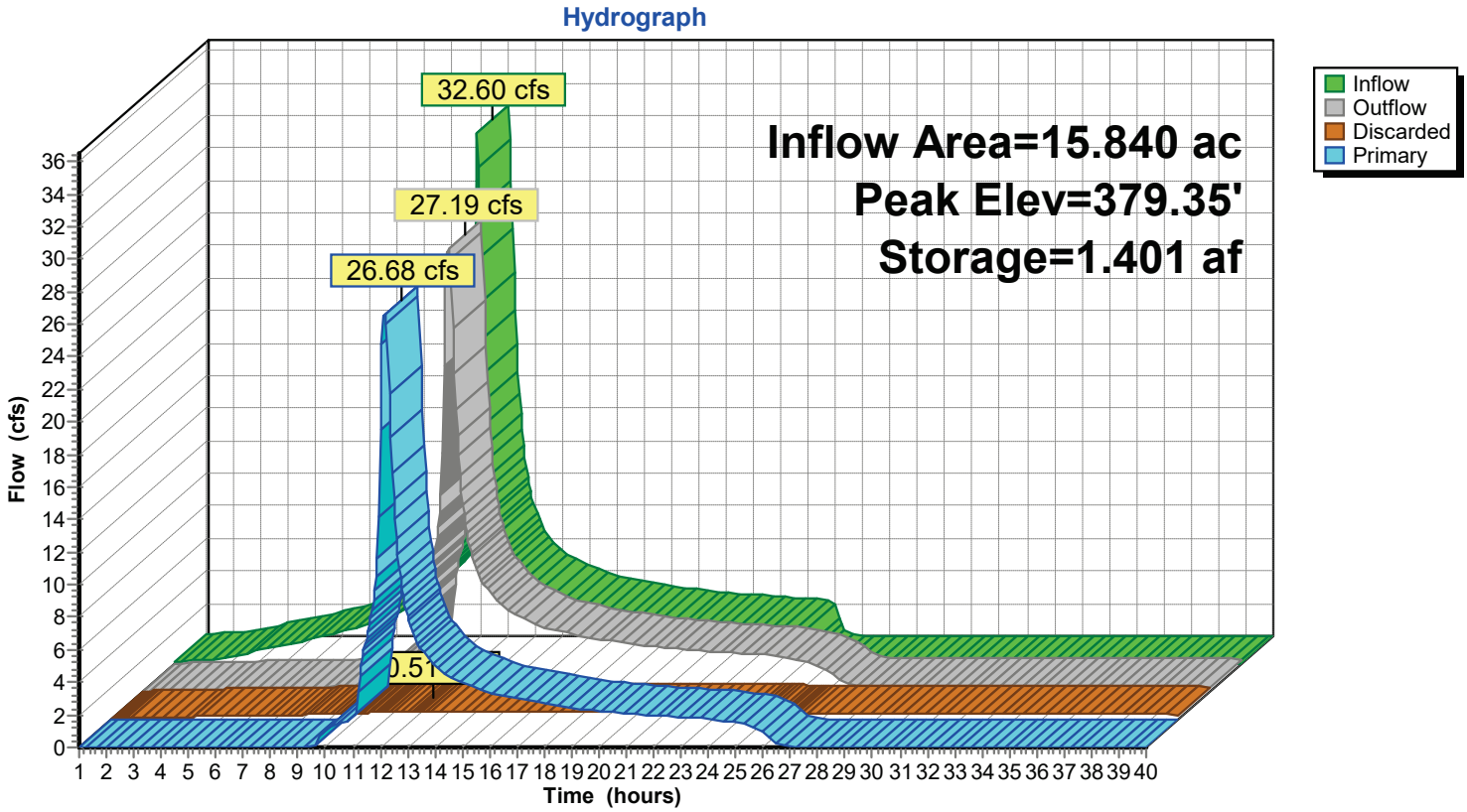
Elevation (feet)	Surf.Area (acres)	Voids (%)	Inc.Store (acre-feet)	Cum.Store (acre-feet)
370.20	0.196	0.0	0.000	0.000
375.50	0.196	40.0	0.416	0.416
377.50	0.196	25.0	0.098	0.514
382.00	0.349	100.0	1.227	1.741

Device	Routing	Invert	Outlet Devices
#1	Primary	375.09'	**24.0" Round Culvert to Detention** L= 48.0' RCP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 375.09' / 375.00' S= 0.0019 '/' Cc= 0.900 n= 0.013, Flow Area= 3.14 sf
#2	Discarded	369.00'	**0.750 in/hr Exfiltration over Surface area** Conductivity to Groundwater Elevation = 360.00'
#3	Device 1	375.00'	**6.0" Vert. 6" subdrain to detention** C= 0.600 Limited to weir flow at low heads
#4	Device 1	378.50'	**36.0" x 36.0" Horiz. 36x36 CB to Detention** C= 0.600 Limited to weir flow at low heads

Discarded OutFlow Max=0.51 cfs @ 12.16 hrs HW=379.35' (Free Discharge)
└**2=Exfiltration** (Controls 0.51 cfs)

Primary OutFlow Max=26.66 cfs @ 12.16 hrs HW=379.35' (Free Discharge)
└**1=Culvert to Detention** (Barrel Controls 26.66 cfs @ 8.48 fps)
  └**3=6" subdrain to detention** (Passes < 1.91 cfs potential flow)
  └**4=36x36 CB to Detention** (Passes < 30.51 cfs potential flow)

Pond R11: R11



*Graph is not OCR compatible.

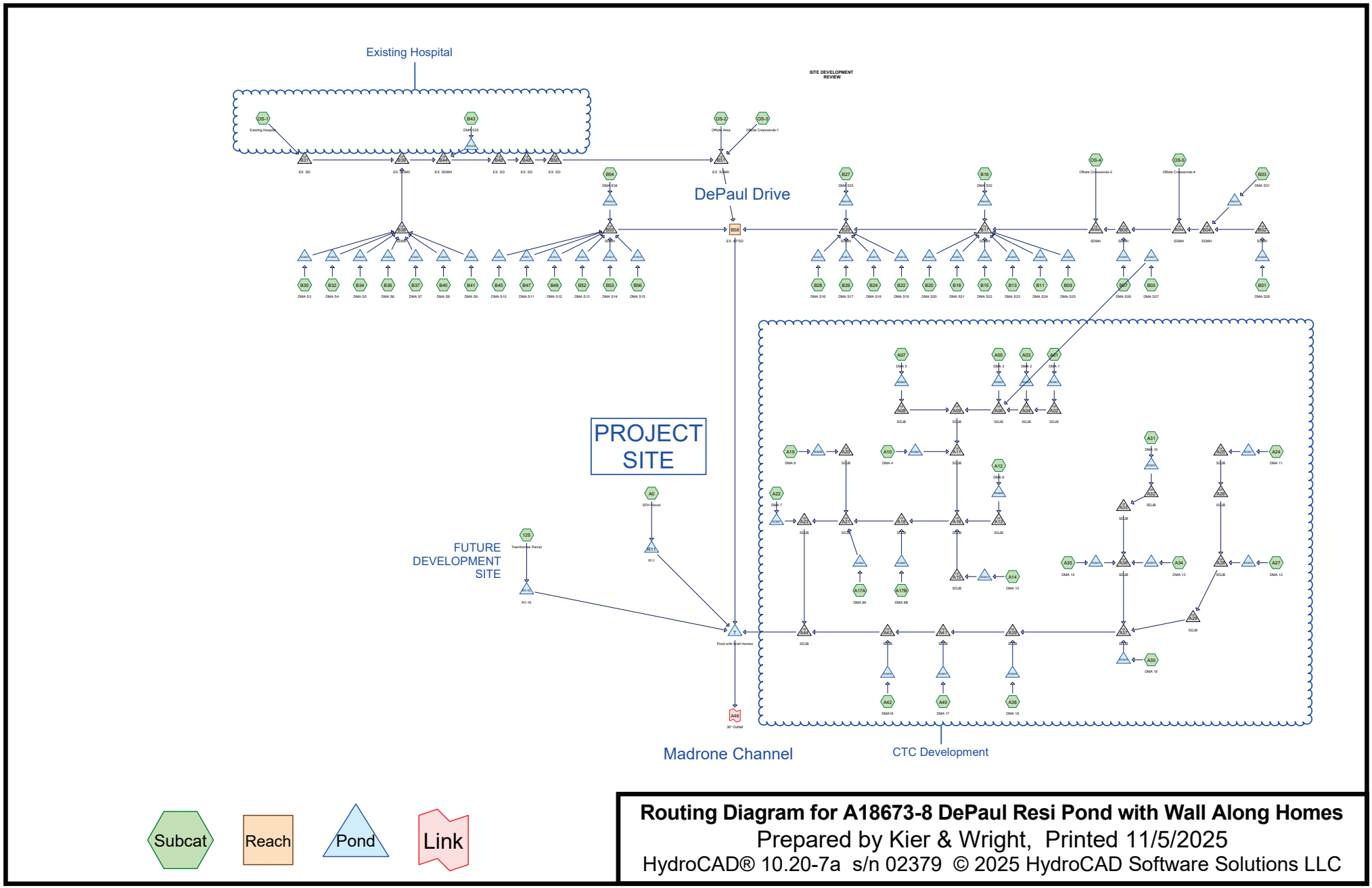
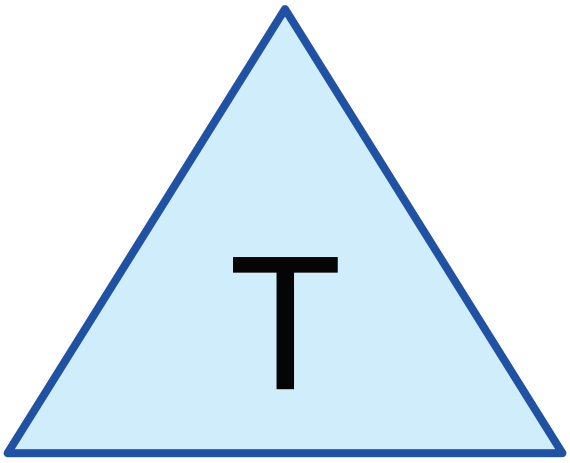


*Figure is not OCR compatible.



Pond with Wall

Subcat Reach Pond Link

Routing Diagram for A18673-8 DePaul Resi Pond with Wall Along Homes
Prepared by Kier & Wright, Printed 11/5/2025
HydroCAD® 10.20-7a s/n 02379 © 2025 HydroCAD Software Solutions LLC

Summary for Pond T: Pond with Wall

Inflow Area = 114.298 ac, 31.95% Impervious, Inflow Depth > 0.49" for 2-yr event
Inflow = 10.26 cfs @ 12.20 hrs, Volume= 4.671 af
Outflow = 6.52 cfs @ 12.89 hrs, Volume= 4.671 af, Atten= 36%, Lag= 41.2 min
Discarded = 0.72 cfs @ 12.89 hrs, Volume= 0.539 af
Primary = 5.80 cfs @ 12.89 hrs, Volume= 4.132 af
Routed to Link A46 : 30" Outfall

Routing by Stor-Ind method, Time Span= 1.00-40.00 hrs, dt= 0.05 hrs
Peak Elev= 375.24' @ 12.89 hrs Surf.Area= 40,668 sf Storage= 9,604 cf

Plug-Flow detention time= 11.2 min calculated for 4.665 af (100% of inflow)
Center-of-Mass det. time= 11.2 min (984.6 - 973.4)

Volume	Invert	Avail.Storage	Storage Description
#1	375.00'	456,084 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
375.00	39,687	0	0
376.00	43,789	41,738	41,738
377.00	47,993	45,891	87,629
378.00	52,299	50,146	137,775
379.00	56,708	54,504	192,279
380.00	61,219	58,964	251,242
381.00	65,832	63,526	314,768
382.00	70,803	68,318	383,085
383.00	75,194	72,999	456,084

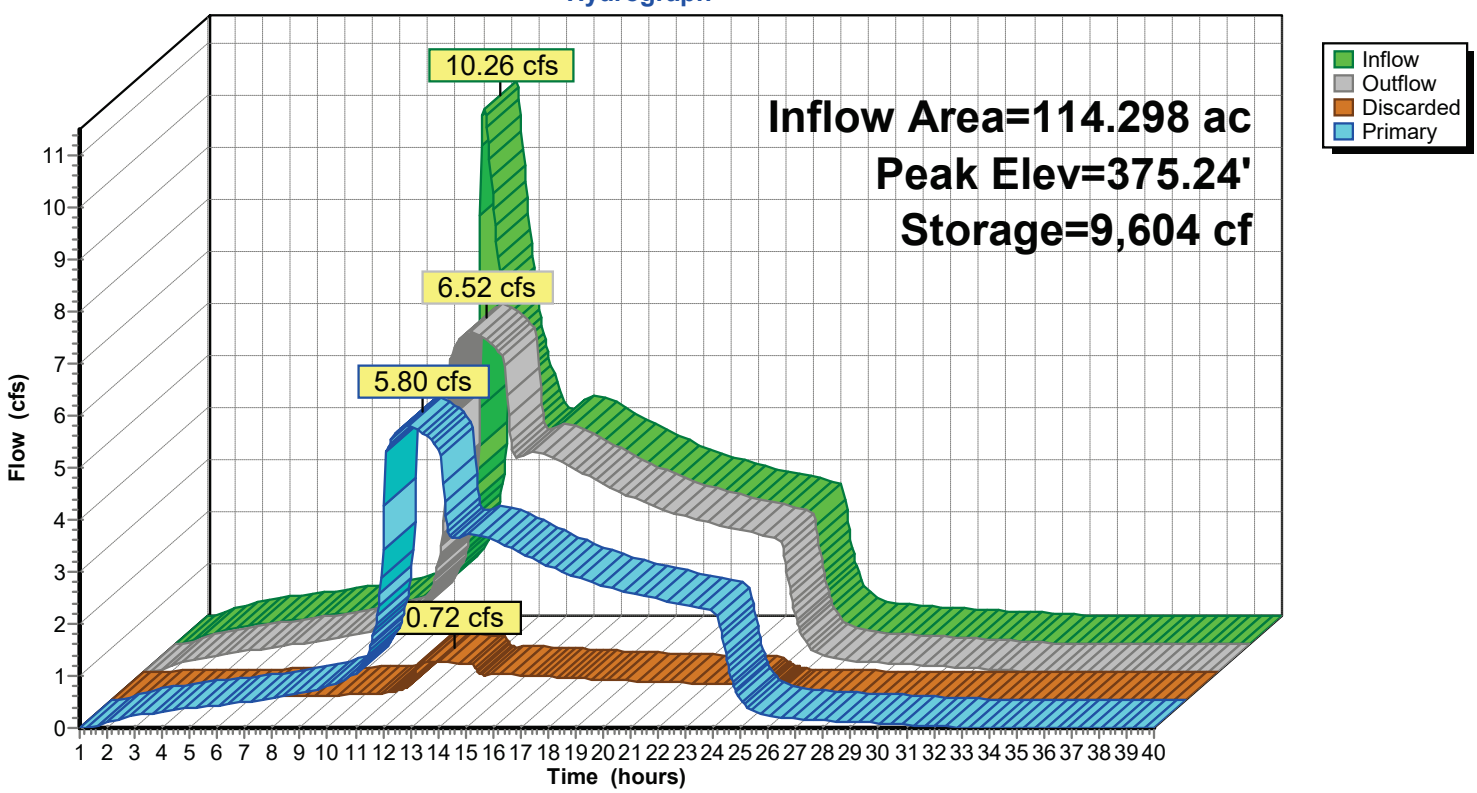
Device	Routing	Invert	Outlet Devices
#1	Discarded	375.00'	**0.750 in/hr Exfiltration over Surface area** Conductivity to Groundwater Elevation = 360.00'
#2	Primary	373.65'	**30.0" Round 30" Outfall to Madrone** L= 57.0' Ke= 0.900 Inlet / Outlet Invert= 373.65' / 373.37' S= 0.0049 '/' Cc= 0.900 n= 0.011, Flow Area= 4.91 sf
#3	Device 2	373.65'	**15.0" Vert. 15" Pipe** C= 0.600 Limited to weir flow at low heads
#4	Device 2	375.80'	**30.0" W x 12.0" H Vert. 18Hx24W** C= 0.600 Limited to weir flow at low heads
#5	Device 2	380.50'	**36.0" x 36.0" Horiz. 36x36 Grate** C= 0.600 Limited to weir flow at low heads

Discarded OutFlow Max=0.72 cfs @ 12.89 hrs HW=375.24' (Free Discharge)
└**1=Exfiltration** (Controls 0.72 cfs)

Primary OutFlow Max=5.80 cfs @ 12.89 hrs HW=375.24' (Free Discharge)
└**2=30" Outfall to Madrone** (Passes 5.80 cfs of 10.07 cfs potential flow)
  ├**3=15" Pipe** (Orifice Controls 5.80 cfs @ 4.73 fps)
  ├**4=18Hx24W** (Controls 0.00 cfs)
  └**5=36x36 Grate** (Controls 0.00 cfs)

Pond T: Pond with Wall

Hydrograph



*Graph is not OCR compatible.

Summary for Pond T: Pond with Wall

Inflow Area = 114.298 ac, 31.95% Impervious, Inflow Depth > 0.95" for 5-yr event
Inflow = 18.93 cfs @ 12.17 hrs, Volume= 9.060 af
Outflow = 10.47 cfs @ 14.38 hrs, Volume= 9.060 af, Atten= 45%, Lag= 132.1 min
Discarded = 0.83 cfs @ 14.38 hrs, Volume= 0.896 af
Primary = 9.64 cfs @ 14.38 hrs, Volume= 8.164 af
Routed to Link A46 : 30" Outfall

Routing by Stor-Ind method, Time Span= 1.00-40.00 hrs, dt= 0.05 hrs
Peak Elev= 376.14' @ 14.38 hrs Surf.Area= 44,368 sf Storage= 47,807 cf

Plug-Flow detention time= 49.3 min calculated for 9.060 af (100% of inflow)
Center-of-Mass det. time= 49.3 min (1,013.1 - 963.9)

Volume	Invert	Avail.Storage	Storage Description
#1	375.00'	456,084 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

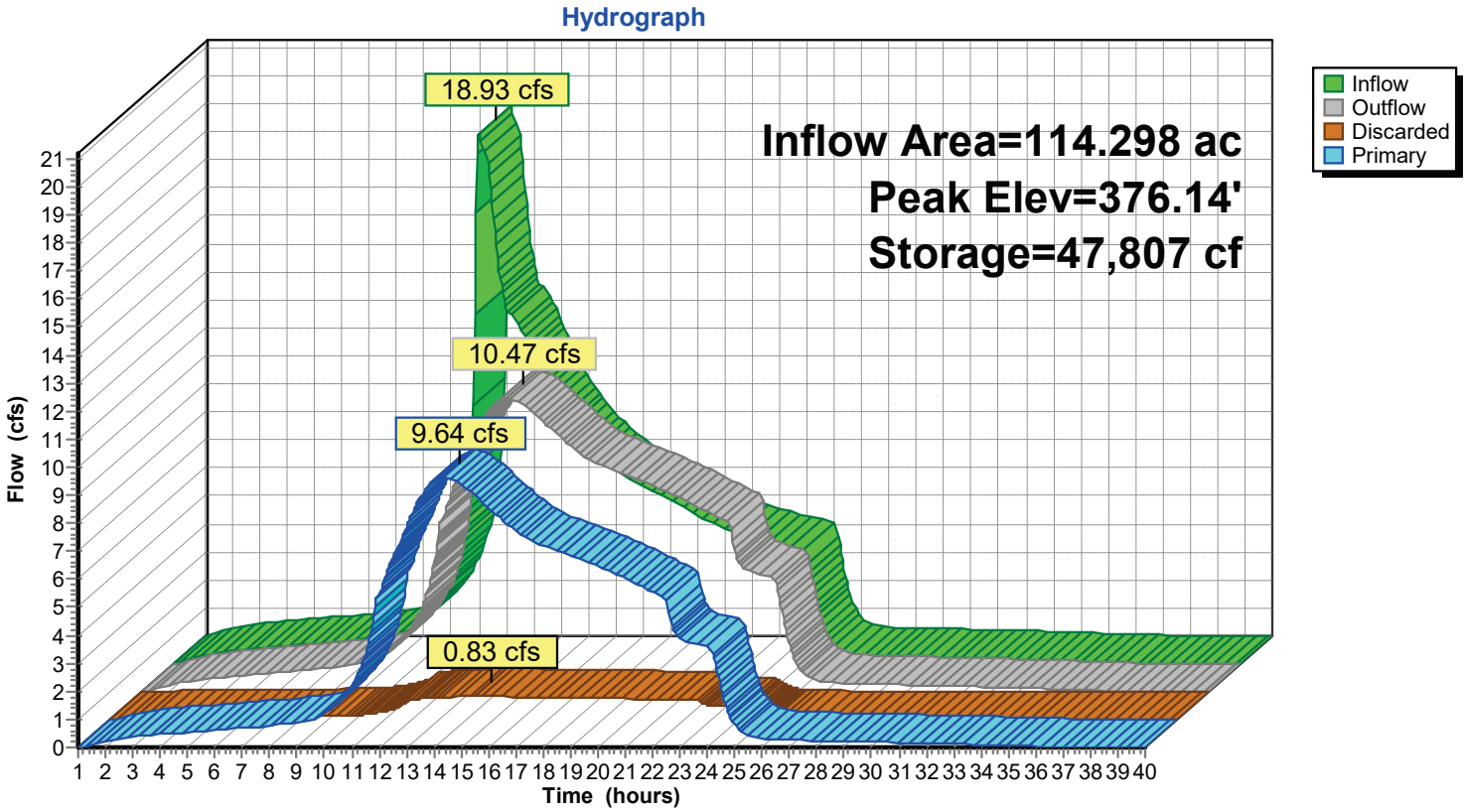
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
375.00	39,687	0	0
376.00	43,789	41,738	41,738
377.00	47,993	45,891	87,629
378.00	52,299	50,146	137,775
379.00	56,708	54,504	192,279
380.00	61,219	58,964	251,242
381.00	65,832	63,526	314,768
382.00	70,803	68,318	383,085
383.00	75,194	72,999	456,084

Device	Routing	Invert	Outlet Devices
#1	Discarded	375.00'	**0.750 in/hr Exfiltration over Surface area** Conductivity to Groundwater Elevation = 360.00'
#2	Primary	373.65'	**30.0" Round 30" Outfall to Madrone** L= 57.0' Ke= 0.900 Inlet / Outlet Invert= 373.65' / 373.37' S= 0.0049 '/' Cc= 0.900 n= 0.011, Flow Area= 4.91 sf
#3	Device 2	373.65'	**15.0" Vert. 15" Pipe** C= 0.600 Limited to weir flow at low heads
#4	Device 2	375.80'	**30.0" W x 12.0" H Vert. 18Hx24W** C= 0.600 Limited to weir flow at low heads
#5	Device 2	380.50'	**36.0" x 36.0" Horiz. 36x36 Grate** C= 0.600 Limited to weir flow at low heads

Discarded OutFlow Max=0.83 cfs @ 14.38 hrs HW=376.14' (Free Discharge)
└**1=Exfiltration** (Controls 0.83 cfs)

Primary OutFlow Max=9.64 cfs @ 14.38 hrs HW=376.14' (Free Discharge)
└**2=30" Outfall to Madrone** (Passes 9.64 cfs of 20.21 cfs potential flow)
  ├**3=15" Pipe** (Orifice Controls 8.06 cfs @ 6.57 fps)
  ├**4=18Hx24W** (Orifice Controls 1.57 cfs @ 1.87 fps)
  └**5=36x36 Grate** (Controls 0.00 cfs)

Pond T: Pond with Wall



*Graph is not OCR compatible.

Summary for Pond T: Pond with Wall

Inflow Area = 114.298 ac, 31.95% Impervious, Inflow Depth > 1.46" for 10-yr event
Inflow = 42.70 cfs @ 12.49 hrs, Volume= 13.862 af
Outflow = 21.65 cfs @ 13.43 hrs, Volume= 13.862 af, Atten= 49%, Lag= 56.5 min
Discarded = 0.95 cfs @ 13.43 hrs, Volume= 1.076 af
Primary = 20.70 cfs @ 13.43 hrs, Volume= 12.785 af
Routed to Link A46 : 30" Outfall

Routing by Stor-Ind method, Time Span= 1.00-40.00 hrs, dt= 0.05 hrs
Peak Elev= 377.12' @ 13.43 hrs Surf.Area= 48,518 sf Storage= 93,513 cf

Plug-Flow detention time= 61.2 min calculated for 13.862 af (100% of inflow)
Center-of-Mass det. time= 61.1 min (1,001.8 - 940.6)

Volume	Invert	Avail.Storage	Storage Description
#1	375.00'	456,084 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

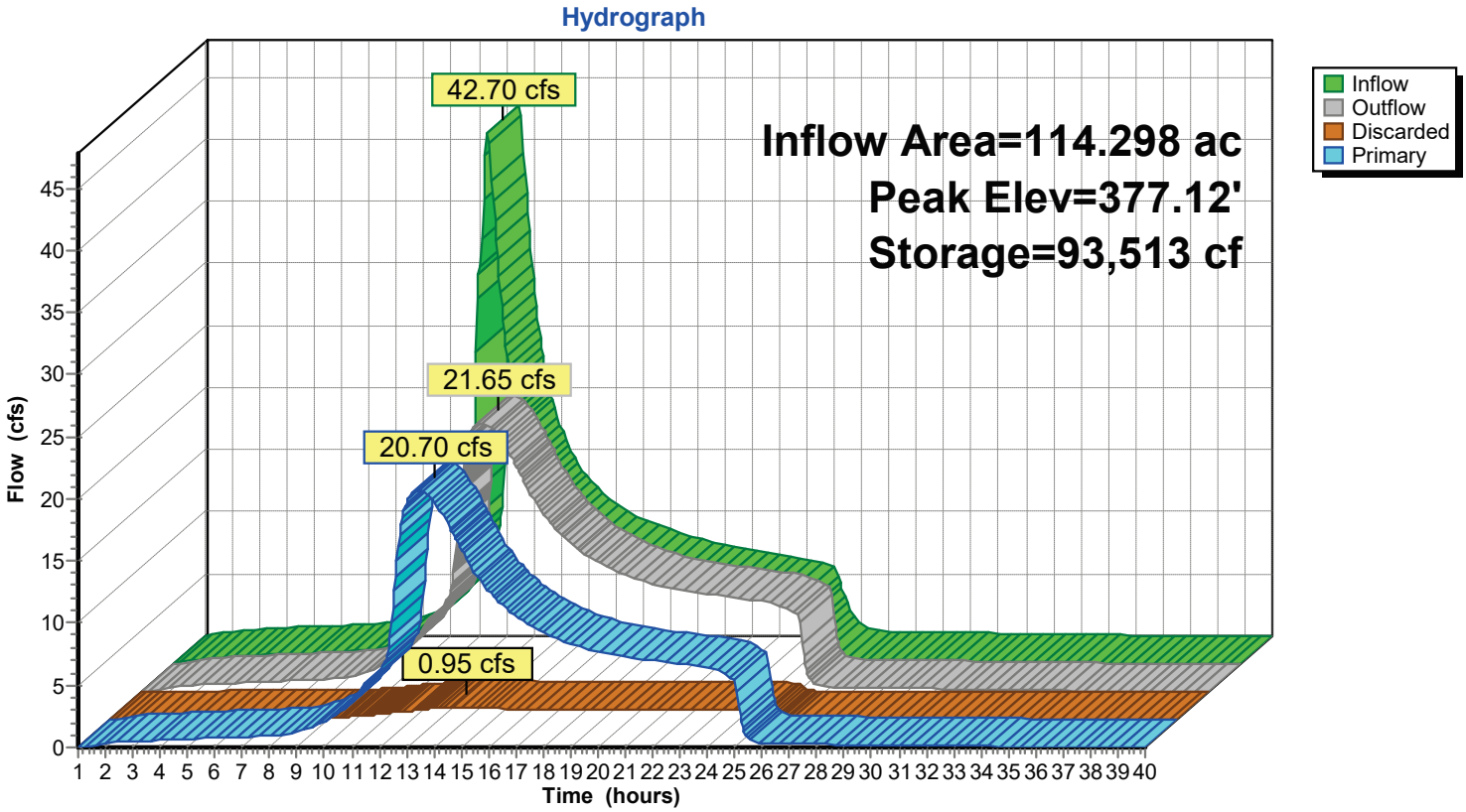
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
375.00	39,687	0	0
376.00	43,789	41,738	41,738
377.00	47,993	45,891	87,629
378.00	52,299	50,146	137,775
379.00	56,708	54,504	192,279
380.00	61,219	58,964	251,242
381.00	65,832	63,526	314,768
382.00	70,803	68,318	383,085
383.00	75,194	72,999	456,084

Device	Routing	Invert	Outlet Devices
#1	Discarded	375.00'	**0.750 in/hr Exfiltration over Surface area** Conductivity to Groundwater Elevation = 360.00'
#2	Primary	373.65'	**30.0" Round 30" Outfall to Madrone** L= 57.0' Ke= 0.900 Inlet / Outlet Invert= 373.65' / 373.37' S= 0.0049 '/' Cc= 0.900 n= 0.011, Flow Area= 4.91 sf
#3	Device 2	373.65'	**15.0" Vert. 15" Pipe** C= 0.600 Limited to weir flow at low heads
#4	Device 2	375.80'	**30.0" W x 12.0" H Vert. 18Hx24W** C= 0.600 Limited to weir flow at low heads
#5	Device 2	380.50'	**36.0" x 36.0" Horiz. 36x36 Grate** C= 0.600 Limited to weir flow at low heads

Discarded OutFlow Max=0.95 cfs @ 13.43 hrs HW=377.12' (Free Discharge)
└**1=Exfiltration** (Controls 0.95 cfs)

Primary OutFlow Max=20.70 cfs @ 13.43 hrs HW=377.12' (Free Discharge)
└**2=30" Outfall to Madrone** (Passes 20.70 cfs of 27.81 cfs potential flow)
  ├**3=15" Pipe** (Orifice Controls 9.97 cfs @ 8.12 fps)
  ├**4=18Hx24W** (Orifice Controls 10.73 cfs @ 4.29 fps)
  └**5=36x36 Grate** (Controls 0.00 cfs)

Pond T: Pond with Wall



*Graph is not OCR compatible.

Summary for Pond T: Pond with Wall

Inflow Area = 114.298 ac, 31.95% Impervious, Inflow Depth > 2.29" for 25-yr event
Inflow = 106.33 cfs @ 12.10 hrs, Volume= 21.826 af
Outflow = 33.52 cfs @ 13.28 hrs, Volume= 21.826 af, Atten= 68%, Lag= 70.8 min
Discarded = 1.20 cfs @ 13.28 hrs, Volume= 1.319 af
Primary = 32.32 cfs @ 13.28 hrs, Volume= 20.507 af
Routed to Link A46 : 30" Outfall

Routing by Stor-Ind method, Time Span= 1.00-40.00 hrs, dt= 0.05 hrs
Peak Elev= 378.95' @ 13.28 hrs Surf.Area= 56,473 sf Storage= 189,260 cf

Plug-Flow detention time= 72.2 min calculated for 21.798 af (100% of inflow)
Center-of-Mass det. time= 72.1 min (989.1 - 917.0)

Volume	Invert	Avail.Storage	Storage Description
#1	375.00'	456,084 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

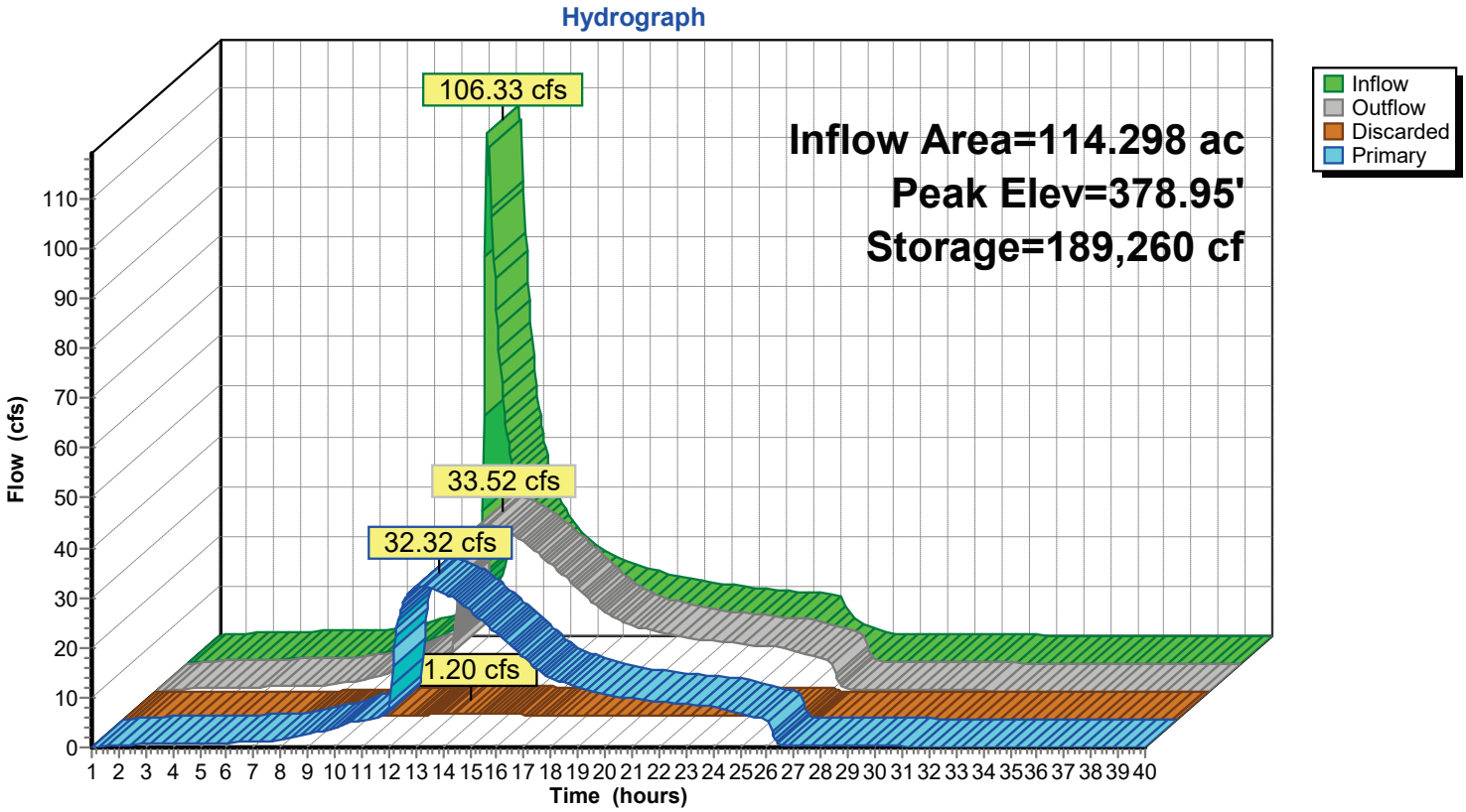
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
375.00	39,687	0	0
376.00	43,789	41,738	41,738
377.00	47,993	45,891	87,629
378.00	52,299	50,146	137,775
379.00	56,708	54,504	192,279
380.00	61,219	58,964	251,242
381.00	65,832	63,526	314,768
382.00	70,803	68,318	383,085
383.00	75,194	72,999	456,084

Device	Routing	Invert	Outlet Devices
#1	Discarded	375.00'	**0.750 in/hr Exfiltration over Surface area** Conductivity to Groundwater Elevation = 360.00'
#2	Primary	373.65'	**30.0" Round 30" Outfall to Madrone** L= 57.0' Ke= 0.900 Inlet / Outlet Invert= 373.65' / 373.37' S= 0.0049 '/' Cc= 0.900 n= 0.011, Flow Area= 4.91 sf
#3	Device 2	373.65'	**15.0" Vert. 15" Pipe** C= 0.600 Limited to weir flow at low heads
#4	Device 2	375.80'	**30.0" W x 12.0" H Vert. 18Hx24W** C= 0.600 Limited to weir flow at low heads
#5	Device 2	380.50'	**36.0" x 36.0" Horiz. 36x36 Grate** C= 0.600 Limited to weir flow at low heads

Discarded OutFlow Max=1.20 cfs @ 13.28 hrs HW=378.95' (Free Discharge)
└**1=Exfiltration** (Controls 1.20 cfs)

Primary OutFlow Max=32.32 cfs @ 13.28 hrs HW=378.95' (Free Discharge)
└**2=30" Outfall to Madrone** (Passes 32.32 cfs of 37.53 cfs potential flow)
  ├**3=15" Pipe** (Orifice Controls 12.77 cfs @ 10.41 fps)
  ├**4=18Hx24W** (Orifice Controls 19.55 cfs @ 7.82 fps)
  └**5=36x36 Grate** (Controls 0.00 cfs)

Pond T: Pond with Wall



*Graph is not OCR compatible.

Summary for Pond T: Pond with Wall

Inflow Area = 114.298 ac, 31.95% Impervious, Inflow Depth > 3.62" for 100-yr event
Inflow = 151.47 cfs @ 12.07 hrs, Volume= 34.493 af
Outflow = 49.42 cfs @ 13.24 hrs, Volume= 34.493 af, Atten= 67%, Lag= 69.7 min
Discarded = 1.57 cfs @ 13.24 hrs, Volume= 1.662 af
Primary = 47.85 cfs @ 13.24 hrs, Volume= 32.831 af
Routed to Link A46 : 30" Outfall

Routing by Stor-Ind method, Time Span= 1.00-40.00 hrs, dt= 0.05 hrs
Peak Elev= 381.48' @ 13.24 hrs Surf.Area= 68,194 sf Storage= 346,614 cf

Plug-Flow detention time= 87.3 min calculated for 34.449 af (100% of inflow)
Center-of-Mass det. time= 87.2 min (982.1 - 894.9)

Volume	Invert	Avail.Storage	Storage Description
#1	375.00'	456,084 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
375.00	39,687	0	0
376.00	43,789	41,738	41,738
377.00	47,993	45,891	87,629
378.00	52,299	50,146	137,775
379.00	56,708	54,504	192,279
380.00	61,219	58,964	251,242
381.00	65,832	63,526	314,768
382.00	70,803	68,318	383,085
383.00	75,194	72,999	456,084

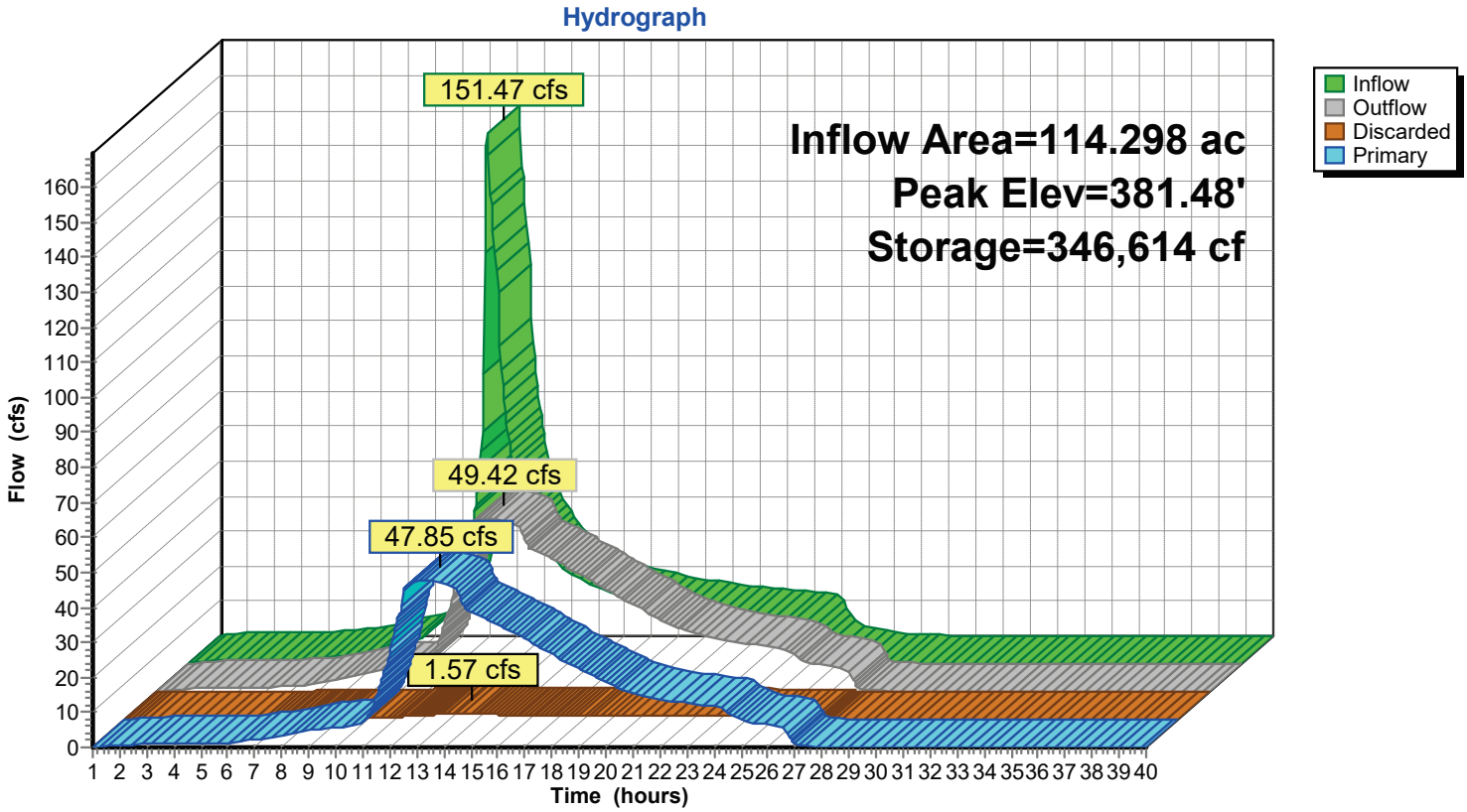
Device	Routing	Invert	Outlet Devices
#1	Discarded	375.00'	**0.750 in/hr Exfiltration over Surface area** Conductivity to Groundwater Elevation = 360.00'
#2	Primary	373.65'	**30.0" Round 30" Outfall to Madrone** L= 57.0' Ke= 0.900 Inlet / Outlet Invert= 373.65' / 373.37' S= 0.0049 '/' Cc= 0.900 n= 0.011, Flow Area= 4.91 sf
#3	Device 2	373.65'	**15.0" Vert. 15" Pipe** C= 0.600 Limited to weir flow at low heads
#4	Device 2	375.80'	**30.0" W x 12.0" H Vert. 18Hx24W** C= 0.600 Limited to weir flow at low heads
#5	Device 2	380.50'	**36.0" x 36.0" Horiz. 36x36 Grate** C= 0.600 Limited to weir flow at low heads

Discarded OutFlow Max=1.57 cfs @ 13.24 hrs HW=381.47' (Free Discharge)
└**1=Exfiltration** (Controls 1.57 cfs)

Primary OutFlow Max=47.85 cfs @ 13.24 hrs HW=381.47' (Free Discharge)
└**2=30" Outfall to Madrone** (Inlet Controls 47.85 cfs @ 9.75 fps)
  ├**3=15" Pipe** (Passes < 15.85 cfs potential flow)
  ├**4=18Hx24W** (Passes < 27.37 cfs potential flow)
  └**5=36x36 Grate** (Passes < 37.77 cfs potential flow)

Pond T: Pond with Wall

Hydrograph



*Graph is not OCR compatible.

KIER+WRIGHT

Attachment 7

Post Construction SW Requirements Checklist

2850 Collier Canyon Road, Livermore, CA 94551 (925) 245-8788 **kierwright.com**

PERFORMANCE REQUIREMENT NO. 1
SITE DESIGN AND RUNOFF REDUCTION

CERTIFICATION

	DESIGN STRATEGY	INCORPORATED?
1.	Limit disturbance of creeks and natural drainage features.	✔
2.	Minimize compaction of highly permeable soils.	✔
3.	Limit clearing and grading of native vegetation at the site to the minimum area needed to build the project, allow access, and provide fire protection.	✔
4.	Minimize impervious surfaces by concentrating improvements on the least sensitive areas of the site, while leaving the remaining land in a natural undisturbed state.	✔
5.	Minimize stormwater runoff by implementing one or more of the following design measures:	
	a) Direct roof runoff into cisterns or rain barrels for reuse.	
	b) Direct roof runoff onto vegetated areas safely away from building foundations and footings.	✔
	c) Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas safely away from building foundations and footings.	✔
	d) Direct runoff from driveways and/or uncovered parking lots onto vegetated areas safely away from building foundations and footings.	✔
	e) Construct bike lanes, driveways, uncovered parking lots, sidewalks, walkways, and patios with permeable surfaces.	

I, Steve J. Hunn, acting as the Project Engineer for DePaul Residences project, located at DePaul Drive near Cochrane Road, hereby state that the Site Design and Runoff Reduction design strategies indicated above have been incorporated into the design of the project.



Signature

07/08/2025

Date

SOURCE CONTROL CHECKLIST

ON-SITE SOURCE CONTROL MEASURES	INCORPORATED?
Wash area/racks, drain to sanitary sewer[1]	☐
Covered dumpster area, drain to sanitary sewer[1]	☐
Sanitary sewer connection or accessible cleanout for swimming pool/spa/fountain[1]	☐
Parking garage floor drains plumbed to sanitary sewer[1]	☐
Fire sprinkler test water/condensate drain lines drain to landscape/sanitary sewer[1]	☐
Interior floor drains/boiler drain lines plumbed to sanitary sewer	☐
Beneficial landscaping/IPM (minimize irrigation, runoff, pesticides and fertilizers; promotes treatment)	☑
Outdoor material storage protection	☑
Covers, drains for loading docks, maintenance bays, fueling areas	☐
Maintenance (pavement sweeping, catch basin cleaning, good housekeeping)	☑
Storm drain labeling	☑
Other[2] _____	☐

Notes:

[1] Subject to sanitary sewer authority requirements.

[2] See CASQA Stormwater BMP Handbook for New Development and Redevelopment for additional BMPs for vehicle service repair facilities, fuel dispensing areas, industrial processes, rooftop equipment and other pollutant generating activities and sources: https://www.casqa.org/resources/bmp-handbooks/new-development-redevelopment-bmp-handbook

PERFORMANCE REQUIREMENT NO. 2:
WATER QUALITY TREATMENT

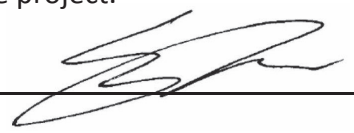
CERTIFICATION

	ON-SITE WATER QUALITY TREATMENT MEASURES (IN ORDER OF PRIORITY)	INCORPORATED?
1.	Low Impact Development (LID) Treatment Systems designed to retain stormwater runoff generated by the 85th percentile 24-hour storm. Stormwater Control Measures implemented (circle all that apply, design documentation is required): • Harvesting and Use, • Infiltration, • Evapotranspiration	
2.	Biofiltration Treatment Systems – with the following design parameters: a) Maximum surface loading rate appropriate to prevent erosion, scour and channeling within the biofiltration treatment system itself and equal to 5 inches per hour, based on the flow of runoff produced from a rain event equal to or at least: i. 0.2 inches per hour intensity; or ii. Two times the 85th percentile hourly rainfall intensity for the applicable area, based on historical records of hourly rainfall depth b) Minimum surface reservoir volume equal to the biofiltration treatment system surface area times a depth of 6 inches c) Minimum planting medium depth of 24 inches. The planting medium must sustain a minimum infiltration rate of 5 inches per hour throughout the life of the project and must maximize runoff retention and pollutant removal. A mixture of sand (60%-70%) meeting the specifications of American Society for Testing and Materials (ASTM) C33 and compost (30%-40%) may be used. A Regulated Project may utilize an alternative planting medium if it demonstrates its planting medium is equal to or more effective at attenuating pollutants than the specified planting medium mixture. d) Proper plant selection[13] e) Subsurface drainage/storage (gravel) layer with an area equal to the biofiltration treatment system surface area and having a minimum depth of 12 inches f) Underdrain with discharge elevation at top of gravel layer g) No compaction of soils beneath the biofiltration facility (ripping/loosening of soils required if compacted) h) No liners or other barriers interfering with infiltration, except for situations where lateral infiltration is not technically feasible	✔

[13] Technical guidance for designing bioretention facilities is available from the Central Coast LID Initiative. The guidance includes design specifications and plant lists appropriate for the Central Coast climate: http://www.centralcoastlidi.org/Central_Coast_LIDI/LID_Structural_BMPs.html

3.	Non-Retention Based Treatment Systems – designed to meet at least one of the following hydraulic sizing criteria:	
	(a) Volume Hydraulic Design Basis – Treatment systems whose primary mode of action depends on volume capacity shall be designed to treat stormwater runoff equal to the volume of runoff generated by the 85th percentile 24-hour storm event, based on local rainfall data.	
	(b) Flow Hydraulic Design Basis – Treatment systems whose primary mode of action depends on flow capacity shall be sized to treat: (i) The flow of runoff produced by a rain event equal to at least two times the 85th percentile hourly rainfall intensity for the applicable area, based on historical records of hourly rainfall depths; or (ii) The flow of runoff resulting from a rain event equal to at least 0.2 inches per hour intensity.	

I, Steve J. Hunn, acting as the Project Engineer for DePaul Residences project, located at DePaul Drive near Cochrane Road, hereby state that the On-Site Water Quality Treatment Measures indicated above have been incorporated into the design of the project.



Signature

07/08/2025

Date

PERFORMANCE REQUIREMENT NO. 3: RUNOFF RETENTION

Design Rainfall Events & Treatment Requirements for WMZs

WMZ[1]	Treatment Options & Design Rainfall	Check Applicable WMZs
WMZ 1	Via optimized infiltration[2], prevent offsite discharge from events up to the 95th percentile 24-hour rainfall event as determined from local rainfall data.	✔
WMZ 2	Via storage, rainwater harvesting, infiltration, and/or evapotranspiration, prevent offsite discharge from events up to the 95th percentile 24-hour rainfall event as determined from local rainfall data.	
WM 4 *	Via optimized infiltration[2], prevent offsite discharge from events up to the 95th percentile 24-hour rainfall event as determined from local rainfall data.	
WMZ 5	Via optimized infiltration[2] prevent offsite discharge from events up to the 85th percentile 24-hour rainfall event as determined from local rainfall data.	
WMZ 6	Via storage, rainwater harvesting, infiltration, and/or evapotranspiration, prevent offsite discharge from events up to the 85th percentile 24-hour rainfall event as determined from local rainfall data.	
WMZ 9	Via storage, rainwater harvesting, infiltration, and/or evapotranspiration, prevent offsite discharge from events up to the 85th percentile 24-hour rainfall event as determined from local rainfall data.	
WMZ 10 *	Via optimized infiltration[2], prevent offsite discharge from events up to the 95th percentile 24-hour rainfall event as determined from local rainfall data	

Notes:

* Applicable only to those areas that overlay designated Groundwater Basins

1. Includes only those WMZs contained in Santa Clara County.
2. Storage, rainwater harvesting, and/or evapotranspiration may be used when infiltration is optimized.

PERFORMANCE REQUIREMENT NO. 3: RUNOFF RETENTION

LID Site Assessment Checklist

ITEMS TO DOCUMENT:	INCLUDED?
1. Site topography	☑
2. Hydrologic features including contiguous natural areas, wetlands, watercourses, seeps, or springs	☑
3. Depth to seasonal high groundwater	☑
4. Locations of groundwater wells used for drinking water	N/A ☐
5. Depth to an impervious layer such as bedrock	N/A ☐
6. Presence of unique geology (e.g., karst)	N/A ☐
7. Geotechnical hazards	N/A ☐
8. Documented soil and/or groundwater contamination	☑
9. Soil types and hydrologic soil groups	☑
10. Vegetative cover/trees	☑
11. Run-on characteristics (source and estimated runoff from offsite which discharges to the project area)	☑
12. Existing drainage infrastructure for the site and nearby areas including the location of municipal storm drains	☑
13. Structures including retaining walls	☑
14. Utilities	☑
15. Easements	☑
16. Covenants	☑
17. Zoning/Land Use	☑
18. Setbacks	☑
19. Open space requirements	☑
20. Other pertinent overlay(s) SFHA - contained in channel	☑

PERFORMANCE REQUIREMENT NO. 3: RUNOFF RETENTION

LID Site Design Measures

	DESIGN MEASURE	INCORPORATED?
1.	Defining the development envelope, identifying the protected areas, and identifying areas that are most suitable for development and areas to be left undisturbed	✔
2.	Identifying conserved natural areas, including existing trees, other vegetation, and soils (shown on the plans)	✔
3.	Limit the overall impervious footprint of the project	✔
4.	Design of streets, sidewalks, or parking lot aisles to the minimum widths necessary, provided that public safety or mobility uses are not compromised	✔
5.	Set back development from creeks, wetlands, and riparian habitats	N/A
6.	Design conforms the site layout along natural landforms	✔
7.	Design avoids excessive grading and disturbance of vegetation and soils	✔

I, Steve J. Hunn, acting as the Project Engineer for DePaul Residences project, located at DePaul Drive near Cochrane Road, hereby state that LID Site Design Measures indicated above have been incorporated into the design of the project.



Signature

07/08/2025

Date

PERFORMANCE REQUIREMENT NO. 3: RUNOFF RETENTION

Technical Infeasibility Checklist

	Site Conditions	Check If Applicable
1.	Depth to seasonal high groundwater limits infiltration and/or prevents construction of subgrade stormwater control measures[14]	N/A ☐
2.	Depth to an impervious layer such as bedrock limits infiltration	N/A ☐
3.	Sites where soil types significantly limit infiltration	N/A ☐
4.	Sites where pollutant mobilization in the soil or groundwater is a documented concern	N/A ☐
5.	Space constraints (e.g., infill projects, some redevelopment projects, high density development)	N/A ☐
6.	Geotechnical hazards	N/A ☐
7.	Stormwater Control Measures located within 100 feet of a groundwater well used for drinking water	N/A ☐
8.	Incompatibility with surrounding drainage system (e.g., project drains to an existing stormwater collection system whose elevation or location precludes connection to a properly functioning treatment or flow control facility)	☐ N/A

[14] See Santa Clara Valley Water District guidelines for minimum groundwater separation from stormwater infiltration devices (Section 7, Table 6, of this Manual).

APPENDIX B

Stormwater Control Plan Checklist

Stormwater Control Plan Required Contents	PR Level	Done?
1. Project Information	All	
• Project name		✓
• Application number		
• Address and assessor's parcel number		✓
• Name of Applicant		✓
• Project Phase number (if project is being constructed in phases)		N/A
• Project Type (e.g., commercial, industrial, multi-unit residential, mixed-use, public), and description		✓
2. Project Areas	All	
• Total project site area		✓
• Total new impervious surface area		✓
• Total replaced impervious surface area		✓
• Total new pervious area		✓
• Calculation of Net Impervious Area		✓
3. Statement of Performance Requirements that apply to the project:	All	
• Performance Requirement No.1 – Site Design and Runoff Reduction		✓
• Performance Requirement No.2 – Water Quality Treatment		✓
• Performance Requirement No. 3 – Runoff Retention		✓
• Performance Requirement No. 4 – Peak Management		✓
4. Delineation of Drainage Management Areas (DMAs)	All	✓
5. Summary of Site Design and Runoff Reduction Performance Requirement measures selected for the project (see PR-1 checklist)	PR-1	✓
6. Description of Runoff Reduction Measures and Structural Stormwater Control Measures, by Drainage Management Area and for entire site	PR-2, 3, and 4	✓
7. Water quality treatment calculations used to comply with the Water Quality Treatment Performance Requirement and any analysis to support infeasibility determination	PR-2	✓
8. Documentation certifying that the selection, sizing, and design of the Stormwater Control Measures meet the full or partial Water Quality Treatment Performance Requirements (see PR-2 checklist)	PR-2	✓

Stormwater Control Plan Required Contents	PR Level	Done?
9. Statement that Water Quality Treatment Performance Requirement has been met on-site, or, if not achievable: • Documentation of the volume of runoff for which compliance cannot be achieved on-site and the associated off-site compliance requirements • Statement of intent to comply with Water Quality Treatment Performance Requirement through Alternative Compliance	PR-2	✓
10. LID Site Assessment Summary (see PR-3 checklist)	PR-3	✓
11. LID Site Design Measures Used (see PR-3 checklist)	PR-3	✓
12. Supporting calculations used to comply with the applicable Runoff Retention Performance Requirements	PR-3	✓
13. Documentation demonstrating infeasibility where Site Design and Runoff Reduction measures and retention-based Stormwater Control Measures cannot retain required runoff volume	PR-3	N/A
14. Documentation demonstrating percentage of the project's Equivalent Impervious Surface Area dedicated to retention-based Stormwater Control Measures	PR-3	✓
15. Statement that Runoff Reduction Performance Requirement has been met on-site, or, if not achievable: • Documentation of the volume of runoff for which compliance cannot be achieved on-site and the associated off-site compliance requirements • Statement of intent to comply with Runoff Retention Performance Requirements through an Alternative Compliance agreement	PR-3	✓
16. Supporting calculations used to comply with the applicable Peak Management Performance Requirements	PR-4	✓
17. Documentation demonstrating infeasibility where on-site compliance with Peak Management Performance Requirements cannot be achieved	PR-4	N/A
18. Statement that Peak Management Performance Requirement has been met on-site, or, if not achievable: • Documentation of the volume of runoff for which compliance cannot be achieved on-site and the associated off-site compliance requirements • Statement of intent to comply with Peak Management Requirements through an Alternative Compliance agreement		✓
19. O&M Plan for all structural SCMs to ensure long-term performance to be provided with construction permit set	PR-2, 3, and 4	
20. Owner of facilities and responsible party for conducting O&M to be provided with construction permit set	PR-2, 3, and 4	

Appendix E

Sanitary Sewer Demand Analysis Memorandum

KIER+WRIGHT

Memo

Date: March 28, 2024
Project No. A18673-008
From: Paul Boumann, PE (Kier+Wright)
Subject: DePaul Residences, Morgan Hill - Sanitary Sewer Demand Analysis

EXECUTIVE SUMMARY:

This memo provides a preliminary estimate of the anticipated sewer demand for the DePaul Residences project (Project), in the City of Morgan Hill and analyzes the anticipated sanitary sewer demand for potential commercial development and proposed residential development. The calculations are based on the City of Morgan Hill "Sanitary Sewer Design Standards" (SSDS). The SSDS did not specify the factor for infiltration and inflow (I&I) into the sewer system and therefore we used the I&I factor from the City of Redwood City for these calculations.

The On-Site existing and proposed project site totals 20.56+/- acres. The existing condition of the site is vacant and is zoned as commercial. The proposed Project shall contain 98 single family detached units and 73 townhomes with 4-plex, 5-plex and 6-plex buildings, totaling 171 units. All units have more than one bedroom. This analysis shall compare the flows for the Project and potential development for commercial.

ANALYSIS:

SEWER DESIGN CRITERIA USED TO DETERMINE SEWER FLOWS FOR THE PROJECT AND POTENTIAL COMMERCIAL DEVELOPMENT

- Single Family Residential Units: (3.25 Persons/Unit for more than 1-bedroom) X (90 GPD/Person). All units have more than one bedroom. Per SSDS criteria.
- Potential Commercial Development: 1,500 GPD/Acre. Per SSDS criteria.
- Infiltration and Inflow (I&I): (100 GPD/Mile) X (Pipe Dia), Factor obtained from City of Redwood City Volume III Design Criteria – Attachment L

PROJECT SEWER DEMAND

The Design Flow summary for the Project and potential commercial site are as follows:

Proposed Residential (171 Units) Peak Design Flow (Wet Weather) = **175,408+/- GPD (0.27 CFS)**

Potential Commercial Development – Peak Design Flow (Wet Weather) = **108,114+/- GPD (0.17 CFS)**

CONCLUSION

The proposed residential development when compared to the potential commercial development may produce **67,300+/- GPD (0.10 CFS)** more than the commercial development which is roughly 25% capacity of an 8-inch pipe. The minimum slope of the 8-inch SS pipe within the proposed residential project is 0.004 (0.40%). At this slope the capacity of the 8-inch SS pipe flowing half full is 290,822 GPD (0.45 CFS), which is more than 1.5 times greater than the peak wet weather design flow of **175,408+/- GPD (0.27 CFS)**, see attached, "Manning Formula Uniform Pipe Flow at Given Slope and Depth".

ATTACHMENTS

- Proposed Residential Peak Design Flow (Wet Weather)
- Proposed Commercial Peak Design Flow (Wet Weather)
- City of Morgan Hill Sanitary Sewer Design Standards
- Peak Factor Table
- Project Site Plan for Proposed Residential
- Manning Formula Uniform Pipe Flow at Given Slope and Depth
- City Zoning Map

ATTACHMENTS

DePaul Residences - Morgan Hill

A18673-8

Proposed Residential Peak Design Flow (Wet Weather)
based on City of Morgan Hill - Sanitary Sewer Design Standards (SSDS)

PROPOSED RESIDENTIAL

Unit	Description	# of Units[4]	Persons per unit[1]	Gallons per Capita per day[1]	Average Residential Flow[1] (gpd)	Average Residential Flow[1] (cfs)	Comments
Plan 1	Neighborhood 2-Single Family Detached	26	3.25	90	7,605	0.012	
Plan 2	Neighborhood 2-Single Family Detached	25	3.25	90	7,313	0.011	
Plan 3	Neighborhood 2-Single Family Detached	25	3.25	90	7,313	0.011	
Plan 4	Neighborhood 2-Single Family Detached	22	3.25	90	6,435	0.010	
		98		**Sub-Total**	**28,665**	**0.044**	
Plan 1	Neighborhood 1-Townhouses	19	3.25	90	5,558	0.009	
Plan 2	Neighborhood 1-Townhouses	22	3.25	90	6,435	0.010	
Plan 3	Neighborhood 1-Townhouses	32	3.25	90	9,360	0.014	
		73		**Sub-Total**	**21,353**	**0.033**	
				PROPOSED AVERAGE RESIDENTIAL FLOW =	**50,018**	**0.077**	

PROPOSED INFILTRATION

	Description	PVC Pipe (mi)	Flow (gpd) per (mi)[2]	Diameter (in)	Infiltration & Inflow [2] (gpd)	Infiltration & Inflow[2] (cfs)	
	Pipe Infiltration	0.247	100	6	148	0.0002	
	Pipe Infiltration	0.248	100	8	198	0.0003	
				TOTAL PROPOSED I&I FLOW =	**347**	**0.0005**	

		Proposed Average Residential Flow	Peaking Factor[1]	I&I	Proposed Peak Design Flow[3] (gpd)	Proposed Peak Design Flow[3] (cfs)	
		50,018	**3.5**	**347**	175,408	0.27	
				PROPOSED PEAK DESIGN FLOW (Wet Weather) [3] =	**175,408**	**0.27**	

I&I - Infiltration & Inflow

[1] per City of Morgan Hill Sanitary Sewer Design Standards (SSDS) -All units have more than 1 bedroom

[2] Per Redwood City Volume III Design Criteria- Attachment L: I&I = Flow (gpd)per (mi) X Diameter (in)

[3] Proposed Peak Design Flow (Wet Weather)= (Proposed Average Residential Flow) X (Peaking Factor P_f) + (Total I&I)

[4] Unit counts based on Architectural Plans Sheet A0-1.1 March 22, 2024

DePaul Residences - Morgan Hill

A18673-8

Proposed Commercial Peak Design Flow (Wet Weather)
based on City of Morgan Hill - Sanitary Sewer Design Standards (SSDS)

PROPOSED COMMERCIAL

Unit	Description	Area (acres +/-)		Gallons per Acre per Day[1]	Average Residential Flow[1] (gpd)	Average Residential Flow[1] (cfs)	Comments
	Commercial	20.56		1,500	30,840	0.048	
				TOTAL PROPOSED COMMERCIAL FLOW =	**30,840**	**0.048**	

PROPOSED INFILTRATION

	Description	PVC Pipe (mi)	flow (gpd)[2]	diameter (in)	Infiltration & Inflow [2] (gpd)	Infiltration & Inflow[2] (cfs)	
	Pipe Infiltration	0.124	100	6	74	0.0001	
	Pipe Infiltration	0.124	100	8	99	0.0002	
				TOTAL PROPOSED I&I FLOW =	**174**	**0.0003**	

		Total Proposed Average Residential Flow (gpd)	Peaking Factor[1]	I&I[2] (gpd)	Proposed Peak Design Flow[3] (gpd)	Proposed Peak Design Flow[3] (cfs)	
		30,840	**3.5**	**174**	**108,114**	**0.17**	
				PROPOSED COMMERCIAL PEAK DESIGN FLOW (Wet Weather)[3] =	**108,114**	**0.17**	

I&I - Infiltration & Inflow

[1] per City of Morgan Hill Sanitary Sewer Design Standards (SSDS)

[2] Per Redwood City Volume III Design Criteria- Attachment L: I&I = Flow (gpd) per (mi) X Diameter (in)

[3] Proposed Peak Design Flow (Wet Weather)= (Total Proposed Commercial Flow) X (Peaking Factor P_f) + (Total I&I)

3.100 GENERAL

Sanitary sewers shall be designed in accordance with accepted engineering principles and shall conform to these Design Standards.

Storm water shall not be connected or discharged into a sanitary sewer.

The latest edition of the California State Department of Health Services "Criteria for the Separation of Water Mains and Sanitary Sewers" shall take precedence in horizontal and vertical alignment issues.

Engineering calculations used for the design of all proposed sanitary sewer systems, shall be submitted to the City Engineer. The calculations shall include the following items:

1. A plan, preferably 1" = 100' scale, showing the proposed street system, tributary sub-areas, existing and future tributary areas, outside the project limits, zoning, projected land use, and any features affecting the system design.
2. Design flows at major junction points including flows coming from outside the project limits.
3. Size, length, slope, and invert elevations of all proposed lines and locations of manholes.

3.200 AVERAGE FLOW

Where possible, the average residential flows shall be computed on a per capita basis using a minimum of 90 gallons per capita per day. Commercial and light industrial shall be computed at 1500 gallons per acre per day. All other industrial shall be computed utilizing 2500 gallons per acre per day. When the exact density is not known, the zoning map and the general plan shall be used to determine the appropriate densities. Multi family residential ($\leq$ 2 bedroom/unit) shall be 2.75 persons per unit. All other residential uses shall be 3.25 persons per unit.

Schools shall be computed at 45 gallons per capita per day. Churches shall be computed at 23 gallons per capita per day.

The averages indicated above are minimum blows and in some situations may have to be increased due to higher densities or differing land uses.

The total design flow shall be determined by multiplying the average design flow by a peak factor obtained from the following graph:

Peak Factor Table (cfs)	
Qav	**Pf**
0 – 0.1	3.50
0.1 – 0.3	2.80
0.3 – 0.6	2.60
0.6 – 1.9	2.50
0.9 – 1.2	2.40
1.2 – 1.5	2.35
1.5 – 1.9	2.30
1.9 – 2.4	2.25
2.4 – 3.0	2.20
3.0 – 3.8	2.15
3.8 – 4.9	2.10
4.9 – 6.3	2.05
6.3 – 7.5	2.00
7.5 – 8.3	1.90
8.3 – 9.2	1.98
9.2 – 10.3	1.96
10.3 – 11.4	1.94
11.4 – 12.7	1.92
12.7 – 14.2	1.90
14.2 – 15.9	1.88
15.9 – 18.0	1.86
18.0 – 20.0	1.84

Note: The accuracy of hydraulic calculations does not warrant interpolation of Peak Factor.



March 20. 2024

MORGAN HILL, CA

SUMMARY

TOTAL NET ACREAGE ±13.83 AC

*Parcel area excludes the Future ROW Easement and 10ft PSE along DePaul Drive

SINGLE FAMILY

GENERAL INFORMATION

UNIT DATA + AREA CALCULATIONS

	Livable Gross SF	Garage SF	Non-Residential Gross SF	Residential Gross SF	# of homes	Total Gross SF
Plan 1	2,131	458	0	2,589	26	67,314
Plan 2	2,416	445	0	2,861	25	71,525
Plan 3	2,435	498	0	2,933	25	73,325
Plan 4	2,601	440	0	3,041	22	66,902
Total Single Family Gross SF					98	279,066 SF

TOWNHOMES

UNIT DATA

UNIT COUNT

	Plan 1	Plan 2	Plan 3	# of Buildings
4-Plex	1	1	2	10
5-Plex	1	2	2	3
6-Plex	2	2	2	3
Total Units / Plan Type	19	22	32	
Total # Units			**73 Total Units**	

UNIT DATA + AREA CALCULATIONS PER TOWNHOME UNIT

	Residential Area SF*	Garage SF**	Non-Residential Gross SF	Residential Gross SF	# of homes	Project Total Gross SF
Townhome - Plan 1	1,982	472	0		19	46,626
Townhome - Plan 2	2,189	487	0		22	58,872
Townhome - Plan 3	2,223	485	0		32	86,656
Total Project Utility Misc.* **						
Total Townhome Gross SF						192,154

*Residential Area measured to outside face of stud. Does not include patios, balconies,

**Garage Area measured to outside face of stud of garages.

AREA CALCULATIONS

Building Type	Gross Residential Area per Building* SF	Gross Non-Residential Area per Building	# of Buildings	Total Project Gross Residential Area SF	
4-Plex	10,546	0	10	105,460	SF
5-Plex	13,222	0	3	39,666	SF
6-Plex	15,676	0	3	47,028	SF
Total Townhome Gross SF				**192,154**	**SF**

*Area includes residential area, including garages to outside face of stud. Does not include patios and balconies

Architecture + Planning
The Leamington Building
1814 Franklin St., Suite 400
Oakland, CA 94612
510.272.2910
ktgy.com

HIGHSTREET RESIDENTIAL

MORGAN HILL # 2023-0661

DESIGN PERMIT
APPLICATION - SB330
MARCH 22, 2024

PROJECT DATA
& SITE PLAN

A0-1.1

*Figure is not OCR compatible.

Manning Formula Uniform Pipe Flow at Given Slope and Depth

Printable Title

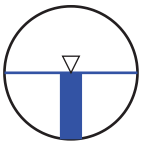
Printable Subtitle

Inputs

Pipe diameter, d_0	8	in
Manning roughness, n	.011	
Pressure slope (possibly ? equal to pipe slope), S_0	0.004	rise/run
Relative flow depth, y/d_0	.5	fraction

Results

Flow depth, y	0.3333	ft
Flow area, a	0.1745	ft^2
Pipe area, a0	0.3491	ft^2
Relative area, a/a0	50.0000	%
Wetted perimeter, P_w	1.0472	ft
Hydraulic radius, R_h	2.0000	in
Top width, T	8.0000	in
Velocity, v	2.5874	ft/sec
Velocity head, h_v	0.0451	psi
Froude number, F	0.89	
Average shear stress (tractive force), tau	0.0416	psf
Flow, Q (See notes)	0.4516	cfs
Full flow, Q0	0.9031	cfs
Ratio to full flow, Q/Q0	0.5000	fraction



Notes:

This is the flow and depth inside an *infinitely long* pipe.
Getting the flow into the pipe may require significantly higher headwater depth. Add at least 1.5 times the velocity head to get the headwater depth or see my 2-minute tutorial for standard culvert headwater calculations using HY-8.

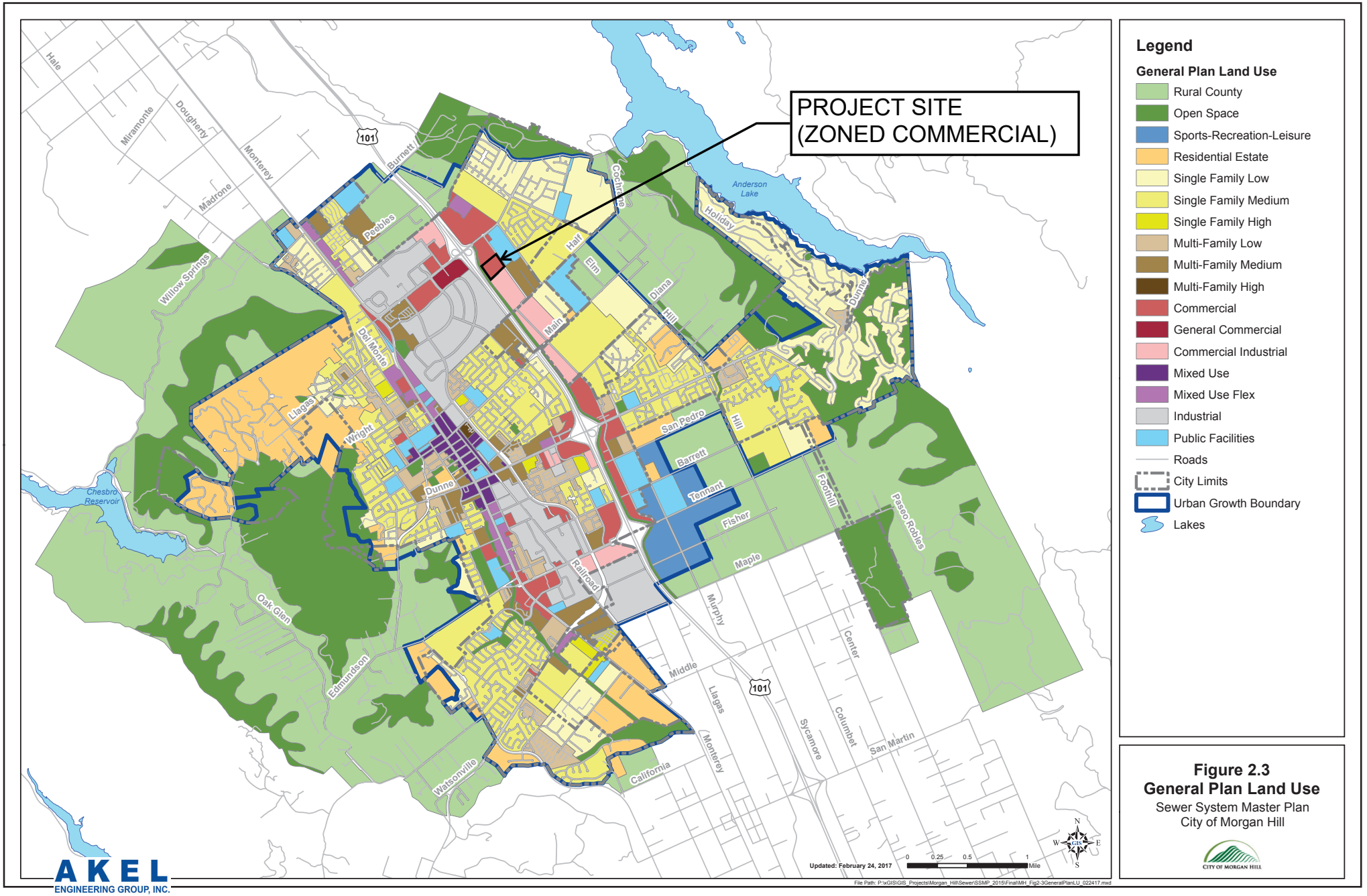


Figure 2.3
General Plan Land Use
Sewer System Master Plan
City of Morgan Hill

AKEL ENGINEERING GROUP, INC.

CITY OF MORGAN HILL

*Figure is not OCR compatible.

Appendix B

FEBRUARY 23, 2026

VIA EMAIL: JOEY.DINH@MORGANHILL.CA.GOV
JOEY DINH, ASSOCIATE PLANNER
CITY OF MORGAN HILL
DEVELOPMENT SERVICES DEPARTMENT
17575 PEAK AVENUE
MORGAN HILL, CA 95037

Dear Mr. Dinh:

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE DEPAUL RESIDENCES PROJECT, SCH# 2026020243

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the DePaul Residences Project (Project).

The Division monitors and maps farmland conversion on a statewide basis, provides technical assistance regarding the Williamson Act, and administers various agricultural land conservation programs. Public Resources Code, section 614, subdivision (b) authorizes the Department to provide soil conservation advisory services to local governments, including review of CEQA documents.

Protection of the state's agricultural land resources is part of the Department's mission and central to many of its programs. The CEQA process gives the Department an opportunity to acknowledge the value of the resource, identify areas of Department interest, and offer information on how to assess potential impacts or mitigation opportunities.

The Department respects local decision-making by informing the CEQA process and is not taking a position or providing legal or policy interpretation.

We offer the following comments for consideration with respect to the project's potential impacts on agricultural land and resources within the Department's purview.

PROJECT ATTRIBUTES

The proposed project would include subdivision of the project site into 114 lots that would be developed with 105 detached single-family residences. Each residential unit would include a two-car garage. A total of 158 street parking spaces would be available for guests of the single-family residences. In addition, the proposed project would include a 2.27-acre stormwater detention basin, 0.47-acre stormwater quality

management area, and approximately 0.49-acre of common open space. The Project site contains Unique Farmland as designated by DOC's Farmland Mapping and Monitoring Program.

PROJECT CONSIDERATIONS

The conversion of agricultural land represents a permanent reduction and impact to California's agricultural land resources. The Department generally advises discussion of the following in any environmental review for the loss or conversion of agricultural land:

- Type, amount, and location of farmland conversion resulting directly and indirectly from implementation of the proposed project.
- Impacts on any current and future agricultural operations in the vicinity; e.g., land-use conflicts, increases in land values and taxes, loss of agricultural support infrastructure such as processing facilities, etc.
- Incremental impacts leading to cumulative impacts on agricultural land. This would include impacts from the proposed project, as well as impacts from past, current, and likely future projects.
- Implementation of any City or County Agricultural Mitigation Plans, Programs, or Policies.
- Proposed mitigation measures for impacted agricultural lands within the proposed project area.

MITIGATING AGRICULTURAL LAND LOSS OR CONVERSION

Consistent with CEQA Guidelines, the Department advises that the environmental review address mitigation for the loss or conversion of agricultural land. An agricultural conservation easement is one potential method for mitigating loss or conversion of agricultural land. (*See* Cal. Code Regs., tit. 14, § 15370 [mitigation includes "compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements."]; *see also King and Gardiner Farms, LLC v. County of Kern* (2020) 45 Cal.App.5th 814.)

Mitigation through agricultural conservation easements can take at least two forms: the outright purchase of easements or the donation of mitigation fees to a local, regional, or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural easements. The conversion of agricultural land may be viewed as an impact of at least regional significance. Hence, the search for replacement lands may not need to be limited strictly to lands within the project's surrounding area. A helpful source for regional and statewide agricultural mitigation banks is the California Council of Land Trusts. They provide helpful insight into farmland mitigation policies and implementation strategies, including a guidebook with model policies and a model local ordinance. The guidebook can be found at:

California Council of Land Trusts

Of course, the use of conservation easements is only one form of mitigation, and the Department urges consideration of any other feasible measures necessary to mitigate project impacts.

Thank you for giving us the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report for the DePaul Residences Project. Please provide the Department with notices of any future hearing dates as well as any staff reports pertaining to this project. If you have any questions regarding our comments, please contact Farl Grundy, Associate Environmental Planner via email at Farl.Grundy@conservation.ca.gov.

Sincerely,

Monique Wilber

Monique Wilber

Conservation Program Support Supervisor

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS–10D | OAKLAND, CA 94623-0660
www.dot.ca.gov

March 9, 2026

SCH #: 2026020243
GTS #: 04-SCL-2026-01477
GTS ID: 39120
Co/Rt/Pm: SCL/101/R17.584

Joey Dinh, Associate Planner
Morgan Hill Development Services
17575 Peak Avenue
Morgan Hill, CA 95037

Re: DePaul Residences Project – Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)

Dear Joey Dinh:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the DePaul Residences Project. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the February 2026 NOP.

Please note this correspondence does not indicate an official position or approval by Caltrans on this project and is for informational purposes only.

Project Understanding
The proposed project would subdivide the15.8-acre project site into 114 lots for the development of 105 detached single-family residences, a 2.27-acre stormwater detention basin, a 0.47-acre stormwater quality management area, and approximately 0.49-acre of common open space. The project site is located in close proximity to U.S. Route 101 (U.S. 101) at Cochrane Rd.

Travel Demand Analysis
With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Vehicle Miles Traveled (VMT) analysis for land use projects, please review Caltrans' Transportation Impact Study Guide (*link*). Caltrans looks forward to reviewing the VMT analysis in the DEIR when it is available.

Construction-Related Impacts
Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits (*link*).

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

Lead Agency
As the Lead Agency, the City is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Equitable Access
If any Caltrans facilities are impacted by the project, those facilities must meet Americans with Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Encroachment Permit
Please be advised that any temporary or permanent work including traffic control that encroaches in, under, or over any portion of the State highway ROW requires a Caltrans-issued encroachment permit.

The Office of Encroachment Permits requires 100% complete design plans and supporting documents to review and circulate the permit application package. The review and approval of encroachment projects is managed through the Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP), depending on project scope, complexity, and completeness of the application. Please use the following resources to determine the appropriate review process:

- TR-0416 Applicant's Checklist (*link*)
- Caltrans Encroachment Projects Processes – Information Video (*link*)
- Flowchart, Figure 1.2 in Section 108, Overview of the Encroachment Review Process, of Chapter 100 – The Permit Function, Caltrans Encroachment Permit Manual (*link*)

The permit approval typically takes less than 60 days, but may take longer depending on the project scope, size, complexity, completeness, compliance with applicable laws, standards, policies, and quality of the permit package submitted. Projects requiring exceptions to design standards, exceptions to encroachment policies, or external agency approvals may need more time to process.

To obtain more information and download the permit application, please visit Caltrans Encroachment Permits (*link*).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Luana Chen, Associate Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please visit Caltrans LDR website (*link*) or contact LDR-D4@dot.ca.gov.

Sincerely,

YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse

Docusign Envelope ID: 38547398-58ED-4940-90A6-5E17294D7E43

File: 35156
Madrone Channel

March 6, 2026

Joey Dinh
City of Morgan Hill
Development Services Division
17575 Peak Avenue
Morgan Hill, CA 95037
joey.dinh@morganhill.ca.gov

Subject: Initial Study/Mailed Notice of Preparation of an Environmental Impact Report for DePaul Residences Project

Dear Joey:

The Santa Clara Valley Water District (Valley Water) has reviewed the Initial Study for the proposed DePaul Residences Project (Project), in Morgan Hill. Upon review of the Initial Study/Notice of Preparation, Valley Water staff has the following comments:

1. **Project Description (Page 6)**: The Initial Study (IS) acknowledges Valley Water's Madrone Channel as a groundwater recharge facility; however, it should also be noted that Madrone Channel is a creek that is recognized by FEMA to contain the 1% or 100-year flood event. The limits of the channel are also designated by FEMA as a Zone 'AE' Special Flood Hazard Area (SFHA) in its effective Flood Insurance Rate Map. The EIR needs to acknowledge the existing flood hazard along Madrone Channel, as well as the dual function it serves in terms of recharging groundwater and conveying floodwater.

2. **Hydrology and Water Quality (Page 57)**: The Initial Study notes *"…that stormwater would be released at less than or equal to pre-development levels in compliance with hydro-modification requirements for all storms up to the 100-year event."* It should be noted that adherence to the City of Morgan Hill's Post-Construction Stormwater Management Guidance Manual (Stormwater Manual), are intended to address water quality issues often associated with the 'first flush' during a storm-event; thus, volume and sizing requirements outlined in this manual are limited to either the 95% percentile rainfall event or the 10-year event, and are not intended to address more intense rainfall events up to the 100-year event. Hydromodification measures are intended to reduce flows from more frequent rain events to prevent erosion along waterways, which in turn can create water quality issues. Adherence to the City's post-construction stormwater management measures should not be conflated with reducing peak flow runoff rates to mitigate for increased flooding along Madrone Channel. There are several sections of the IS, as well as the runoff analysis included with the IS (Appendix D), where it is erroneously implied that the project will not increase flood risk since it is complying with the City's post-construction stormwater management measures.

   The IS also determined that the project will have 'less-than-significant impact' in terms of increasing the rate or amount of surface runoff in a manner which would result in flooding on- or offsite (Section cii) and also creating or contribute runoff which would exceed the capacity of existing or planned stormwater drainage system (Section ciii). Based on the Stormwater and Hydrology Report included in Appendix D, these determinations appear to be made on the basis of complying with the City's post-construction stormwater management measures. It should also be noted that Akel Engineering completed a hydrologic analysis for the Madrone Channel drainage basin on behalf of the City to determine the maximum rate of runoff that can be discharged from future development, while ensuring adequate capacity along Madrone Channel during the 100-year flood event. Based on the available capacity that was determined along Madrone Channel, all future development within the drainage basin, including the proposed project, must not discharge runoff at a rate that exceeds 0.42 cubic feet per second, per acre.

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3. **Hydrology and Water Quality (Page 57)**: The Initial Study states, "the existing 30-inch outfall pipe into the Madrone Channel limits the amount of discharge from the detention basin…" As outlined above, Akel Engineering has determined the maximum rate of runoff that can be discharged from all future development within the Madrone Channel drainage basin. The proposed development needs to ensure that it does not exceed the maximum threshold allotted to all future development within the drainage basin.

4. **Hydrology and Water Quality (Page 58)**: The report incorrectly asserts that the proposed project would allow for in-stream recharge since *"…the runoff associated with the proposed project would ultimately discharge to the Madrone Channel."* It should be noted that Valley Water operates Madrone Channel as a recharge facility during dry months, when available water supplies are discharged to the channel to promote groundwater infiltration. During the wet season, which is when runoff from the proposed project would be at its peak, the channel is used to convey stormwater (see Comment 1). Thus, runoff from the project will not reside within the channel over a long enough duration to promote groundwater infiltration.

5. **Hydrology and Water Quality (Pages 58-59)**: The proposed development is located in the recharge area of Coyote Valley within Santa Clara Subbasin (DWR Basin 2-9.02), where natural recharge from precipitation helps replenish groundwater. The development of these parcels will reduce available pervious surface areas and consequently, reduce natural groundwater recharge. This potential impact should be considered in the construction design.

6. **Hydrology and Water Quality (Pages 58-59)**: The proposed development overlies the unconfined Coyote Valley aquifer within the Santa Clara Subbasin (DWR Basin 2-9.02). Groundwater in Coyote Valley is generally shallow, dynamic, and highly vulnerable to contamination. According to Valley Water's Historical Groundwater Elevation Data web tool (https://gis.valleywater.org/Wells.html), generalized depths to first groundwater in the area range from approximately 30 to 50 feet. Groundwater serves as the primary supply for all beneficial uses in Coyote Valley and also supports groundwater dependent ecosystems. For the protection of groundwater quality, please consider the following:
    a) Section X., Page 58, states that "runoff associated with the project would ultimately discharge to the Madrone Channel", which is a Valley Water recharge facility immediately west-southwest of the development. Discharges to the Madrone Channel should be limited to mitigate groundwater quality degradation that may result from the introduction of stormwater runoff to in-stream recharge operations.
    b) Stormwater management features designed for this development should comply with all applicable sections of the Stormwater Management Guidance Manual for Low Impact Development & Post-Construction Requirements (June 2015; https://www.morganhill.ca.gov/DocumentCenter/View/12671).
    c) The use of chemicals for landscaping (fertilizers, pesticides/herbicides) should be limited and/or properly managed to prevent contaminated discharges to Madrone Channel and to promote biofiltration in vegetated areas wherever natural recharge occurs onsite.

7. **Hydrology and Water Quality (Pages 58-59)**: Valley Water maintains records for all wells located in Santa Clara County, which can be viewed on our Well Information Webpage (https://valleywater.maps.arcgis.com/apps/webappviewer/index.html). Any abandoned, unused, or unregistered wells identified during project planning or construction must be properly destroyed. Any active wells located in the project area must be protected during and post-construction. A discussion of active or abandoned wells and mitigation measures (if necessary) to protect groundwater should be included as part of the EIR.

8. **Hydrology and Water Quality (Pages 59 and 61)**: The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel is incorrectly referenced as 06085C0441H. Please correct the FIRM map panel to 06085C0444H.

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9. **Utilities and Service Systems (Page 74)**: Re-development of the site provides opportunities to minimize water and associated energy use by using recycled water, incorporating on-site reuse for both storm and graywater, and requiring water conservation measures above State standards (i.e., CALGreen). The EIR should consider Urban Water Management Plans for Valley Water and the City of Morgan Hill to evaluate the proposed project's anticipated water supply. To meet its fair share of water conservation assumptions in the Urban Water Management Plans for Valley Water and the City of Morgan Hill, Valley Water suggests that all available water conservation measures be required. To reduce or avoid adverse impacts on the water supply, the proposed project should consider the following:
    a. Landscaping that exceeds the requirements of the City's water-efficient landscape regulations.
    b. Weather- or soil-based irrigation controllers.
    c. Dedicated landscape meters.
    d. Dual plumbing to facilitate and maximize the use of alternative water sources for irrigation, toilet flushing, and other non-potable water uses; and
    e. Alternative water sources for non-potable uses, including recycled water, stormwater, rainwater, and graywater.

10. **Appendix D, Stormwater and Hydrology Report Introduction (Page 4, PR No. 3 – Runoff Retention):** The Stormwater and Hydrology Report appears to rely upon storage volume provided by outflow from the basin via infiltration. Infiltration should not be assumed when routing all post-project conditions runoff hydrographs through all proposed detention basins.

11. **Appendix D, Stormwater and Hydrology Report Introduction (Page 5, IV. Stormwater Flood Control Design Criteria)**: The 0.42 cubic feet per second, per acre, of permissible runoff flow rate determined by Akel Engineering Group's drainage study is incorrectly stated to be taken "in addition to the baseline of existing condition runoff." It should be noted that the 0.42 cubic feet per second, per acre runoff flow rate is the total allowable flow rate allotment and should not be taken in addition to the baseline flow rate.

If you have any further questions regarding Valley Water's comments on the Initial Study, you may contact me at (408) 630-2588, or reach me via email at gwehrmeyer@valleywater.org.

Thank you,

DocuSigned by:
Gennifer Wehrmeyer
3E4CC8844EA24A6...

Gennifer Wehrmeyer
Assistant Engineer
Community Projects Review Unit

Cc: planning@morganhill.ca.gov, Y. Arroyo, C. Haggerty, B. Hwang, G. Wehrmeyer, File

Appendix C

DePaul Residences Custom Report

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4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

8. User Changes to Default Data

8.1. Justifications

8.3. Land Use

8.4. Construction

8.4.1. Construction Phases

8.5. Operations

8.5.1. Mobile Sources

8.5.1.1. Vehicle Data

8.5.2. Area Sources

8.5.2.1. Hearths

8.5.3. Energy Usage

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	DePaul Residences
Construction Start Date	4/1/2027
Operational Year	2029
Lead Agency	City of Morgan Hill
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.40000
Precipitation (days)	32.8000
Location	37.1514474907849, -121.64849066568358
County	Santa Clara
City	Morgan Hill
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1935
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.37

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	105.000	Dwelling Unit	12.5631	204,750	328,645	—	314.000	—

City Park	3.23690	Acre	3.23690	0.00000	0.00000	0.00000	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.68451	8.43722	28.0175	28.9076	0.06117	1.17182	19.8036	20.9754	1.07808	10.1369	11.2150	—	6,799.18	6,799.18	0.27320	0.06571	1.69710	6,826.21
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.73852	8.48221	25.6755	27.9118	0.06117	1.04353	9.37898	10.4225	0.96008	3.69522	4.65531	—	6,787.05	6,787.05	0.27408	0.07878	0.04927	6,813.50
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.21664	6.03934	12.4032	13.6385	0.02760	0.50435	5.28165	5.78599	0.46403	2.33246	2.79649	—	3,075.95	3,075.95	0.12372	0.05476	0.52415	3,088.83
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.13454	1.10218	2.26359	2.48903	0.00504	0.09204	0.96390	1.05594	0.08469	0.42567	0.51036	—	509.259	509.259	0.02048	0.00907	0.08678	511.391

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2027	3.68661	3.10035	28.0175	28.9076	0.06117	1.17182	19.8036	20.9754	1.07808	10.1369	11.2150	—	6,799.18	6,799.18	0.27320	0.06571	0.62453	6,826.21
2028	8.68451	8.43722	10.1499	15.7416	0.02721	0.31975	0.45406	0.77381	0.29243	0.10974	0.40217	—	3,183.26	3,183.26	0.12302	0.06476	1.69710	3,207.33
2029	8.63899	8.39997	9.77693	15.6116	0.02720	0.29264	0.45406	0.74670	0.26748	0.10974	0.37723	—	3,168.52	3,168.52	0.12299	0.06475	1.50957	3,192.40
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	8.73852	8.48221	25.6755	27.9118	0.06117	1.04353	9.37898	10.4225	0.96008	3.69522	4.65531	—	6,787.05	6,787.05	0.27408	0.07878	0.04927	6,813.50
2028	8.67794	8.43272	10.1978	15.5221	0.02721	0.31975	0.45406	0.77381	0.29243	0.10974	0.40217	—	3,156.44	3,156.44	0.12502	0.07671	0.04399	3,182.46
2029	8.63549	8.39547	9.81155	15.4084	0.02720	0.29264	0.45406	0.74670	0.26748	0.10974	0.37723	—	3,142.18	3,142.18	0.12399	0.07646	0.03912	3,168.11
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.92577	1.65415	12.4032	13.6385	0.02760	0.50435	5.28165	5.78599	0.46403	2.33246	2.79649	—	3,075.95	3,075.95	0.12372	0.03228	0.16515	3,088.83
2028	6.21664	6.03934	7.28937	11.1085	0.01949	0.22902	0.31855	0.54757	0.20945	0.07694	0.28638	—	2,263.36	2,263.36	0.08883	0.05476	0.52415	2,282.43
2029	2.97269	2.89532	3.16397	4.97431	0.00878	0.09427	0.14442	0.23869	0.08617	0.03487	0.12104	—	1,014.79	1,014.79	0.03998	0.02463	0.21124	1,023.35
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.35145	0.30188	2.26359	2.48903	0.00504	0.09204	0.96390	1.05594	0.08469	0.42567	0.51036	—	509.259	509.259	0.02048	0.00535	0.02734	511.391
2028	1.13454	1.10218	1.33031	2.02730	0.00356	0.04180	0.05814	0.09993	0.03822	0.01404	0.05227	—	374.725	374.725	0.01471	0.00907	0.08678	377.882
2029	0.54252	0.52840	0.57742	0.90781	0.00160	0.01720	0.02636	0.04356	0.01573	0.00636	0.02209	—	168.011	168.011	0.00662	0.00408	0.03497	169.426

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.82168	8.55175	2.15848	31.6085	0.06814	0.04046	6.76270	6.80316	0.03729	1.71435	1.75164	51.6417	7,316.27	7,367.91	5.48560	0.27702	19.5381	7,607.14
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.16870	7.91816	2.46023	23.5425	0.06379	0.03773	6.76270	6.80044	0.03523	1.71435	1.74958	51.6417	6,886.37	6,938.01	5.51298	0.30108	1.93498	7,167.49

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.40178	8.14199	2.34349	25.9868	0.06448	0.03908	6.62000	6.65908	0.03624	1.67867	1.71492	51.6417	6,951.18	7,002.82	5.50074	0.29130	9.26959	7,236.42
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.53333	1.48591	0.42769	4.74258	0.01177	0.00713	1.20815	1.21528	0.00661	0.30636	0.31297	8.54988	1,150.85	1,159.40	0.91071	0.04823	1.53469	1,198.07

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.10420	2.86331	2.10250	25.6357	0.06788	0.03772	6.76270	6.80042	0.03521	1.71435	1.74956	—	6,911.79	6,911.79	0.24176	0.25149	18.0716	7,010.85
Area	5.71747	5.68844	0.05599	5.97280	0.00026	0.00275	—	0.00275	0.00207	—	0.00207	0.00000	15.9272	15.9272	0.00067	0.00013	—	15.9832
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	362.928	362.928	0.05871	0.00712	—	366.516
Water	—	—	—	—	—	—	—	—	—	—	—	7.29697	25.6215	32.9185	0.75237	0.01828	—	57.1750
Waste	—	—	—	—	—	—	—	—	—	—	—	44.3448	0.00000	44.3448	4.43210	0.00000	—	155.147
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.46642	1.46642
Total	8.82168	8.55175	2.15848	31.6085	0.06814	0.04046	6.76270	6.80316	0.03729	1.71435	1.75164	51.6417	7,316.27	7,367.91	5.48560	0.27702	19.5381	7,607.14
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.99706	2.74652	2.46023	23.5425	0.06379	0.03773	6.76270	6.80044	0.03523	1.71435	1.74958	—	6,497.82	6,497.82	0.26980	0.27569	0.46856	6,587.19
Area	5.17164	5.17164	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	362.928	362.928	0.05871	0.00712	—	366.516
Water	—	—	—	—	—	—	—	—	—	—	—	7.29697	25.6215	32.9185	0.75237	0.01828	—	57.1750
Waste	—	—	—	—	—	—	—	—	—	—	—	44.3448	0.00000	44.3448	4.43210	0.00000	—	155.147
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.46642	1.46642
Total	8.16870	7.91816	2.46023	23.5425	0.06379	0.03773	6.76270	6.80044	0.03523	1.71435	1.74958	51.6417	6,886.37	6,938.01	5.51298	0.30108	1.93498	7,167.49

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.96097	2.71549	2.31588	23.0413	0.06435	0.03772	6.62000	6.65773	0.03522	1.67867	1.71389	—	6,554.78	6,554.78	0.25723	0.26584	7.80317	6,648.23
Area	5.44082	5.42650	0.02761	2.94549	0.00013	0.00135	—	0.00135	0.00102	—	0.00102	0.00000	7.85449	7.85449	0.00033	0.00007	—	7.88212
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	362.928	362.928	0.05871	0.00712	—	366.516
Water	—	—	—	—	—	—	—	—	—	—	—	7.29697	25.6215	32.9185	0.75237	0.01828	—	57.1750
Waste	—	—	—	—	—	—	—	—	—	—	—	44.3448	0.00000	44.3448	4.43210	0.00000	—	155.147
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.46642	1.46642
Total	8.40178	8.14199	2.34349	25.9868	0.06448	0.03908	6.62000	6.65908	0.03624	1.67867	1.71492	51.6417	6,951.18	7,002.82	5.50074	0.29130	9.26959	7,236.42
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.54038	0.49558	0.42265	4.20503	0.01174	0.00688	1.20815	1.21504	0.00643	0.30636	0.31279	—	1,085.22	1,085.22	0.04259	0.04401	1.29190	1,100.69
Area	0.99295	0.99034	0.00504	0.53755	0.00002	0.00025	—	0.00025	0.00019	—	0.00019	0.00000	1.30040	1.30040	0.00005	0.00001	—	1.30498
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	60.0868	60.0868	0.00972	0.00118	—	60.6810
Water	—	—	—	—	—	—	—	—	—	—	—	1.20810	4.24193	5.45003	0.12456	0.00303	—	9.46598
Waste	—	—	—	—	—	—	—	—	—	—	—	7.34178	0.00000	7.34178	0.73378	0.00000	—	25.6864
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24278	0.24278
Total	1.53333	1.48591	0.42769	4.74258	0.01177	0.00713	1.20815	1.21528	0.00661	0.30636	0.31297	8.54988	1,150.85	1,159.40	0.91071	0.04823	1.53469	1,198.07

3. Construction Emissions Details

3.1. Site Preparation (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	3.63178	3.05170	27.9724	28.2794	0.04891	1.17173	—	1.17173	1.07799	—	1.07799	—	5,297.82	5,297.82	0.21490	0.04298	—	5,316.00
Dust From Material Movement	—	—	—	—	—	—	19.6571	19.6571	—	10.1025	10.1025	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.39800	0.33443	3.06547	3.09911	0.00536	0.12841	—	0.12841	0.11814	—	0.11814	—	580.583	580.583	0.02355	0.00471	—	582.575
Dust From Material Movement	—	—	—	—	—	—	2.15420	2.15420	—	1.10712	1.10712	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07264	0.06103	0.55945	0.56559	0.00098	0.02343	—	0.02343	0.02156	—	0.02156	—	96.1221	96.1221	0.00390	0.00078	—	96.4520
Dust From Material Movement	—	—	—	—	—	—	0.39314	0.39314	—	0.20205	0.20205	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05417	0.04850	0.03673	0.62405	0.00000	0.00000	0.14466	0.14466	0.00000	0.03391	0.03391	—	144.453	144.453	0.00231	0.00567	0.48477	146.685
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00067	0.00015	0.00831	0.00416	0.00005	0.00009	0.00185	0.00194	0.00009	0.00051	0.00060	—	6.85948	6.85948	0.00055	0.00108	0.01343	7.20998
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00568	0.00506	0.00465	0.05775	0.00000	0.00000	0.01552	0.01552	0.00000	0.00363	0.00363	—	14.8272	14.8272	0.00030	0.00062	0.02292	15.0427
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00007	0.00002	0.00094	0.00046	0.00001	0.00001	0.00020	0.00021	0.00001	0.00005	0.00006	—	0.75186	0.75186	0.00006	0.00012	0.00064	0.78943
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00104	0.00092	0.00085	0.01054	0.00000	0.00000	0.00283	0.00283	0.00000	0.00066	0.00066	—	2.45481	2.45481	0.00005	0.00010	0.00379	2.49050
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00001	< 0.000005	0.00017	0.00008	< 0.000005	< 0.000005	0.00004	0.00004	< 0.000005	0.00001	0.00001	—	0.12448	0.12448	0.00001	0.00002	0.00011	0.13070

3.3. Grading (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.50534	2.94546	25.5801	27.2816	0.06093	1.04307	—	1.04307	0.95962	—	0.95962	—	6,598.08	6,598.08	0.26765	0.05353	—	6,620.72

Dust From Material Movement	—	—	—	—	—	—	9.20391	9.20391	—	3.65380	3.65380	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.50534	2.94546	25.5801	27.2816	0.06093	1.04307	—	1.04307	0.95962	—	0.95962	—	6,598.08	6,598.08	0.26765	0.05353	—	6,620.72
Dust From Material Movement	—	—	—	—	—	—	9.20391	9.20391	—	3.65380	3.65380	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15244	0.96837	8.40990	8.96931	0.02003	0.34293	—	0.34293	0.31549	—	0.31549	—	2,169.23	2,169.23	0.08799	0.01760	—	2,176.68
Dust From Material Movement	—	—	—	—	—	—	3.02594	3.02594	—	1.20125	1.20125	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.21032	0.17673	1.53481	1.63690	0.00366	0.06258	—	0.06258	0.05758	—	0.05758	—	359.141	359.141	0.01457	0.00291	—	360.373

Dust From Material Movement	—	—	—	—	—	—	0.55223	0.55223	—	0.21923	0.21923	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06191	0.05542	0.04198	0.71320	0.00000	0.00000	0.16533	0.16533	0.00000	0.03875	0.03875	—	165.089	165.089	0.00265	0.00648	0.55402	167.641
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00351	0.00080	0.04362	0.02185	0.00024	0.00046	0.00973	0.01020	0.00046	0.00266	0.00313	—	36.0123	36.0123	0.00291	0.00569	0.07051	37.8524
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06014	0.05366	0.04934	0.60808	0.00000	0.00000	0.16533	0.16533	0.00000	0.03875	0.03875	—	152.948	152.948	0.00353	0.00648	0.01439	154.982
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00346	0.00076	0.04608	0.02203	0.00024	0.00046	0.00973	0.01020	0.00046	0.00266	0.00313	—	36.0275	36.0275	0.00291	0.00569	0.00183	37.7989
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01948	0.01735	0.01593	0.19800	0.00000	0.00000	0.05321	0.05321	0.00000	0.01245	0.01245	—	50.8361	50.8361	0.00101	0.00213	0.07858	51.5751
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00115	0.00026	0.01485	0.00721	0.00008	0.00015	0.00315	0.00330	0.00015	0.00086	0.00102	—	11.8417	11.8417	0.00096	0.00187	0.01003	12.4336
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00356	0.00317	0.00291	0.03614	0.00000	0.00000	0.00971	0.00971	0.00000	0.00227	0.00227	—	8.41650	8.41650	0.00017	0.00035	0.01301	8.53885
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00021	0.00005	0.00271	0.00132	0.00001	0.00003	0.00057	0.00060	0.00003	0.00016	0.00019	—	1.96054	1.96054	0.00016	0.00031	0.00166	2.05852

3.5. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23076	1.02988	9.39093	12.9379	0.02340	0.33657	—	0.33657	0.30965	—	0.30965	—	2,397.08	2,397.08	0.09724	0.01945	—	2,405.30
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07226	0.06046	0.55133	0.75957	0.00137	0.01976	—	0.01976	0.01818	—	0.01818	—	140.729	140.729	0.00571	0.00114	—	141.212
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01319	0.01103	0.10062	0.13862	0.00025	0.00361	—	0.00361	0.00332	—	0.00332	—	23.2992	23.2992	0.00095	0.00019	—	23.3792
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.11367	0.10142	0.09325	1.14927	0.00000	0.00000	0.31247	0.31247	0.00000	0.07324	0.07324	—	289.071	289.071	0.00667	0.01225	0.02719	292.916
Vendor	0.02554	0.00861	0.37035	0.17886	0.00208	0.00416	0.07909	0.08325	0.00416	0.02185	0.02601	—	291.710	291.710	0.01643	0.04355	0.01665	305.116
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00658	0.00586	0.00538	0.06683	0.00000	0.00000	0.01796	0.01796	0.00000	0.00420	0.00420	—	17.1572	17.1572	0.00034	0.00072	0.02652	17.4066
Vendor	0.00151	0.00052	0.02132	0.01036	0.00012	0.00024	0.00456	0.00480	0.00024	0.00126	0.00151	—	17.1191	17.1191	0.00098	0.00256	0.01626	17.9218
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00120	0.00107	0.00098	0.01220	0.00000	0.00000	0.00328	0.00328	0.00000	0.00077	0.00077	—	2.84057	2.84057	0.00006	0.00012	0.00439	2.88186
Vendor	0.00028	0.00009	0.00389	0.00189	0.00002	0.00004	0.00083	0.00088	0.00004	0.00023	0.00027	—	2.83426	2.83426	0.00016	0.00042	0.00269	2.96716
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18481	0.99143	8.92495	12.9352	0.02340	0.30024	—	0.30024	0.27622	—	0.27622	—	2,397.46	2,397.46	0.09725	0.01945	—	2,405.68
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.18481	0.99143	8.92495	12.9352	0.02340	0.30024	—	0.30024	0.27622	—	0.27622	—	2,397.46	2,397.46	0.09725	0.01945	—	2,405.68
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.84861	0.71011	6.39243	9.26478	0.01676	0.21504	—	0.21504	0.19784	—	0.19784	—	1,717.16	1,717.16	0.06966	0.01393	—	1,723.05
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15487	0.12959	1.16662	1.69082	0.00306	0.03925	—	0.03925	0.03611	—	0.03611	—	284.296	284.296	0.01153	0.00231	—	285.271
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11284	0.10059	0.06875	1.26719	0.00000	0.00000	0.31247	0.31247	0.00000	0.07324	0.07324	—	306.574	306.574	0.00500	0.00250	0.94113	308.385
Vendor	0.02579	0.00911	0.33432	0.16743	0.00208	0.00416	0.07909	0.08325	0.00208	0.02185	0.02393	—	284.392	284.392	0.01435	0.04123	0.56774	297.604
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10950	0.09725	0.09242	1.08052	0.00000	0.00000	0.31247	0.31247	0.00000	0.07324	0.07324	—	284.053	284.053	0.00667	0.01225	0.02440	287.895
Vendor	0.02321	0.00861	0.35382	0.17188	0.00208	0.00416	0.07909	0.08325	0.00208	0.02185	0.02393	—	284.598	284.598	0.01435	0.04147	0.01471	297.331
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07783	0.06906	0.05802	0.76783	0.00000	0.00000	0.21909	0.21909	0.00000	0.05128	0.05128	—	205.679	205.679	0.00418	0.00877	0.29060	208.689
Vendor	0.01847	0.00635	0.24849	0.12134	0.00149	0.00298	0.05564	0.05862	0.00149	0.01540	0.01689	—	203.756	203.756	0.01028	0.02953	0.17543	212.988
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01420	0.01260	0.01059	0.14013	0.00000	0.00000	0.03998	0.03998	0.00000	0.00936	0.00936	—	34.0525	34.0525	0.00069	0.00145	0.04811	34.5508
Vendor	0.00337	0.00116	0.04535	0.02214	0.00027	0.00054	0.01015	0.01070	0.00027	0.00281	0.00308	—	33.7341	33.7341	0.00170	0.00489	0.02904	35.2625
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.9. Building Construction (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15336	0.96514	8.58166	12.9012	0.02340	0.27564	—	0.27564	0.25359	—	0.25359	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15336	0.96514	8.58166	12.9012	0.02340	0.27564	—	0.27564	0.25359	—	0.25359	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.37016	0.30975	2.75419	4.14051	0.00751	0.08846	—	0.08846	0.08139	—	0.08139	—	769.238	769.238	0.03120	0.00624	—	771.878
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06755	0.05653	0.50264	0.75564	0.00137	0.01614	—	0.01614	0.01485	—	0.01485	—	127.356	127.356	0.00517	0.00103	—	127.793
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10784	0.09558	0.06792	1.19619	0.00000	0.00000	0.31247	0.31247	0.00000	0.07324	0.07324	—	301.449	301.449	0.00500	0.00250	0.83935	303.159
Vendor	0.02371	0.00911	0.31962	0.16278	0.00208	0.00416	0.07909	0.08325	0.00208	0.02185	0.02393	—	276.438	276.438	0.01435	0.04123	0.50235	289.585
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10534	0.09225	0.08183	1.02318	0.00000	0.00000	0.31247	0.31247	0.00000	0.07324	0.07324	—	279.325	279.325	0.00583	0.01225	0.02175	283.143
Vendor	0.02321	0.00861	0.33753	0.16723	0.00208	0.00416	0.07909	0.08325	0.00208	0.02185	0.02393	—	276.651	276.651	0.01435	0.04123	0.01302	289.309
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03354	0.02961	0.02233	0.32333	0.00000	0.00000	0.09817	0.09817	0.00000	0.02298	0.02298	—	90.6278	90.6278	0.00187	0.00393	0.11634	91.9626
Vendor	0.00753	0.00284	0.10596	0.05288	0.00067	0.00133	0.02493	0.02627	0.00067	0.00690	0.00757	—	88.7487	88.7487	0.00461	0.01323	0.06964	92.8764
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.00612	0.00540	0.00408	0.05901	0.00000	0.00000	0.01792	0.01792	0.00000	0.00419	0.00419	—	15.0045	15.0045	0.00031	0.00065	0.01926	15.2255
Vendor	0.00137	0.00052	0.01934	0.00965	0.00012	0.00024	0.00455	0.00479	0.00012	0.00126	0.00138	—	14.6934	14.6934	0.00076	0.00219	0.01153	15.3767
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.11. Paving (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.87761	0.73744	6.94439	9.95313	0.01395	0.29813	—	0.29813	0.27428	—	0.27428	—	1,511.11	1,511.11	0.06130	0.01226	—	1,516.29
Paving	0.00000	0.00000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03607	0.03031	0.28539	0.40903	0.00057	0.01225	—	0.01225	0.01127	—	0.01127	—	62.1003	62.1003	0.00252	0.00050	—	62.3134
Paving	0.00000	0.00000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.00658	0.00553	0.05208	0.07465	0.00010	0.00224	—	0.00224	0.00206	—	0.00206	—	10.2814	10.2814	0.00042	0.00008	—	10.3167
Paving	0.00000	0.00000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04511	0.04025	0.03700	0.45606	0.00000	0.00000	0.12400	0.12400	0.00000	0.02906	0.02906	—	114.711	114.711	0.00265	0.00486	0.01079	116.236
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00183	0.00163	0.00149	0.01856	0.00000	0.00000	0.00499	0.00499	0.00000	0.00117	0.00117	—	4.76589	4.76589	0.00010	0.00020	0.00737	4.83517
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00033	0.00030	0.00027	0.00339	0.00000	0.00000	0.00091	0.00091	0.00000	0.00021	0.00021	—	0.78905	0.78905	0.00002	0.00003	0.00122	0.80052
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.13. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13715	0.11335	0.83116	1.12539	0.00173	0.01905	—	0.01905	0.01752	—	0.01752	—	133.513	133.513	0.00542	0.00108	—	133.971
Architectural Coatings	7.20867	7.20867	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00429	0.00355	0.02602	0.03524	0.00005	0.00060	—	0.00060	0.00055	—	0.00055	—	4.18044	4.18044	0.00017	0.00003	—	4.19478
Architectural Coatings	0.22571	0.22571	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00078	0.00065	0.00475	0.00643	0.00001	0.00011	—	0.00011	0.00010	—	0.00010	—	0.69212	0.69212	0.00003	0.00001	—	0.69449
Architectural Coatings	0.04119	0.04119	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02273	0.02028	0.01865	0.22985	0.00000	0.00000	0.06249	0.06249	0.00000	0.01465	0.01465	—	57.8143	57.8143	0.00133	0.00245	0.00544	58.5831
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00070	0.00062	0.00057	0.00713	0.00000	0.00000	0.00192	0.00192	0.00000	0.00045	0.00045	—	1.83010	1.83010	0.00004	0.00008	0.00283	1.85670
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00013	0.00011	0.00010	0.00130	0.00000	0.00000	0.00035	0.00035	0.00000	0.00008	0.00008	—	0.30299	0.30299	0.00001	0.00001	0.00047	0.30740
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.15. Architectural Coating (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.12985	0.10731	0.80814	1.11833	0.00173	0.01536	—	0.01536	0.01413	—	0.01413	—	133.517	133.517	0.00542	0.00108	—	133.975
Architectural Coatings	7.20867	7.20867	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12985	0.10731	0.80814	1.11833	0.00173	0.01536	—	0.01536	0.01413	—	0.01413	—	133.517	133.517	0.00542	0.00108	—	133.975
Architectural Coatings	7.20867	7.20867	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09300	0.07686	0.57882	0.80100	0.00124	0.01100	—	0.01100	0.01012	—	0.01012	—	95.6306	95.6306	0.00388	0.00078	—	95.9588
Architectural Coatings	5.16315	5.16315	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.01697	0.01403	0.10564	0.14618	0.00023	0.00201	—	0.00201	0.00185	—	0.00185	—	15.8327	15.8327	0.00064	0.00013	—	15.8871
Architectural Coatings	0.94228	0.94228	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02257	0.02012	0.01375	0.25344	0.00000	0.00000	0.06249	0.06249	0.00000	0.01465	0.01465	—	61.3149	61.3149	0.00100	0.00050	0.18823	61.6771
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02190	0.01945	0.01848	0.21610	0.00000	0.00000	0.06249	0.06249	0.00000	0.01465	0.01465	—	56.8106	56.8106	0.00133	0.00245	0.00488	57.5789
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01557	0.01381	0.01160	0.15357	0.00000	0.00000	0.04382	0.04382	0.00000	0.01026	0.01026	—	41.1358	41.1358	0.00084	0.00175	0.05812	41.7377
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00284	0.00252	0.00212	0.02803	0.00000	0.00000	0.00800	0.00800	0.00000	0.00187	0.00187	—	6.81050	6.81050	0.00014	0.00029	0.00962	6.91016
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.17. Architectural Coating (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12385	0.10236	0.79416	1.11216	0.00173	0.01284	—	0.01284	0.01181	—	0.01181	—	133.510	133.510	0.00542	0.00108	—	133.968
Architectural Coatings	7.20867	7.20867	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12385	0.10236	0.79416	1.11216	0.00173	0.01284	—	0.01284	0.01181	—	0.01181	—	133.510	133.510	0.00542	0.00108	—	133.968
Architectural Coatings	7.20867	7.20867	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04314	0.03565	0.27663	0.38740	0.00060	0.00447	—	0.00447	0.00412	—	0.00412	—	46.5063	46.5063	0.00189	0.00038	—	46.6659

Architect Coatings	2.51104	2.51104	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00787	0.00651	0.05049	0.07070	0.00011	0.00082	—	0.00082	0.00075	—	0.00075	—	7.69965	7.69965	0.00031	0.00006	—	7.72607
Architectural Coatings	0.45827	0.45827	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02157	0.01912	0.01358	0.23924	0.00000	0.00000	0.06249	0.06249	0.00000	0.01465	0.01465	—	60.2899	60.2899	0.00100	0.00050	0.16787	60.6318
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02107	0.01845	0.01637	0.20464	0.00000	0.00000	0.06249	0.06249	0.00000	0.01465	0.01465	—	55.8650	55.8650	0.00117	0.00245	0.00435	56.6287
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00728	0.00643	0.00485	0.07019	0.00000	0.00000	0.02131	0.02131	0.00000	0.00499	0.00499	—	19.6729	19.6729	0.00041	0.00085	0.02526	19.9626
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.00133	0.00117	0.00088	0.01281	0.00000	0.00000	0.00389	0.00389	0.00000	0.00091	0.00091	—	3.25707	3.25707	0.00007	0.00014	0.00418	3.30504
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	3.10420	2.86331	2.10250	25.6357	0.06788	0.03772	6.76270	6.80042	0.03521	1.71435	1.74956	—	6,911.79	6,911.79	0.24176	0.25149	18.0716	7,010.85
City Park	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	3.10420	2.86331	2.10250	25.6357	0.06788	0.03772	6.76270	6.80042	0.03521	1.71435	1.74956	—	6,911.79	6,911.79	0.24176	0.25149	18.0716	7,010.85
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	2.99706	2.74652	2.46023	23.5425	0.06379	0.03773	6.76270	6.80044	0.03523	1.71435	1.74958	—	6,497.82	6,497.82	0.26980	0.27569	0.46856	6,587.19
City Park	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	2.99706	2.74652	2.46023	23.5425	0.06379	0.03773	6.76270	6.80044	0.03523	1.71435	1.74958	—	6,497.82	6,497.82	0.26980	0.27569	0.46856	6,587.19
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	0.54038	0.49558	0.42265	4.20503	0.01174	0.00688	1.20815	1.21504	0.00643	0.30636	0.31279	—	1,085.22	1,085.22	0.04259	0.04401	1.29190	1,100.69
City Park	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	0.54038	0.49558	0.42265	4.20503	0.01174	0.00688	1.20815	1.21504	0.00643	0.30636	0.31279	—	1,085.22	1,085.22	0.04259	0.04401	1.29190	1,100.69

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	362.928	362.928	0.05871	0.00712	—	366.516
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	362.928	362.928	0.05871	0.00712	—	366.516
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	362.928	362.928	0.05871	0.00712	—	366.516
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	362.928	362.928	0.05871	0.00712	—	366.516
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	60.0868	60.0868	0.00972	0.00118	—	60.6810
City Park	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	60.0868	60.0868	0.00972	0.00118	—	60.6810

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
City Park	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
City Park	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

City Park	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Consumer Products	4.38165	4.38165	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.78999	0.78999	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.54583	0.51680	0.05599	5.97280	0.00026	0.00275	—	0.00275	0.00207	—	0.00207	—	15.9272	15.9272	0.00067	0.00013	—	15.9832
Total	5.71747	5.68844	0.05599	5.97280	0.00026	0.00275	—	0.00275	0.00207	—	0.00207	0.00000	15.9272	15.9272	0.00067	0.00013	—	15.9832
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Consumer Products	4.38165	4.38165	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	0.78999	0.78999	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	5.17164	5.17164	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Consumer Products	0.79965	0.79965	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.14417	0.14417	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.04912	0.04651	0.00504	0.53755	0.00002	0.00025	—	0.00025	0.00019	—	0.00019	—	1.30040	1.30040	0.00005	0.00001	—	1.30498
Total	0.99295	0.99034	0.00504	0.53755	0.00002	0.00025	—	0.00025	0.00019	—	0.00019	0.00000	1.30040	1.30040	0.00005	0.00001	—	1.30498

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	7.29697	25.6215	32.9185	0.75237	0.01828	—	57.1750
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	7.29697	25.6215	32.9185	0.75237	0.01828	—	57.1750

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	7.29697	25.6215	32.9185	0.75237	0.01828	—	57.1750
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	7.29697	25.6215	32.9185	0.75237	0.01828	—	57.1750
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1.20810	4.24193	5.45003	0.12456	0.00303	—	9.46598
City Park	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	1.20810	4.24193	5.45003	0.12456	0.00303	—	9.46598

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	44.1947	0.00000	44.1947	4.41711	0.00000	—	154.622
City Park	—	—	—	—	—	—	—	—	—	—	—	0.15003	0.00000	0.15003	0.01499	0.00000	—	0.52489
Total	—	—	—	—	—	—	—	—	—	—	—	44.3448	0.00000	44.3448	4.43210	0.00000	—	155.147

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	44.1947	0.00000	44.1947	4.41711	0.00000	—	154.622
City Park	—	—	—	—	—	—	—	—	—	—	—	0.15003	0.00000	0.15003	0.01499	0.00000	—	0.52489
Total	—	—	—	—	—	—	—	—	—	—	—	44.3448	0.00000	44.3448	4.43210	0.00000	—	155.147
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	7.31694	0.00000	7.31694	0.73130	0.00000	—	25.5995
City Park	—	—	—	—	—	—	—	—	—	—	—	0.02484	0.00000	0.02484	0.00248	0.00000	—	0.08690
Total	—	—	—	—	—	—	—	—	—	—	—	7.34178	0.00000	7.34178	0.73378	0.00000	—	25.6864

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.46642	1.46642
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.46642	1.46642

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.46642	1.46642
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.46642	1.46642
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24278	0.24278
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24278	0.24278

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	4/1/2027	5/26/2027	5.00000	40.0000	—
Grading	Grading	5/27/2027	11/10/2027	5.00000	120.000	—
Building Construction	Building Construction	12/2/2027	6/13/2029	5.00000	400.000	—
Paving	Paving	11/11/2027	12/1/2027	5.00000	15.0000	—
Architectural Coating	Architectural Coating	12/16/2027	6/27/2029	5.00000	400.000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00000	8.00000	367.000	0.40000
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00000	8.00000	84.0000	0.37000
Grading	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Grading	Excavators	Diesel	Average	2.00000	8.00000	36.0000	0.38000

Grading	Tractors/Loaders/Back	Diesel	Average	2.00000	8.00000	84.0000	0.37000
Grading	Scrapers	Diesel	Average	2.00000	8.00000	423.000	0.48000
Grading	Rubber Tired Dozers	Diesel	Average	1.000000	8.00000	367.000	0.40000
Building Construction	Forklifts	Diesel	Average	3.00000	8.00000	82.0000	0.20000
Building Construction	Generator Sets	Diesel	Average	1.000000	8.00000	14.0000	0.74000
Building Construction	Cranes	Diesel	Average	1.000000	7.00000	367.000	0.29000
Building Construction	Welders	Diesel	Average	1.000000	8.00000	46.0000	0.45000
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	3.00000	7.00000	84.0000	0.37000
Paving	Pavers	Diesel	Average	2.00000	8.00000	81.0000	0.42000
Paving	Paving Equipment	Diesel	Average	2.00000	8.00000	89.0000	0.36000
Paving	Rollers	Diesel	Average	2.00000	8.00000	36.0000	0.38000
Architectural Coating	Air Compressors	Diesel	Average	1.000000	6.00000	37.0000	0.48000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	Worker	17.5000	11.7000	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40000	HHDT,MHDT
Site Preparation	Hauling	0.10000	20.0000	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	20.0000	11.7000	LDA,LDT1,LDT2
Grading	Vendor	—	8.40000	HHDT,MHDT
Grading	Hauling	0.52500	20.0000	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	37.8000	11.7000	LDA,LDT1,LDT2
Building Construction	Vendor	11.2245	8.40000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT

Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	15.0000	11.7000	LDA,LDT1,LDT2
Paving	Vendor	—	8.40000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	7.56000	11.7000	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	414,619	138,206	0.00000	0.00000	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	30.0000	—	60.0000	0.00000	0.00000
Grading	500.000	—	360.000	0.00000	0.00000
Paving	0.00000	0.00000	0.00000	0.00000	1.15702

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Single Family Housing	1.15702	0%
Paving	City Park	0.00000	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00000	203.983	0.03300	0.00400
2028	0.00000	203.983	0.03300	0.00400
2029	0.00000	203.983	0.03300	0.00400

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	990.150	990.150	990.150	361,405	9,588.48	9,588.48	9,588.48	3,499,794
City Park	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Single Family Housing	Wood Fireplaces	0	0

Single Family Housing	Gas Fireplaces	0	0
Single Family Housing	Propane Fireplaces	0	0
Single Family Housing	Electric Fireplaces	0	0
Single Family Housing	No Fireplaces	105	105
Single Family Housing	Conventional Wood Stoves	0	0
Single Family Housing	Catalytic Wood Stoves	0	0
Single Family Housing	Non-Catalytic Wood Stoves	0	0
Single Family Housing	Pellet Wood Stoves	0	0
City Park	Wood Fireplaces	0	0
City Park	Gas Fireplaces	0	0
City Park	Propane Fireplaces	0	0
City Park	Electric Fireplaces	0	0
City Park	No Fireplaces	0	0
City Park	Conventional Wood Stoves	0	0
City Park	Catalytic Wood Stoves	0	0
City Park	Non-Catalytic Wood Stoves	0	0
City Park	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
414,619	138,206	0.00000	0.00000	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	180.000

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	649,410	203.983	0.0330	0.0040	0.00000
City Park	0.00000	203.983	0.0330	0.0040	0.00000

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	3,807,972	4,294,102
City Park	0.00000	0.00000

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	82.0033	0.00000
City Park	0.27837	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088.00	0.00225	2.50000	2.50000	10.00000
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430.00	0.11538	0.60000	0.00000	1.000000
City Park	Other commercial A/C and heat pumps	R-410A	2,088.00	0.00180	4.00000	4.00000	18.0000
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430.00	0.03750	1.000000	0.00000	1.000000

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Lot acreage adjusted to represent overall acreage of the project site.
Construction: Construction Phases	Based on typical construction practices, architectural coating assumed to start two weeks after the start of building construction and last for the same number of days. Phase timing is based on the project-specific construction schedule provided by the applicant. Demolition not required for the proposed project.
Operations: Vehicle Data	Trip generation rates updated to match project-specific trip generation data provided in the Transportation Analysis prepared for the proposed project by Hexagon.
Operations: Hearths	Based on applicant provided information, all 105 units would not include fireplaces.
Operations: Energy Use	The proposed project would not use natural gas during operations based on project specific information provided by the project applicant.

8.3. Land Use

Model Parameter	Units	Default Value	New Value
Lot Area	acre	34.0909	12.5631
Landscape Area	sq. ft	1,229,850	328,645

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Site Preparation	Site Preparation	Start Date	4/30/2027	4/1/2027
Site Preparation	Site Preparation	End Date	5/14/2027	5/26/2027
Site Preparation	Site Preparation	Work Days per Phase	10.00000	40.0000
Grading	Grading	Start Date	5/15/2027	5/27/2027
Grading	Grading	End Date	6/26/2027	11/10/2027
Grading	Grading	Work Days per Phase	30.0000	120.000
Building Construction	Building Construction	Start Date	6/27/2027	12/2/2027
Building Construction	Building Construction	End Date	8/20/2028	6/13/2029
Building Construction	Building Construction	Work Days per Phase	300.000	400.000
Paving	Paving	Start Date	8/21/2028	11/11/2027
Paving	Paving	End Date	9/18/2028	12/1/2027
Paving	Paving	Work Days per Phase	20.0000	15.0000
Architectural Coating	Architectural Coating	Start Date	9/19/2028	12/16/2027
Architectural Coating	Architectural Coating	End Date	10/17/2028	6/27/2029
Architectural Coating	Architectural Coating	Work Days per Phase	20.0000	400.000

8.5. Operations

8.5.1. Mobile Sources

8.5.1.1. Vehicle Data

Land Use	Model Parameter	Units	Default Value	New Value
Single Family Housing	Weekday Trip Rate	size/day	9.44000	9.43000
Single Family Housing	Saturday Trip Rate	size/day	9.54000	9.43000

Single Family Housing	Sunday Trip Rate	size/day	8.55000	9.43000
City Park	Weekday Trip Rate	size/day	0.78000	0.00000
City Park	Saturday Trip Rate	size/day	1.96000	0.00000
City Park	Sunday Trip Rate	size/day	2.19000	0.00000

8.5.2. Area Sources

8.5.2.1. Hearths

Land Use	Model Parameter	Default Value	New Value
Single Family Housing	Gas Fireplaces	21	0
Single Family Housing	No Fireplaces	84	105

8.5.3. Energy Usage

Land Use	Model Parameter	Units	Default Value	New Value
Single Family Housing	Natural Gas	kBTU/yr	4,853,302	0.00000
Single Family Housing	Natural Gas (Subject to Title 24)	kBTU/yr	4,570,518	0.00000
Single Family Housing	Natural Gas (Not Subject to Title 24)	kBTU/yr	282,784	0.00000

Appendix D

Environmental Noise & Vibration Assessment

DePaul Residences

City of Morgan Hill, California

BAC Job #2025-038

Prepared For:

Raney Planning & Management, Inc.

Attn: Angela DaRosa
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Sacramento, CA 95834

Prepared By:

Bollard Acoustical Consultants, Inc.

Dario Gotchet
Vice President
Board Elected Member, INCE-USA (ID#20964)

February 19, 2026

BOLLARD
Acoustical Consultants

CEQA Checklist

NOISE AND VIBRATION **– Would the Project Result in:**	**NA – Not Applicable**	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Generation of 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?				**X**	
b) Generation of excessive groundborne vibration or groundborne noise levels?				**X**	
c) 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?					**X**

Introduction

The proposed DePaul Residences development (project) is located south of Cochrane Road, between DePaul Drive and U.S. 101 in the City of Morgan Hill, California (APNs: 728-31-017 and 728-31-019). The project would be subdivided into three parcels: Parcels A, B and C. Parcel C would be developed into 125 residential lots with a total of 171 units (98 two-story single-family residences and 73 three-story townhomes). Land uses in the immediate project vicinity include commercial to the northwest (Cochrane Commons), an assisted living facility to the north (Westmont of Morgan Hill), medical offices to the east (DePaul Health Center), and industrial buildings to the south (Cochrane Technology Center). The project area with aerial imagery is shown in Figure 1. The project vesting tentative maps (proposed subdivision and site plan) are presented in Figures 2 and 3.

The purposes of this assessment are to quantify the existing noise and vibration environments, identify potential noise and vibration impacts resulting from the project, identify appropriate mitigation measures, and provide a quantitative and qualitative analysis of impacts associated with the project. Specifically, impacts are identified if project-related activities would cause a substantial increase in ambient noise levels at existing sensitive uses in the project vicinity, or if traffic, nearby industrial operations, or project-generated noise or vibration levels would exceed applicable federal, state, or City of Morgan Hill standards at existing or proposed noise-sensitive uses.

Noise and Vibration Fundamentals

Noise

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are designated as sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or Hertz (Hz). Definitions of acoustical terminology are provided in Appendix A.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure) as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in decibel levels correspond closely to human perception of relative loudness. Noise levels associated with common noise sources are provided in Figure 4.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by filtering the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community

response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}). The L_{eq} is the foundation of the day-night average noise descriptor, DNL (or L_{dn}), and shows very good correlation with community response to noise.

The Day-Night Average sound level (DNL) is based upon the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because DNL represents a 24-hour average, it tends to disguise short-term variations in the noise environment. DNL-based noise standards are commonly used to assess noise impacts associated with traffic, railroad, and aircraft noise sources.

Vibration

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, while vibration is usually associated with transmission through the ground or structures. As with noise, vibration consists of an amplitude and frequency. A person's response to vibration will depend on their individual sensitivity as well as the amplitude and frequency of the source.

Vibration can be described in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of velocity in inches per second peak particle velocity (IPS, PPV) or root-mean-square (VdB, RMS). Standards pertaining to perception as well as damage to structures have been developed for vibration in terms of peak particle velocity as well as RMS velocities. As vibrations travel outward from the source, they excite the particles of rock and soil through which they pass and cause them to oscillate. Differences in subsurface geologic conditions and distance from the source of vibration will result in different vibration levels characterized by different frequencies and intensities. In all cases, vibration amplitudes will decrease with increasing distance.

Human response to vibration is difficult to quantify. Vibration can be felt or heard well below the levels that produce any damage to structures. The duration of the event has an effect on human response, as does frequency. Generally, as the duration and vibration frequency increase, the potential for adverse human response increases. According to the Transportation and Construction-Induced Vibration Guidance Manual (Caltrans, June 2004), operation of construction equipment and construction techniques generate ground vibration. Traffic traveling on roadways can also be a source of such vibration. At high enough amplitudes, ground vibration has the potential to damage structures and/or cause cosmetic damage. However, traffic, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage.



Legend

Parcel Boundary

Survey Sites: Long-Term Noise / Short-Term Vibration

N

Scale (Feet)

0 250 500

DePaul Residences
Morgan Hill, California

Project Area

Figure 1

BOLLARD Acoustical Consultants

*Figure is not OCR compatible.



Legend

- Parcel Boundary – Parcel C
- Townhome Component: Common Open Space

Scale (Feet)

0 100 200

*Figure is not OCR compatible.

DePaul Residences
Morgan Hill, California

Vesting Tentative Map – Subdivision

Figure 2

BOLLARD Acoustical Consultants



Legend

- Parcel Boundary – Parcel C
- Townhome Component: Common Open Space

Scale (Feet)

0 100 200

*Figure is not OCR compatible.

DePaul Residences
Morgan Hill, California

Vesting Tentative Map – Site Plan

Figure 3

BOLLARD Acoustical Consultants

Figure 4
Noise Levels Associated with Common Noise Sources

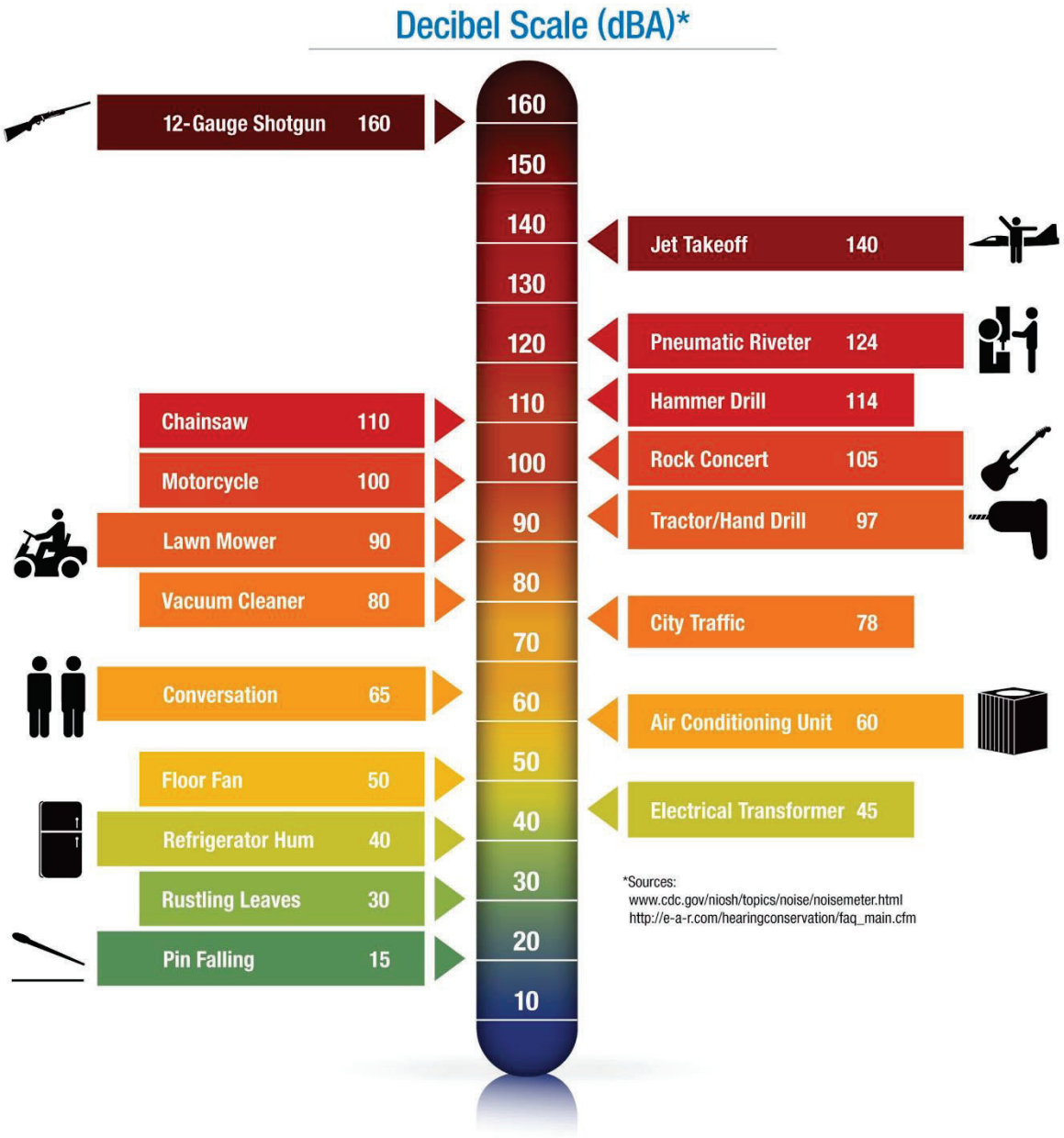


*Figure is not OCR compatible.

Regulatory Setting: Criteria for Acceptable Noise and Vibration Exposure

Federal

There are no federal noise or vibration criteria which would be directly applicable to this project. However, the City of Morgan Hill does not currently have adopted numeric standards for groundborne vibration. As a result, the following federal noise criteria were applied to the project.

Federal Transit Administration

Vibration impact criteria developed by the Federal Transit Administration (FTA) were applied to the project. The FTA criteria applicable to damage and annoyance from vibration typically associated with construction activities are presented in Tables 1 and 2.

Table 1
FTA Criteria for Assessing Vibration Damage to Structures

Building Category	Level (VdB)[1]
I. Reinforced-concrete, steel or timber (no plaster)	102
II. Engineered concrete and masonry (no plaster)	98
III. Non-engineered timber and masonry buildings	94
IV. Buildings extremely susceptible to vibration damage	90

[1] RMS velocity in decibels (VdB) re 1 micro-inch/second

Source: Federal Transit Administration Noise and Vibration Manual, Table 12-3

Table 2
Groundborne Vibration Impact Criteria for General Assessment

	Impact Levels (VdB)		
Land Use Category	Frequent Events[a]	Occasional Events[b]	Infrequent Events[c]
Category 1: Buildings where vibration would interfere with interior ops.	65[d]	65[d]	65[d]
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

a. "Frequent Events" is defined as more than 70 vibration events of the same source per day.
b. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
c. "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.
d. This criterion limit is based on levels that are acceptable for most moderately-sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels.

Source: Federal Transit Administration, Transit Noise Impact and Vibration Assessment, May 2006

State of California

California Environmental Quality Act (CEQA)

The State of California has established regulatory criteria that are applicable to this assessment. Specifically, Appendix G of the State of California Environmental Quality Act (CEQA) Guidelines

are used to assess the potential significance of impacts pursuant to local General Plan policies, Municipal Code standards, or the applicable standards of other agencies. According to Appendix G of the CEQA guidelines, the project would result in a significant noise or vibration impact if the following occur:

A. 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 other applicable standards of other agencies.

B. Generation of excessive groundborne vibration or groundborne noise levels.

C. 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, the project would expose people residing or working in the project area to excessive noise levels.

It should be noted that audibility is not a test of significance according to CEQA. If this were the case, any project which added any audible amount of noise to the environment would be considered significant according to CEQA. Because every physical process creates noise, the use of audibility alone as significance criteria would be unworkable. CEQA requires a substantial increase in noise levels before noise impacts are identified, not simply an audible change.

Local

Morgan Hill 2035 General Plan

The Safety, Services, and Infrastructure Element of the Morgan Hill 2035 General Plan contains goals and policies to ensure that city residents are not subjected to noise beyond acceptable levels. The General Plan goals and policies which are applicable to the project are reproduced below.

GOAL SSI-8

Prevention of noise from interfering with human activities or causing health problems.

Policies

SSI-8.1 **Exterior Noise Level Standards.** Require new development projects to be designed and constructed to meet acceptable exterior noise level standards (Table 3 of this report), as follows:

- Apply a maximum exterior noise level of 60 dBA DNL 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 DNL of 60 dBA or lower cannot be achieved after the application of reasonable and feasible mitigation, a DNL of 65 dBA may be permitted.

- Indoor noise levels should not exceed a DNL of 45 dBA in new residential housing units.
- Noise levels in new residential development exposed to an exterior DNL of 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 DNL, recognizing that train noise is characterized by relatively few loud events.

SSI-8.2 **Impact Evaluation.** The impact of a 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.

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 DNL or greater, with a future noise level of less than 60 dBA DNL, or b) the noise level increase is 3 dBA DNL or greater, with a future noise level of 60 dBA DNL or greater.

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.

SSI-9.2 **Noise Barrier Dimensions.** If noise barriers are deemed the only effective mitigation for development along major transportation corridors, require an acoustical analysis to determine necessary dimensions.

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.

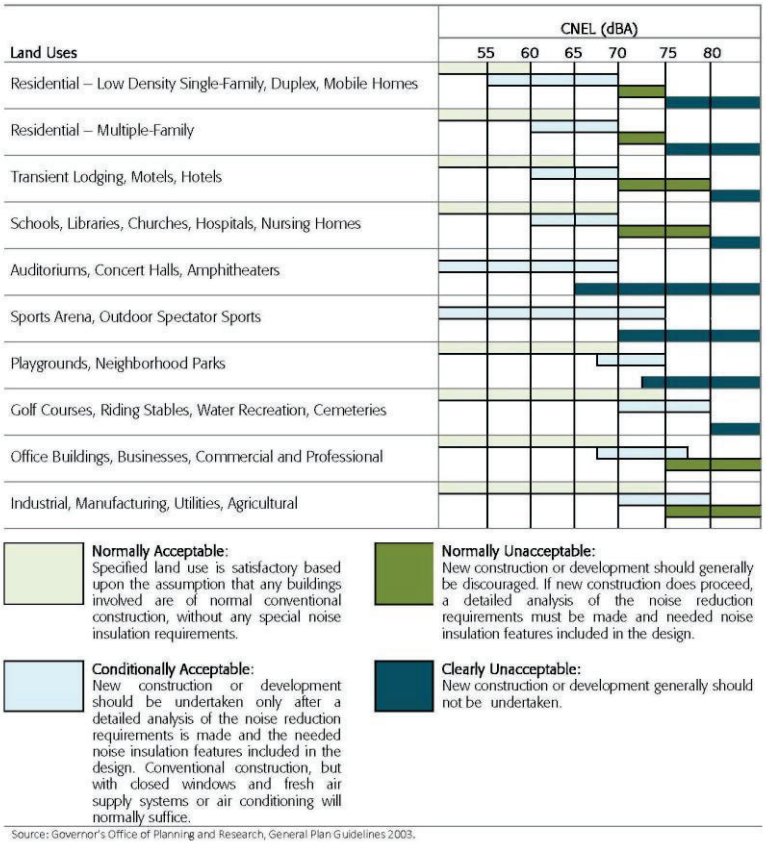
SSI-9.5 **Noise Studies for Private Development.** In order to prevent significant noise impacts on neighborhood residents which are related to roadway extensions or construction of new roadways, require completion of a detailed noise study during project-level design to quantify noise levels generated 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.

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.

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.

Table 3
State of California Land Use Compatibility Guidelines for Community Noise Environments



Source: Governor's Office of Planning and Research, General Plan Guidelines 2003.

*Table is not OCR compatible.

Morgan Hill Municipal Code

The provisions of the Morgan Hill Municipal Code which would be most applicable to this project are reproduced below.

Chapter 8.28 of the Municipal Code provides an enumeration of unlawful noise sources (i.e., animals, birds, auto body repairs, blowers, fans, combustion engines, construction activities, exhaust, loudspeakers). Chapter 8.28 does not, however, provide quantitative performance standards. Section 8.28.040(D) exempts construction noise provided the activities are limited to a specific time frame. Section 8.28.040(D) is reproduced below:

> "Construction activities" are defined as including but not limited to excavation, grading, paving, demolition, construction, alteration or repair of any building, site, street or highway, delivery, or removal of construction material to a site, or movement of construction materials on a site. Construction activities are prohibited other than between the hours of seven a.m. and eight p.m., Monday through Friday and between the hours of nine a.m. to six p.m. on Saturday. Construction activities may not occur on Sundays or federal holidays. No third person, including but not limited to landowners, construction company owners, contractors, subcontractors, or employers, shall permit or allow any person working on construction activities which are under their ownership, control, or direction to violate this provision.

Section 18.76.090 of the Municipal Code establishes acceptable noise level criteria for non-transportation noise sources. The City's quantitative exterior noise standards are provided below in Table 4. According to conversations with City of Morgan Hill planning staff in the preparation of noise assessments in previous years, the Table 4 standards are interpreted as being hourly average (L_{eq}) noise level standards.

Table 4
Noise Level Performance Standards

Receiving Land Use	Maximum Noise Level at Lot Line of Receiving Use[1,2]
Industrial and Wholesale	70 dBA
Commercial	65 dBA
Residential or Public/Quasi Public	60 dBA

1 The planning commission may allow an additional 5 dBA noise level at the lot line if the maximum noise level shown above cannot be achieved with reasonable and feasible mitigation.

2 Noise standards shown above do not apply to noise generated by vehicle traffic in the public right-of way or from temporary construction, demolition, and vehicles that enter or leave the site of the noise-generating use (e.g., construction equipment, trains, trucks).

Source: Morgan Hill Municipal Code, Section 18.76.090, Table 18.76-1

Pursuant to footnote 2 of Table 4, the city's non-transportation noise standards do not apply to noise generated from temporary construction, demolition, and vehicles that enter or exit the site of the noise-generating use. Finally, Municipal Code Section 18.76.130 states that vibration transmitted through the ground that is discernible without instruments at the lot line of the establishment or use is prohibited. However, vibrations from temporary construction and vehicles that enter and leave the lot (e.g., construction equipment, trains, trucks, etc.) are exempt from this criterion.

Environmental Setting – Existing Ambient Noise and Vibration Environment

Noise-Sensitive Land Uses in the Project Vicinity

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to these activities. The nearest existing noise-sensitive uses to the project have been identified as a residence and assisted living facility located north of the project area. The locations of the existing sensitive uses are shown in Figure 1.

Existing Overall Ambient Noise Environment within the Project Vicinity

The existing ambient noise environment within the project vicinity is defined primarily by traffic on U.S. 101 (and U.S. 101 off-ramp), and to a lesser extent by traffic on Cochrane Road and DePaul Drive. To generally quantify existing ambient noise environment within the project vicinity, BAC conducted long-term (96-hour) ambient noise level measurements at three (3) locations Friday, May 9th through Monday, May 12th, 2025. The long-term noise survey locations are shown in Figure 1, identified as sites 1-3. Photographs of the noise survey locations are provided in Appendix B.

Larson Davis Laboratories (LDL) Models 820 precision integrating (Type 1) sound level meters were used to complete the noise level measurements. The meters were calibrated immediately before use with an LDL Model CA200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all specifications of the American National Standards Institute requirements for Type 1 sound level meters (ANSI S1.4). The ambient noise level survey results are summarized in Table 5.

Table 5
Summary of Long-Term Ambient Noise Survey Results – May 9-12, 2025

Site Description[1]	Date	DNL (dB)	Average Measured Hourly Noise Levels (dB)[2]			
			Daytime[3]		Nighttime[3]	
			L_{eq}	L_{max}	L_{eq}	L_{max}
Site 1: North of project area along Cochrane Road	5/9/25	64	61 (59-63)	79 (74-88)	57 (52-62)	71 (64-78)
	5/10/25	64	61 (60-63)	80 (73-91)	56 (51-61)	72 (64-84)
	5/11/25	62	61 (57-62)	78 (72-84)	53 (50-57)	70 (67-77)
	5/12/25	64	62 (59-64)	75 (72-89)	56 (48-61)	71 (66-86)
Site 2: Northwest project area adjacent to U.S. 101 off-ramp	5/9/25	68	63 (62-64)	75 (70-86)	62 (58-64)	72 (68-87)
	5/10/25	67	64 (62-65)	75 (72-82)	60 (57-63)	71 (65-76)
	5/11/25	66	64 (59-65)	74 (70-81)	58 (55-62)	70 (67-72)
	5/12/25	68	64 (62-66)	73 (70-84)	60 (56-64)	71 (68-75)
Site 3: Southern project area adjacent to U.S. 101	5/9/25	66	61 (59-63)	71 (66-80)	60 (55-62)	69 (64-72)
	5/10/25	67	62 (61-64)	73 (70-79)	60 (56-63)	69 (65-74)
	5/11/25	65	62 (56-63)	71 (64-79)	58 (55-61)	69 (65-72)
	5/12/25	67	64 (60-66)	71 (67-78)	60 (54-64)	67 (64-73)

[1] Noise monitoring locations are identified in Figure 1. Survey site photos are presented in Appendix B.
[2] Detailed summaries of the noise monitoring results are provided in Appendices C and D.
[3] Daytime: 7:00 AM to 10:00 PM | Nighttime: 10:00 PM to 7:00 AM

Source: BAC 2025

BAC noise survey site 1 is believed to be generally representative of the existing ambient noise level environment at the closest existing noise-sensitive uses to the project area – a single-family residence and assisted living facility to the north. Noise level measurements obtained at sites 2 and 3 are believed to be representative of the existing ambient U.S. 101 and U.S. 101 off-ramp traffic noise level environment at the closest proposed townhomes (site 2) and single-family residences (site 3) of the development.

Table 5 data indicate that measured day-night average levels (DNLs) and average measured hourly noise levels (L_{eq} and L_{max}) were consistent at each survey site during the 96-hour monitoring period (i.e., a relatively small range of measured values).

Existing Ambient Vibration Environment within the Project Vicinity

During BAC site visits on May 8th and May 13th, 2025, vibration levels were below the threshold of perception within the project vicinity. Nonetheless, to quantify existing vibration levels in the project vicinity, BAC conducted short-term (15-minute) vibration measurements on May 19th, 2025, at the three (3) locations shown in Figure 1. A Larson-Davis Laboratories Model LxT precision integrating sound level meter equipped with a vibration transducer was used to complete the measurements. Photographs of the vibration survey equipment and sites are provided in Appendix B. The results of the vibration measurement survey are summarized in Table 6.

Table 6
Summary of Short-Term Ambient Vibration Survey Results – May 19, 2025

Survey Location	Time	Highest Measured Vibration Level (VdB)
Site 1: North of project area along Cochrane Road	7:56 p.m.	52
Site 2: Northwest project area adjacent to U.S. 101 off-ramp	7:36 p.m.	48
Site A: Southern project area adjacent to U.S. 101	8:20 p.m.	52

Source: BAC 2025

Table 6 data indicate that measured vibration levels were below the threshold of human perception (65 dB VdB), which is consistent with BAC field observations.

Existing (2023) Traffic Noise Levels along the Project Area Roadway Network

To predict traffic noise levels along existing roadway networks with multiple segments, modelling is commonly used rather than monitoring. The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to quantify existing traffic noise levels at the existing sensitive land uses nearest to the project area roadway network. The FHWA Model was also used to quantify the distances to the 60, 65 and 70 dB DNL traffic noise contours for these roadways. The FHWA Model predicts hourly average (L_{eq}) values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop DNL values from L_{eq} values.

Existing (2023) traffic data in the form of AM and PM peak hour intersection turning movements were obtained from the traffic impact analysis prepared by the project transportation consultant (Hexagon Transportation Consultants, Inc.). Those data were converted to Average Daily Traffic (ADT) segment volumes by applying a factor of 5 to the sum of AM and PM peak hour conditions. Other inputs were derived from BAC field observations, and file data for similar roadways. The existing traffic noise levels at the distances representing the nearest noise-sensitive land uses to the project area roadways and distances from the centerlines of selected roadways to the 60 dB, 65 dB and 70 dB DNL contours are summarized in Table 7. Appendix E contains the FHWA Model inputs for Existing 2023 No Project conditions.

Table 7
Existing Traffic Noise Levels at Nearest Sensitive Receptors and Distances to DNL Contours

#	Roadway	Segment Description	DNL at Nearest Sensitive Receptor	Distance to Contour (ft)		
				70 dB DNL	65 dB DNL	60 dB DNL
1	Cochrane Rd	West of Sutter Blvd	64	60	129	278
2	Cochrane Rd	Sutter Blvd to Madrone Pkwy	68	72	155	333
3	Cochrane Rd	Madrone Pkwy to US 101 SB Ramps	67	62	134	289
4	Cochrane Rd	US 101 SB Ramps to US101 NB Ramps	68	74	159	343
5	Cochrane Rd	US 101 NB Ramps to DePaul Dr	67	62	134	290
6	Cochrane Rd	DePaul Dr to Mission View Dr	63	54	117	251
7	Cochrane Rd	East of Mission View Dr	62	21	45	97
8	Avenida De Los Padres	West of Mission View Dr	46	4	8	17
9	Avenida De Los Padres	East of Mission View Dr	N/A[1]	N/A[1]	N/A[1]	N/A[1]
10	Half Rd	West of Mission View Dr	52	12	26	56
11	Half Rd	East of Mission View Dr	55	13	28	60
12	Main Ave	West of Monterey Rd	60	15	32	70
13	Main Ave	Monterey Rd to Butterfield Blvd	59	15	32	69
14	Main Ave	Butterfield Blvd to Condit Rd	61	17	38	81
15	Main Ave	Condit Rd to Future Murphy Ave	58	20	44	94
16	Main Ave	East of Future Murphy Ave	57	16	35	76
17	Diana Ave	West of Condit Rd	52	7	15	32
18	Diana Ave	Condit Rd to Murphy Ave	54	9	19	42
19	Diana Ave	East of Murphy Ave	55	11	23	50
20	Dunne Ave	West of Condit Rd	65	49	106	229
21	Dunne Ave	Condit Rd to Murphy Ave	66	52	111	240
22	Dunne Ave	East of Murphy Ave	64	41	89	192
23	Monterey Rd	North of Main Ave	60	25	55	118
24	Monterey Rd	South of Main Ave	59	22	47	102
25	Butterfield Blvd	North of Main Ave	63	26	57	123
26	Butterfield Blvd	South of Main Ave	66	53	114	245
27	Sutter Blvd	North of Cochrane Rd	56	12	26	56
28	Sutter Blvd	South of Cochrane Rd	48	4	8	17
29	Madrone Pkwy	North of Cochrane Rd	56	12	25	54
30	Madrone Pkwy	South of Cochrane Rd	56	12	26	56
31	US 101 SB Ramps	South of Cochrane Rd	67	62	134	288
32	US 101 NB Ramps	North of Cochrane Rd	67	65	140	302
33	Condit Rd	North of Main Ave	59	18	40	86
34	Condit Rd	Main Ave to Diana Ave	57	22	47	101
35	Condit Rd	Diana Ave to Dunne Ave	60	12	26	57
36	Condit Rd	South of Dunne Ave	64	27	59	127
37	Future Murphy Ave	Main Ave to Diana Ave	49	9	18	40
38	Murphy Ave	Diana Ave to Dunne Ave	56	14	29	63
39	Murphy Ave	South of Dunne Ave	57	13	27	59
40	Mission View Dr	North of Cochrane Rd	57	11	24	51
41	Mission View Dr	Cochrane Rd to Avenida De Los Padres	59	11	23	49
42	Mission View Dr	Avenida De Los Padres to Half Rd	59	11	23	50
43	DePaul Dr	North of Cochrane Rd	44	2	4	9
44	DePaul Dr	South of Cochrane Rd	56	19	40	86

[1] N/A = No data provided in traffic impact analysis for this segment/scenario

Source: FHWA-RD-77-108 and Hexagon and BAC

Impacts and Mitigation Measures

Thresholds of Significance

For the purposes of this assessment, noise or vibration impacts are considered significant if the project would 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 other applicable standards of other agencies; or

- Generation of excessive groundborne vibration or groundborne noise levels; or

- 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, the project would expose people residing or working in the project area to excessive noise levels.

The closest airport to the project area has been identified as San Martin Airport located in excess of five miles to the south. Because the project area is not within the vicinity of a private airstrip, an airport land use plan, or within two miles of a public airport, the last threshold listed above is not relevant and is not discussed further as there would be no potential for airport-related impacts associated with the project.

The following criteria based on standards established by the Federal Interagency Commission on Noise (FICON) and policies and standards of the Morgan Hill General Plan and Municipal Code were used to evaluate the significance of environmental noise and vibration resulting from the project. Specifically,

- A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise criteria presented in the Morgan Hill General Plan or Morgan Hill Municipal Code.

- A significant impact would be identified if project-generated off-site traffic or on-site construction activities would substantially increase noise levels at existing sensitive receptors in the vicinity. A substantial increase from project-generated off-site traffic noise levels would be identified relative to the numeric increase significance criteria contained in Policy SSI-8.5 of the Morgan Hill General Plan. In terms of determining the noise increase due to project on-site construction activities, an impact would occur if those activities were to substantially increase ambient noise levels above background levels. The threshold of perception of the human ear is approximately 3 to 5 dB – a 5 dB change is considered to be clearly noticeable. For the analysis of increases in ambient noise levels associated with project on-site construction activities, a substantial increase in ambient noise levels is assumed to occur where those activities would result in an increase by 5 dB or more over existing ambient noise levels at nearby existing noise-sensitive receptors.

- A significant impact would be identified if project on-site construction activities would expose existing sensitive receptors to excessive groundborne vibration levels. Specifically, an impact would be identified if groundborne vibration levels due to these sources would exceed FTA vibration impact criteria.

Noise Impacts Associated with Project-Generated Increases in Off-Site Traffic

With development of the project, traffic volumes on the local roadway network will increase. Those increases in daily traffic volumes will result in a corresponding increase in traffic noise levels at existing uses located along those roadways. Impacts 1 and 2 evaluate increases in off-site traffic noise levels which would result from the project.

Pursuant to Policy SSI-8.5 of the Morgan Hill General Plan, traffic noise level increases from new projects are considered significant if: a) the noise level increase is 5 dB DNL or greater, with a future noise level of less than 60 dB DNL, or b) the noise level increase is 3 dB DNL or greater, with a future noise level of 60 dB DNL or greater.

Impact 1: Increases in Existing (2023) Traffic Noise Levels due to the Project

The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to quantify increases in existing traffic noise levels at the existing sensitive land uses nearest to the project area roadway network. The FHWA Model predicts hourly L_{eq} values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop DNL values from L_{eq} values.

Traffic data in the form of peak hour intersection turning movements were obtained from traffic impact analysis prepared by the project transportation consultant (Hexagon). Those data were converted to Average Daily Traffic (ADT) segment volumes by applying a factor of 5 to the sum of AM and PM peak hour conditions. Other inputs were derived from BAC field observations, and file data for similar roadways. Appendices E and F contain the FHWA Model inputs for Existing 2023 No Project and Existing 2023 Plus Project conditions, respectively. The Existing 2023 No Project and Existing 2023 Plus Project traffic noise levels at the distances representing the nearest existing sensitive land uses to the roadway segments analyzed within the project roadway network are summarized in Table 8. Table 8 also shows the thresholds for determination of a significant traffic noise increase, whether the roadway segment contains sensitive uses, and whether significant noise impacts are identified for each segment. A significant impact would be identified only along segments where the project-related traffic noise level increase would exceed applicable significance threshold and where sensitive receptors are present along the roadway segment.

It should be noted that the FHWA Model predictions presented in Table 8 are based on inputs that include peak hour traffic volumes, day/night distribution and truck type percentages (e.g., medium and heavy trucks), vehicle speed, and distance from roadway centerlines. The FHWA Model does not account for non-traffic ambient noise sources such as nearby natural sounds or other anthropogenic noise sources within an area.

Table 8
Predicted Traffic Noise Level Increases at Existing Sensitive Receptors – Existing 2023 vs. Existing 2023 + Project Conditions

#	Roadway	Segment Description	Predicted DNL (dB)[1]			Significance Threshold[3]	Threshold Exceeded?	Sensitive Receptors Present?	Significant Impact Identified?
			E	E+P	Increase				
1	Cochrane Rd	West of Sutter Blvd	64.0	64.1	0.1	3.0	No	Yes	No
2	Cochrane Rd	Sutter Blvd to Madrone Pkwy	67.8	67.9	0.1	3.0	No	No	No
3	Cochrane Rd	Madrone Pkwy to US 101 SB Ramps	66.9	67.1	0.1	3.0	No	No	No
4	Cochrane Rd	US 101 SB Ramps to US101 NB Ramps	68.0	68.1	0.0	3.0	No	No	No
5	Cochrane Rd	US 101 NB Ramps to DePaul Dr	66.9	67.1	0.1	3.0	No	No	No
6	Cochrane Rd	DePaul Dr to Mission View Dr	63.4	63.6	0.3	3.0	No	Yes	No
7	Cochrane Rd	East of Mission View Dr	61.7	61.8	0.1	3.0	No	Yes	No
8	Avenida De Los Padres	West of Mission View Dr	45.7	45.7	0.0	5.0	No	Yes	No
9	Avenida De Los Padres	East of Mission View Dr	N/A[2]	N/A[2]	--	--	--	--	--
10	Half Rd	West of Mission View Dr	51.7	51.7	0.0	5.0	No	Yes	No
11	Half Rd	East of Mission View Dr	55.2	55.5	0.3	5.0	No	Yes	No
12	Main Ave	West of Monterey Rd	59.5	59.6	0.0	5.0	No	Yes	No
13	Main Ave	Monterey Rd to Butterfield Blvd	59.5	59.5	0.1	5.0	No	Yes	No
14	Main Ave	Butterfield Blvd to Condit Rd	61.4	61.5	0.0	3.0	No	Yes	No
15	Main Ave	Condit Rd to Future Murphy Ave	58.1	58.2	0.1	5.0	No	Yes	No
16	Main Ave	East of Future Murphy Ave	56.8	56.8	0.0	5.0	No	Yes	No
17	Diana Ave	West of Condit Rd	52.5	52.5	0.0	5.0	No	Yes	No
18	Diana Ave	Condit Rd to Murphy Ave	54.3	54.3	0.0	5.0	No	Yes	No
19	Diana Ave	East of Murphy Ave	55.5	55.5	0.0	5.0	No	Yes	No
20	Dunne Ave	West of Condit Rd	65.4	65.4	0.0	3.0	No	No	No
21	Dunne Ave	Condit Rd to Murphy Ave	65.7	65.7	0.0	3.0	No	No	No
22	Dunne Ave	East of Murphy Ave	64.2	64.2	0.0	3.0	No	Yes	No
23	Monterey Rd	North of Main Ave	59.6	59.7	0.0	5.0	No	Yes	No
24	Monterey Rd	South of Main Ave	58.6	58.7	0.0	5.0	No	Yes	No
25	Butterfield Blvd	North of Main Ave	62.8	62.8	0.0	3.0	No	Yes	No
26	Butterfield Blvd	South of Main Ave	65.8	65.9	0.0	3.0	No	Yes	No
27	Sutter Blvd	North of Cochrane Rd	56.2	56.2	0.1	5.0	No	No	No
28	Sutter Blvd	South of Cochrane Rd	48.3	48.3	0.0	5.0	No	No	No
29	Madrone Pkwy	North of Cochrane Rd	56.0	56.0	0.0	5.0	No	No	No
30	Madrone Pkwy	South of Cochrane Rd	56.2	56.2	0.0	5.0	No	No	No
31	US 101 SB Ramps	South of Cochrane Rd	66.9	67.1	0.2	3.0	No	No	No
32	US 101 NB Ramps	North of Cochrane Rd	67.2	67.2	0.0	3.0	No	No	No
33	Condit Rd	North of Main Ave	59.0	59.0	0.1	5.0	No	No	No
34	Condit Rd	Main Ave to Diana Ave	57.4	57.5	0.1	5.0	No	Yes	No
35	Condit Rd	Diana Ave to Dunne Ave	59.6	59.7	0.1	5.0	No	Yes	No
36	Condit Rd	South of Dunne Ave	63.9	63.9	0.1	3.0	No	Yes	No
37	Future Murphy Ave	Main Ave to Diana Ave	48.5	48.5	0.0	5.0	No	Yes	No
38	Murphy Ave	Diana Ave to Dunne Ave	56.4	56.4	0.0	5.0	No	Yes	No
39	Murphy Ave	South of Dunne Ave	57.3	57.3	0.0	5.0	No	Yes	No
40	Mission View Dr	North of Cochrane Rd	57.5	57.6	0.2	5.0	No	Yes	No
41	Mission View Dr	Cochrane Rd to Avenida De Los Padres	58.7	58.9	0.2	5.0	No	Yes	No
42	Mission View Dr	Avenida De Los Padres to Half Rd	58.8	59.0	0.2	5.0	No	Yes	No
43	DePaul Dr	North of Cochrane Rd	44.3	50.7	6.3	5.0	Yes	No	No
44	DePaul Dr	South of Cochrane Rd	56.4	56.4	0.0	5.0	No	Yes	No

[1] Increases shown may vary slightly from the sum of individual amounts due to rounding.
[2] Note: N/A = No data provided in traffic impact analysis for this segment/scenario.
[3] Significance thresholds contained in General Plan Policy SSI-8.5.

Source: FHWA-RD-77-108 with inputs from Hexagon and BAC

As indicated in Table 8, project-generated traffic noise level increases (Existing 2023 No Project vs. Existing 2023 Plus Project conditions) are not calculated to result in significant noise impacts at existing sensitive receptors located along the project area roadway network relative to Morgan Hill General Plan Policy SSI-8.5 increase significance criteria. As a result, this impact is identified as being ***less than significant***.

Impact 2: Increases in Cumulative Traffic Noise Levels due to the Project

The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to quantify increases in future (cumulative) traffic noise levels at the nearest existing sensitive land uses to the project area roadway network. This analysis first assesses whether a cumulative roadway noise impact would occur by comparing the existing no project with cumulative plus project conditions. If a roadway noise impact is identified in this analysis, it is further evaluated to assess whether the proposed project would make a cumulatively considerable contribution to the cumulative impact. This process is completed through a comparison of the roadway noise associated with the cumulative no project scenario against the cumulative plus project scenario. Appendices G and H contain the FHWA Model inputs for Year 2035 Cumulative No Project and Year 2035 Cumulative Plus Project conditions, respectively. Appendices I and J contain the FHWA Model inputs for Year 2050 General Plan (GP) No Project and Year 2050 General Plan (GP) Plus Project conditions, respectively.

Tables 9 and 10 compare existing no project traffic noise levels with cumulative plus project traffic noise levels and includes a determination regarding whether the corresponding increase in traffic noise exposure over time is considerable. Table 11 data compare cumulative no project against cumulative plus project conditions to determine if the project's contribution to the cumulative noise environment is considerable.

Table 9
Predicted Traffic Noise Level Increases at Existing Receptors – Existing 2023 vs. Year 2035 Cumulative + Project Conditions

#	Roadway	Segment Description	Predicted DNL (dB)[1]			Significance Threshold[3]	Threshold Exceeded?	Sensitive Receptors Present?	Significant Impact Identified?
			E	Y2035 C+P	Increase				
1	Cochrane Rd	West of Sutter Blvd	64.0	64.5	0.5	3.0	No	Yes	No
2	Cochrane Rd	Sutter Blvd to Madrone Pkwy	67.8	68.3	0.4	3.0	No	No	No
3	Cochrane Rd	Madrone Pkwy to US 101 SB Ramps	66.9	67.6	0.7	3.0	No	No	No
4	Cochrane Rd	US 101 SB Ramps to US101 NB Ramps	68.0	68.4	0.4	3.0	No	No	No
5	Cochrane Rd	US 101 NB Ramps to DePaul Dr	66.9	67.7	0.8	3.0	No	No	No
6	Cochrane Rd	DePaul Dr to Mission View Dr	63.4	64.6	1.3	3.0	No	Yes	No
7	Cochrane Rd	East of Mission View Dr	61.7	62.8	1.1	3.0	No	Yes	No
8	Avenida De Los Padres	West of Mission View Dr	45.7	47.4	1.7	5.0	No	Yes	No
9	Avenida De Los Padres	East of Mission View Dr	N/A[2]	44.9	--	--	--	--	--
10	Half Rd	West of Mission View Dr	51.7	52.2	0.6	5.0	No	Yes	No
11	Half Rd	East of Mission View Dr	55.2	57.8	2.7	5.0	No	Yes	No
12	Main Ave	West of Monterey Rd	59.5	59.7	0.2	5.0	No	Yes	No
13	Main Ave	Monterey Rd to Butterfield Blvd	59.5	60.6	1.1	5.0	No	Yes	No
14	Main Ave	Butterfield Blvd to Condit Rd	61.4	61.9	0.4	3.0	No	Yes	No
15	Main Ave	Condit Rd to Future Murphy Ave	58.1	59.6	1.4	5.0	No	Yes	No
16	Main Ave	East of Future Murphy Ave	56.8	57.4	0.6	5.0	No	Yes	No
17	Diana Ave	West of Condit Rd	52.5	53.6	1.1	5.0	No	Yes	No
18	Diana Ave	Condit Rd to Murphy Ave	54.3	55.2	0.9	5.0	No	Yes	No
19	Diana Ave	East of Murphy Ave	55.5	56.5	1.0	5.0	No	Yes	No
20	Dunne Ave	West of Condit Rd	65.4	65.9	0.5	3.0	No	No	No
21	Dunne Ave	Condit Rd to Murphy Ave	65.7	66.3	0.6	3.0	No	No	No
22	Dunne Ave	East of Murphy Ave	64.2	64.8	0.6	3.0	No	Yes	No
23	Monterey Rd	North of Main Ave	59.6	60.8	1.2	5.0	No	Yes	No
24	Monterey Rd	South of Main Ave	58.6	59.6	1.0	5.0	No	Yes	No
25	Butterfield Blvd	North of Main Ave	62.8	63.7	0.9	3.0	No	Yes	No
26	Butterfield Blvd	South of Main Ave	65.8	66.6	0.8	3.0	No	Yes	No
27	Sutter Blvd	North of Cochrane Rd	56.2	57.2	1.0	5.0	No	No	No
28	Sutter Blvd	South of Cochrane Rd	48.3	49.1	0.8	5.0	No	No	No
29	Madrone Pkwy	North of Cochrane Rd	56.0	56.0	0.0	5.0	No	No	No
30	Madrone Pkwy	South of Cochrane Rd	56.2	57.0	0.7	5.0	No	No	No
31	US 101 SB Ramps	South of Cochrane Rd	66.9	67.7	0.8	3.0	No	No	No
32	US 101 NB Ramps	North of Cochrane Rd	67.2	67.5	0.3	3.0	No	No	No
33	Condit Rd	North of Main Ave	59.0	60.3	1.3	5.0	No	No	No
34	Condit Rd	Main Ave to Diana Ave	57.4	58.7	1.2	5.0	No	Yes	No
35	Condit Rd	Diana Ave to Dunne Ave	59.6	60.7	1.1	5.0	No	Yes	No
36	Condit Rd	South of Dunne Ave	63.9	64.9	1.0	3.0	No	Yes	No
37	Future Murphy Ave	Main Ave to Diana Ave	48.5	49.4	0.8	5.0	No	Yes	No
38	Murphy Ave	Diana Ave to Dunne Ave	56.4	57.5	1.1	5.0	No	Yes	No
39	Murphy Ave	South of Dunne Ave	57.3	57.8	0.6	5.0	No	Yes	No
40	Mission View Dr	North of Cochrane Rd	57.5	58.8	1.3	5.0	No	Yes	No
41	Mission View Dr	Cochrane Rd to Avenida De Los Padres	58.7	60.4	1.7	5.0	No	Yes	No
42	Mission View Dr	Avenida De Los Padres to Half Rd	58.8	60.1	1.3	5.0	No	Yes	No
43	DePaul Dr	North of Cochrane Rd	44.3	52.9	8.5	5.0	Yes	No	No
44	DePaul Dr	South of Cochrane Rd	56.4	58.5	2.1	5.0	No	Yes	No

[1] Increases shown may vary slightly from the sum of individual amounts due to rounding.
[2] Note: N/A = No data provided in traffic impact analysis for this segment/scenario.
[3] Significance thresholds contained in General Plan Policy SSI-8.5.

Source: FHWA-RD-77-108 with inputs from Hexagon and BAC

Table 10
Predicted Traffic Noise Level Increases at Existing Receptors – Existing 2023 vs. Year 2050 General Plan + Project Conditions

#	Roadway	Segment Description	Predicted DNL (dB)[1]			Significance Threshold[3]	Threshold Exceeded?	Sensitive Receptors Present?	Significant Impact Identified?
			E	Y2050 GP+P	Increase				
1	Cochrane Rd	West of Sutter Blvd	64.0	65.4	1.4	3.0	No	Yes	No
2	Cochrane Rd	Sutter Blvd to Madrone Pkwy	67.8	68.9	1.0	3.0	No	No	No
3	Cochrane Rd	Madrone Pkwy to US 101 SB Ramps	66.9	68.7	1.8	3.0	No	No	No
4	Cochrane Rd	US 101 SB Ramps to US101 NB Ramps	68.0	69.0	1.0	3.0	No	No	No
5	Cochrane Rd	US 101 NB Ramps to DePaul Dr	66.9	68.8	1.9	3.0	No	No	No
6	Cochrane Rd	DePaul Dr to Mission View Dr	63.4	65.8	2.5	3.0	No	Yes	No
7	Cochrane Rd	East of Mission View Dr	61.7	63.6	1.9	3.0	No	Yes	No
8	Avenida De Los Padres	West of Mission View Dr	45.7	47.3	1.6	5.0	No	Yes	No
9	Avenida De Los Padres	East of Mission View Dr	N/A[2]	48.2	--	--	--	--	--
10	Half Rd	West of Mission View Dr	51.7	51.6	0.0	5.0	No	Yes	No
11	Half Rd	East of Mission View Dr	55.2	44.7	0.0	5.0	No	Yes	No
12	Main Ave	West of Monterey Rd	59.5	59.9	0.4	5.0	No	Yes	No
13	Main Ave	Monterey Rd to Butterfield Blvd	59.5	60.8	1.3	5.0	No	Yes	No
14	Main Ave	Butterfield Blvd to Condit Rd	61.4	62.0	0.5	3.0	No	Yes	No
15	Main Ave	Condit Rd to Future Murphy Ave	58.1	61.0	2.9	5.0	No	Yes	No
16	Main Ave	East of Future Murphy Ave	56.8	59.8	3.1	5.0	No	Yes	No
17	Diana Ave	West of Condit Rd	52.5	52.5	0.0	5.0	No	Yes	No
18	Diana Ave	Condit Rd to Murphy Ave	54.3	57.3	3.0	5.0	No	Yes	No
19	Diana Ave	East of Murphy Ave	55.5	55.9	0.4	5.0	No	Yes	No
20	Dunne Ave	West of Condit Rd	65.4	66.0	0.6	3.0	No	No	No
21	Dunne Ave	Condit Rd to Murphy Ave	65.7	66.6	0.9	3.0	No	No	No
22	Dunne Ave	East of Murphy Ave	64.2	65.0	0.8	3.0	No	Yes	No
23	Monterey Rd	North of Main Ave	59.6	62.2	2.5	5.0	No	Yes	No
24	Monterey Rd	South of Main Ave	58.6	60.9	2.2	5.0	No	Yes	No
25	Butterfield Blvd	North of Main Ave	62.8	64.8	2.0	3.0	No	Yes	No
26	Butterfield Blvd	South of Main Ave	65.8	67.7	1.9	3.0	No	Yes	No
27	Sutter Blvd	North of Cochrane Rd	56.2	59.4	3.2	5.0	No	No	No
28	Sutter Blvd	South of Cochrane Rd	48.3	49.5	1.2	5.0	No	No	No
29	Madrone Pkwy	North of Cochrane Rd	56.0	56.0	0.0	5.0	No	No	No
30	Madrone Pkwy	South of Cochrane Rd	56.2	56.6	0.4	5.0	No	No	No
31	US 101 SB Ramps	South of Cochrane Rd	66.9	68.6	1.7	3.0	No	No	No
32	US 101 NB Ramps	North of Cochrane Rd	67.2	68.0	0.8	3.0	No	No	No
33	Condit Rd	North of Main Ave	59.0	60.6	1.6	5.0	No	No	No
34	Condit Rd	Main Ave to Diana Ave	57.4	59.3	1.9	5.0	No	Yes	No
35	Condit Rd	Diana Ave to Dunne Ave	59.6	61.2	1.6	5.0	No	Yes	No
36	Condit Rd	South of Dunne Ave	63.9	65.1	1.2	3.0	No	Yes	No
37	Future Murphy Ave	Main Ave to Diana Ave	48.5	54.3	5.8	5.0	Yes	Yes	**Yes**
38	Murphy Ave	Diana Ave to Dunne Ave	56.4	59.5	3.1	5.0	No	Yes	No
39	Murphy Ave	South of Dunne Ave	57.3	60.5	3.2	5.0	No	Yes	No
40	Mission View Dr	North of Cochrane Rd	57.5	60.3	2.8	5.0	No	Yes	No
41	Mission View Dr	Cochrane Rd to Avenida De Los Padres	58.7	62.0	3.3	5.0	No	Yes	No
42	Mission View Dr	Avenida De Los Padres to Half Rd	58.8	61.7	2.9	5.0	No	Yes	No
43	DePaul Dr	North of Cochrane Rd	44.3	54.6	10.2	5.0	Yes	No	No
44	DePaul Dr	South of Cochrane Rd	56.4	60.2	3.8	5.0	No	Yes	No

[1] Increases shown may vary slightly from the sum of individual amounts due to rounding.
[2] Note: N/A = No data provided in traffic impact analysis for this segment/scenario.
[3] Significance thresholds contained in General Plan Policy SSI-8.5.

Source: FHWA-RD-77-108 with inputs from Hexagon and BAC

Table 11
Predicted Traffic Noise Level Increases at Existing Receptors – Year 2050 vs. Year 2050 General Plan + Project Conditions

#	Roadway	Segment Description	Predicted DNL (dB)[1] Y2050	Y2050 GP+P	Increase	Significance Threshold[2]	Threshold Exceeded?	Sensitive Receptors Present?	Significant Impact Identified?
37	Future Murphy Ave	Main Ave to Diana Ave	54.3	54.3	0.0	5.0	No	**Yes**	No

[1] Increases shown may vary slightly from the sum of individual amounts due to rounding.
[2] Significance thresholds contained in General Plan Policy SSI-8.5.

Source: FHWA-RD-77-108 with inputs from Hexagon and BAC

As indicated in Table 10 (Existing 2023 No Project vs. Year 2050 General Plan Plus Project conditions analysis), project-generated traffic is calculated to exceed applicable Morgan Hill General Plan Policy SSI-8.5 increase significance criteria along one of the analyzed roadway segments containing existing noise-sensitive receptors (segment 37). However, as shown in Table 11, the project-generated increase along that roadway segment is not calculated to have a cumulatively considerable contribution to the cumulative impact relative to the applicable General Plan impact significance threshold. Based on the analysis presented above, off-site traffic noise level impacts related to increases in traffic resulting from the implementation of the project are identified as being ***less than significant***.

Noise Impacts Associated with Project On-Site Construction Activities

Impact 3: On-Site Construction Activity Noise Generation

During project construction activities, heavy equipment would be used for grading excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained. Noise exposure at any single point outside the project work area would also vary depending upon the proximity of equipment activities to that point.

Table 12 includes the range of maximum noise levels for equipment commonly used in general construction projects at full-power operation at a distance of 50 feet. Not all of these construction activities would be required of this project. Table 12 data also include predicted maximum (L_{max}) equipment noise levels at the nearest existing noise-sensitive uses (residence and assisted living facility north of project area – shown in Figure 1), which assume a standard spherical spreading loss of 6 dB per doubling of distance.

Table 12
Reference and Projected Noise Levels for Typical Construction Equipment

Equipment	Reference Noise Level at 50 Feet, L_{max} (dB)	Projected Noise Level, L_{max} (dB)	
		Residence (400 ft)	Assisted Living Facility (490 ft)
Air compressor	80	62	60
Backhoe	80	62	60
Ballast equalizer	82	64	62
Ballast tamper	83	65	63
Compactor	82	64	62
Concrete mixer	85	67	65
Concrete pump	82	64	62
Concrete vibrator	76	58	56
Crane, mobile	83	65	63
Dozer	85	67	65
Excavator	85	67	65
Generator	82	64	62
Grader	85	67	65
Impact wrench	85	67	65
Loader	80	62	60
Paver	85	67	65
Pneumatic tool	85	67	65
Pump	77	59	57
Saw	76	58	56
Scarifier	83	65	63
Scraper	85	67	65
Shovel	82	64	62
Spike driver	77	59	57
Tie cutter	84	66	64
Tie handler	80	62	60
Tie inserter	85	67	65
Truck	84	66	64

Source: 2018 FTA Noise and Vibration Impact Assessment Manual, Table 7-1 and BAC calculations

As noted in the Regulatory Setting Section of this report, Section 8.28.040(D) of the Morgan Hill Municipal Code exempts construction noise provided that such activities do not occur during set hours. Specifically, construction activities are prohibited other than between the hours of 7:00 a.m. and 8:00 p.m., Monday through Friday and between the hours of 9:00 a.m. to 6:00 p.m. on Saturday. Further, construction activities may not occur on Sundays or federal holidays. It is reasonably assumed for the purposes of this analysis that all on-site noise-generating project construction equipment and activities would occur pursuant to Municipal Code Section 8.28.040(D) and would thereby be exempt from Municipal Code noise level criteria.

However, noise from heavy equipment operations during on-site construction activities would add to the noise environment in the immediate vicinity of the work area. In terms of determining the temporary noise increase due to project-related construction activities, an impact would occur if those activities were to noticeably increase ambient noise levels above background levels at nearby noise-sensitive uses (i.e., residential). As mentioned previously in this report, the threshold of perception of the human ear is approximately 3 to 5 dB – a 5 dB change is considered to be clearly noticeable. For this analysis, a noticeable increase in ambient noise levels is assumed to occur where noise levels increase by 5 dB or more over existing ambient noise levels.

As mentioned previously, BAC noise survey site 1 is believed to be generally representative of the existing ambient noise level environment at the closest existing noise-sensitive uses to the

project area – a single-family residence and assisted living facility to the north. Using the *lowest* average maximum noise levels measured during city-exempted construction hours at BAC ambient noise survey site 1, and the *highest* predicted construction equipment maximum noise levels shown in Table 12, ambient plus project construction equipment noise level increases were calculated at the closest existing noise-sensitive uses (residence and assisted living facility). The results of those calculations indicate that increases in ambient maximum noise levels from project construction activities would range from 0.9 dB L_{max} to 1.3 dB L_{max}. The calculated range of ambient maximum noise level increases is well below the applied increase significance criterion of 5 dB.

Based on the analysis and results provided above, this impact is identified as being ***less than significant***. Nonetheless, to reduce the potential for annoyance at nearby existing noise-sensitive uses, the following measures should be incorporated into project on-site construction operations:

- All on-site noise-generating construction activities shall occur pursuant to Section 8.28.040(D) of the Morgan Hill Municipal Code.
- Construction noise control measures including the use of temporary noise barriers and/or other measures to attenuate noise generated during construction should be considered and implemented as feasible.
- All equipment and vehicles should be powered off when not in use. Unnecessary idling of internal combustion engines should be prohibited.
- All mobile or fixed noise-producing construction equipment used on the project site that is regulated for noise output by a federal, state, or local agency shall comply with such regulations.
- Select quiet equipment, particularly air compressors, whenever possible. All noise-producing project construction equipment and vehicles using internal combustion engines should be equipped with manufacturer-recommended mufflers and be maintained in good working condition. Electrically powered equipment should be used instead of pneumatic or internal combustion powered equipment, where feasible.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receivers.
- Nearby noise-sensitive receivers should be notified of construction schedules so that arrangements can be made, if desired, to limit exposure to short-term increases in ambient noise levels.

Vibration Impacts Associated with Project On-Site Construction Activity

Impact 4: On-Site Construction Activity Vibration Generation

During project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of the construction. The nearest existing structures have been identified as relatively newer engineered buildings consisting of the residence to the north, a medical office building to the northeast, and

an industrial office building to the southeast. The locations of the closest existing off-site structures are shown in Figure 1.

Table 13 includes the range of vibration levels for equipment commonly used in general residential construction projects at a distance of 25 feet. Table 13 data also include projected equipment vibration levels at the nearest existing structures to the project area (residence and assisted living facility).

Table 13
Reference and Projected Vibration Source Amplitudes for Construction Equipment

Equipment	Reference Maximum Vibration Level at 25 feet, VdB (rms)	Projected Maximum Vibration Level, VdB (rms)[1]		
		Residence (460 ft)	Medical Office Bldg (400 ft)	Industrial Office Bldg (150 ft)
Vibratory Roller	94	58	59	64
Hoe Ram	87	57	58	60
Large bulldozer	87	57	58	60
Caisson drilling	87	57	58	60
Loaded trucks	86	56	57	59
Jackhammer	79	<55	<55	58
Small bulldozer	58	<55	<55	<55

[1] RMS velocity in decibels (VdB) re 1 micro-inch/second.

Source: 2018 FTA Transit Noise and Vibration Impact Assessment Manual and BAC calculations

Section 18.76.130 of the Morgan Hill Municipal Code states that vibration transmitted through the ground that is discernible without instruments at the lot line of the establishment or use is prohibited. However, vibrations from temporary construction and vehicles that enter and leave the lot (e.g., construction equipment, trucks, etc.) are exempt from this standard.

Based on the data presented in Table 13, vibration levels generated from on-site construction activities are predicted to be well below the FTA threshold for damage to engineered structures (98 VdB) at a distance of 25 feet from those activities. Further, the construction-related vibration levels shown in Table 13 are projected to be below the threshold of human perception (65 VdB) and below the strictest FTA vibration impact criteria applicable to sensitive buildings (Categories 1-3 in Table 2 of this report). Based on the analysis provided above, on-site construction activities within the project area are not expected to result in excessive groundborne vibration levels at nearby existing off-site structures.

Results from the ambient vibration level measurement survey conducted within the project vicinity indicate that average measured vibration levels were below the 65 VdB threshold of perception (Table 6). Therefore, it is expected that the project would not result in the exposure of people to excessive groundborne vibration levels at proposed uses within the development. In addition, the project consists of the development of residential uses. It is the experience of BAC that residential uses do not typically generate appreciable vibration.

Because vibration levels due to and upon the project are expected to be satisfactory relative to the applicable FTA vibration impact criteria for damage to structures and annoyance, this impact is identified as being ***less than significant***.

Noise Impacts Upon the Development

The California Supreme Court issued an opinion in *California Building Industry Association v. Bay Area Air Quality Management District (2015)* holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project's future users or residents. Nevertheless, the City of Morgan Hill has policies that address existing/future conditions affecting the proposed project, which are discussed in the following section. The following section includes evaluations of future traffic noise exposure at proposed residential uses of the development and recommended improvement measures to ensure consistency with applicable City of Morgan Hill noise requirements.

Issue 1: Future Traffic Noise Level Exposure at the Project Site

U.S. Highway 101 and Off-Ramp

The FHWA Model (FHWA-RD-77-108) was used with future traffic data to predict future U.S. 101, U.S. 101 off-ramp noise levels at the proposed residential uses of the development. Existing traffic volume data for the segments of U.S. 101 and U.S. 101 off-ramps adjacent to the project site were obtained from the most recently published Caltrans traffic counts (2022). Future average daily traffic (ADT) volumes for the highway and off-ramp were conservatively estimated by assuming a 50% increase in the future, resulting in a 2 dB increase in traffic noise levels relative to existing conditions. The day/night distribution was based on the results from the BAC ambient noise level survey at the project site. Medium- and heavy truck percentages were derived from published Caltrans traffic data (2022). Estimated future traffic speed assumptions were based on posted speed limits and BAC field observations.

DePaul Drive

The FHWA Model (FHWA-RD-77-108) was used with future traffic data to predict DePaul Drive traffic noise levels at the proposed residential uses of the development. Future DePaul Drive traffic data (Year 2050 General Plan Plus Project) in the form of AM and PM peak hour intersection turning movements were obtained from the traffic impact analysis prepared by the project transportation consultant (Hexagon). Those data were converted to average daily traffic (ADT) volumes by applying a factor of 5 to the sum of AM and PM peak hour conditions. The day/night distribution was based on the results from the BAC ambient noise level survey at the project site. Estimated future traffic speed assumptions were based on posted speed limits and BAC field observations.

The FHWA Model inputs and predicted future exterior traffic noise levels at the closest proposed outdoor areas and residential building facades of the development are contained in Appendix K and are summarized in Tables 14 and 15.

Table 14
Predicted Future U.S. 101 Traffic Noise Levels at the Development[1]

Residential Component	Receiver Description	Predicted Exterior DNL (dB)		
		U.S. 101	U.S. 101 Off-Ramp	Combined[2]
Townhomes	Common Open Space	73	58	73
	Building 12 – 1st Floor Facade	66	52	66
	Building 12 – 2nd & 3rd Floor Facades	69	55	69
	Building 15 – 1st Floor Facade	72	59	72
	Building 15 – 2nd & 3rd Floor Facades	75	62	75
	Building 16 – 1st Floor Facade	73	59	73
	Building 16 – 2nd & 3rd Floor Facades	76	62	76
Single-Family	Lots 103-112 – Backyards	71	56	71
	Lots 103-112 – 1st Floor Facades	71	56	72
	Lots 103-112 – 2nd & 3rd Floor Facades	73	58	74
	Lot 113 – Backyard	70	53	70
	Lot 113 – 1st Floor Facade	70	53	70
	Lot 113 – 2nd Floor Facade	72	55	72

[1] A complete listing of FHWA Model inputs and results are provided in Appendix K.
[2] Combined noise level is the calculated logarithmic sum of decibels.

Source: BAC 2025

Table 15
Predicted Future DePaul Drive Traffic Noise Levels at the Development[1]

Residential Component	Receiver Description[2]	Predicted Exterior DNL (dB)
Townhomes	Common Open Space	46
	Buildings 1 & 2 – 1st Floor Facades	69
	Building 1 & 2 – 2nd & 3rd Floor Facades	72
Single-Family	Nearest Lots – Backyards	59
	Nearest Lots – 1st Floor Facades	68
	Nearest Lots – 2nd Floor Facades	68

[1] A complete listing of FHWA Model inputs and results are provided in Appendix K.
[2] Nearest single-family residential lots to DePaul Drive include 18, 19, 22, 23, 26, 27, 30, 31 and 35.

Source: BAC 2025

Analysis of Exterior Noise Level Compliance

The City of Morgan Hill General Plan establishes normally acceptable exterior noise level limits of 60 dB DNL and 65 dB DNL for single-family and multi-family residential land uses affected by traffic, respectively (shown Table 3 of this report). However, the General Plan stipulates that an exterior noise environment of up to 70 dB DNL may be allowed for single- and multi-family residential land uses provided that a detailed analysis of noise reduction requirements is made and noise insulation features required for interior compliance are included in the project design (also shown in Table 3 of this report). As shown in Table 14, future U.S 101 traffic noise level exposure is predicted to exceed Morgan Hill General Plan normally acceptable and conditionally acceptable exterior noise level standards at proposed outdoor areas of the project site. As a result,

consideration of improvement measures to address exterior U.S. 101 traffic noise level compliance would be warranted. BAC evaluated the effectiveness of noise barriers for reducing future U.S. 101 traffic noise level exposure to a state of compliance with General Plan exterior noise level criteria at the project site. The results of that evaluation are contained in Appendix L and are summarized in Table 16.

Table 16
Predicted Future Combined U.S. 101 & Off-Ramp Traffic Noise Levels with Noise Barriers

		Predicted DNL (dB) with Barrier Height (ft)[1]						
Component	**Receiver**	**No Barrier**	**6'**	**7'**	**8'**	**9'**	**10'**	**11'**
Townhomes	Common Open Space	73	67	66	66	**65**	--	--
Single-Family	Lots 103-112 – Backyards	71	**66**	65	64	62	61	**60**
	Lot 113 – Backyard	**70**	64	64	63	62	61	**60**
Red = GP normally acceptable exterior compliance **Green** = GP conditionally acceptable exterior compliance								

Source: BAC 2025

Table 16 data show the barrier heights required to comply with the Morgan Hill General Plan normally acceptable and conditionally acceptable exterior noise level standards at outdoor areas of the single- and multi-residential components of the development. The locations and heights of the traffic noise barriers required to comply with General Plan normally acceptable and conditionally acceptable noise level criteria are illustrated in Figures 5 through 8. The ultimately selected barrier heights and associated compliance threshold would be at the discretion of City of Morgan Hill planning staff. The traffic noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use.

Analysis of Interior Noise Level Compliance

Standard residential construction (stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), *typically* results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. Therefore, provided that future SR 104 traffic noise levels do not exceed 70 dB DNL at exterior building facades of proposed residences, standard construction would normally be adequate to comply with the Morgan Hill General Plan 45 dB DNL interior noise level standard.

Based on the predicted traffic noise levels at exterior building facades in Tables 14 and 15, it is recommended that the window assembly upgrades shown in Figures 9 and 10 be integrated into the project design. Integration of the window assembly upgrades shown in Figures 9 and 10 is calculated to reduce future traffic noise levels to a state compliance with the General Plan 45 dB interior noise level limit within the nearest residences, including a factor of safety. Additionally, mechanical ventilation (air conditioning) should be provided for all residences of the development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable noise level criterion.

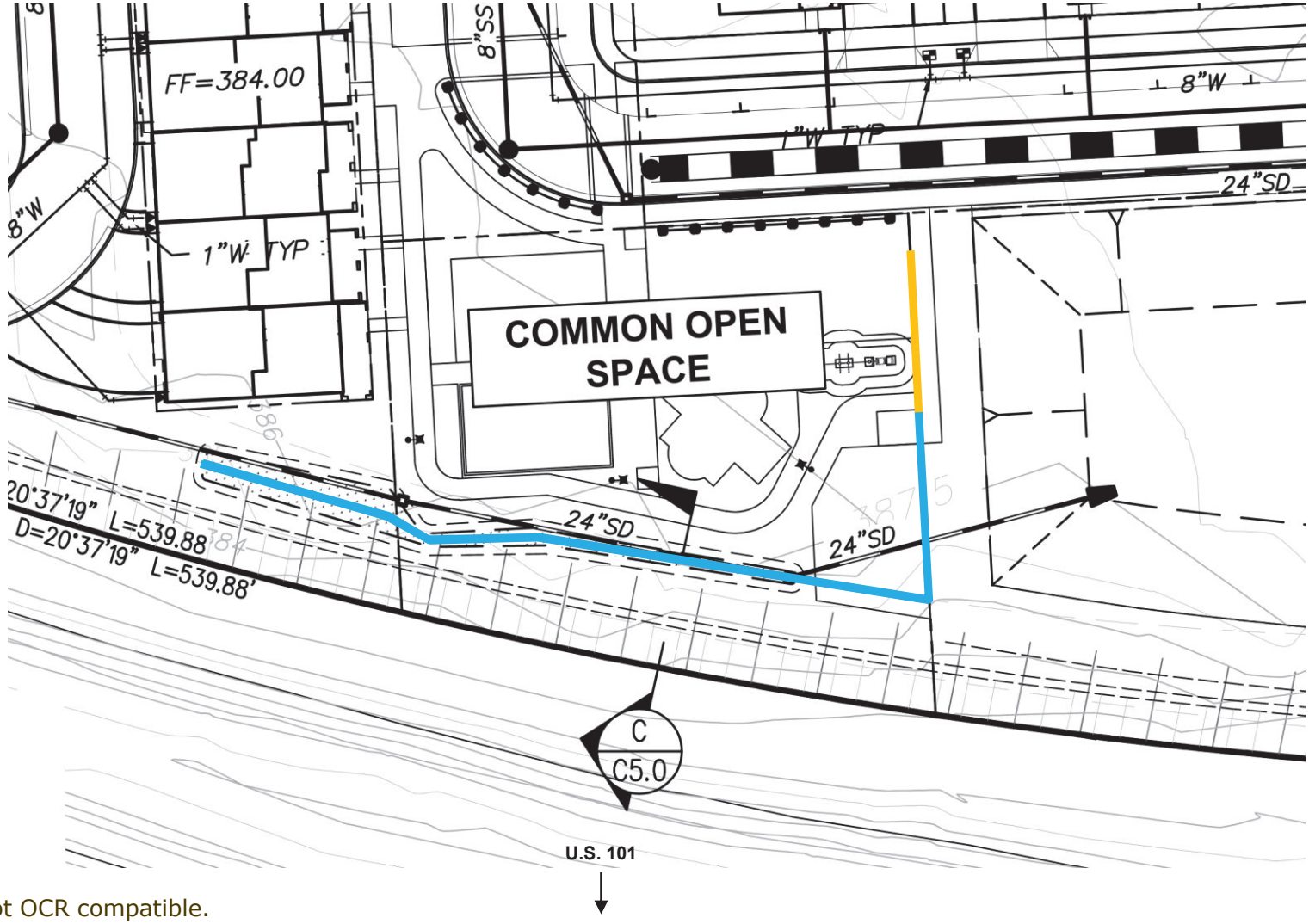


*Figure is not OCR compatible.

Legend

- 8-Foot-Tall Traffic Noise Barrier
- 9-Foot-Tall Traffic Noise Barrier

Note: The noise barriers illustrated in this figure could take the form of a masonry wall, earthen berm, or a combination of the two.

Scale (Feet)

0 25 50

DePaul Residences
Morgan Hill, California

Traffic Noise Barriers
GP Compliance – Normally Acceptable

Figure 5

BOLLARD Acoustical Consultants



*Figure is not OCR compatible.

Legend

11-Foot-Tall Traffic Noise Barrier

Note: The noise barriers illustrated in this figure could take the form of a wood (composite) fence provided fence slats overlap by a minimum of 2 inches and are screwed to the framing rather than nailed.

Scale (Feet)

0 50 100

DePaul Residences
Morgan Hill, California

Traffic Noise Barriers
GP Compliance – Normally Acceptable

Figure 6

BOLLARD Acoustical Consultants

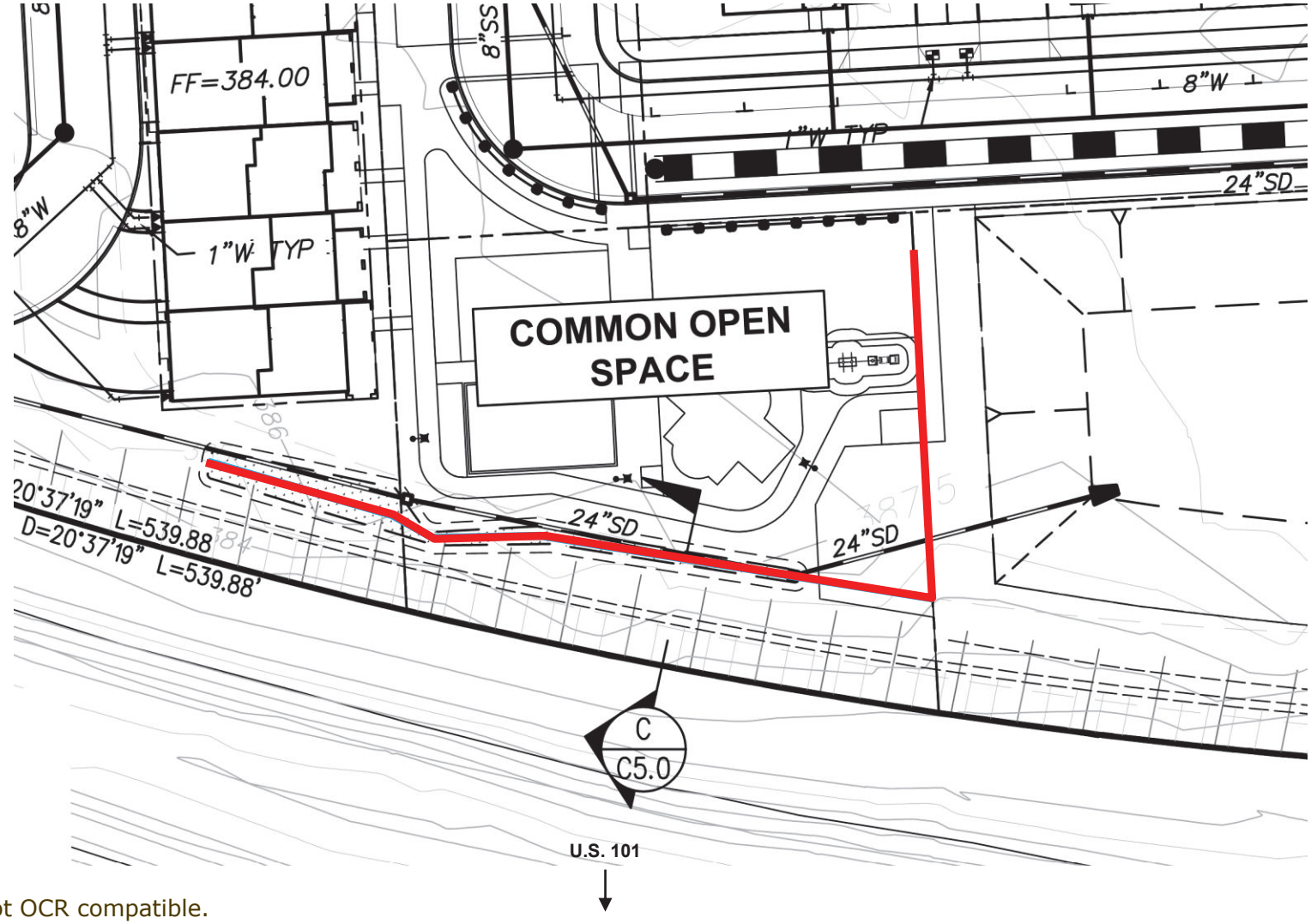


*Figure is not OCR compatible.

Legend

6-Foot-Tall Traffic Noise Barrier

Note: The noise barriers illustrated in this figure could take the form of a masonry wall, earthen berm, or a combination of the two.

Scale (Feet)

0 25 50

DePaul Residences
Morgan Hill, California

Traffic Noise Barriers
GP Compliance – Conditionally Acceptable

Figure 7

BOLLARD Acoustical Consultants



*Figure is not OCR compatible.

Legend

6-Foot-Tall Traffic Noise Barrier

Note: The noise barriers illustrated in this figure could take the form of a wood (composite) fence provided fence slats overlap by a minimum of 2 inches and are screwed to the framing rather than nailed.

Scale (Feet)

0 50 100

DePaul Residences
Morgan Hill, California

Traffic Noise Barriers
GP Compliance – Conditionally Acceptable

Figure 8

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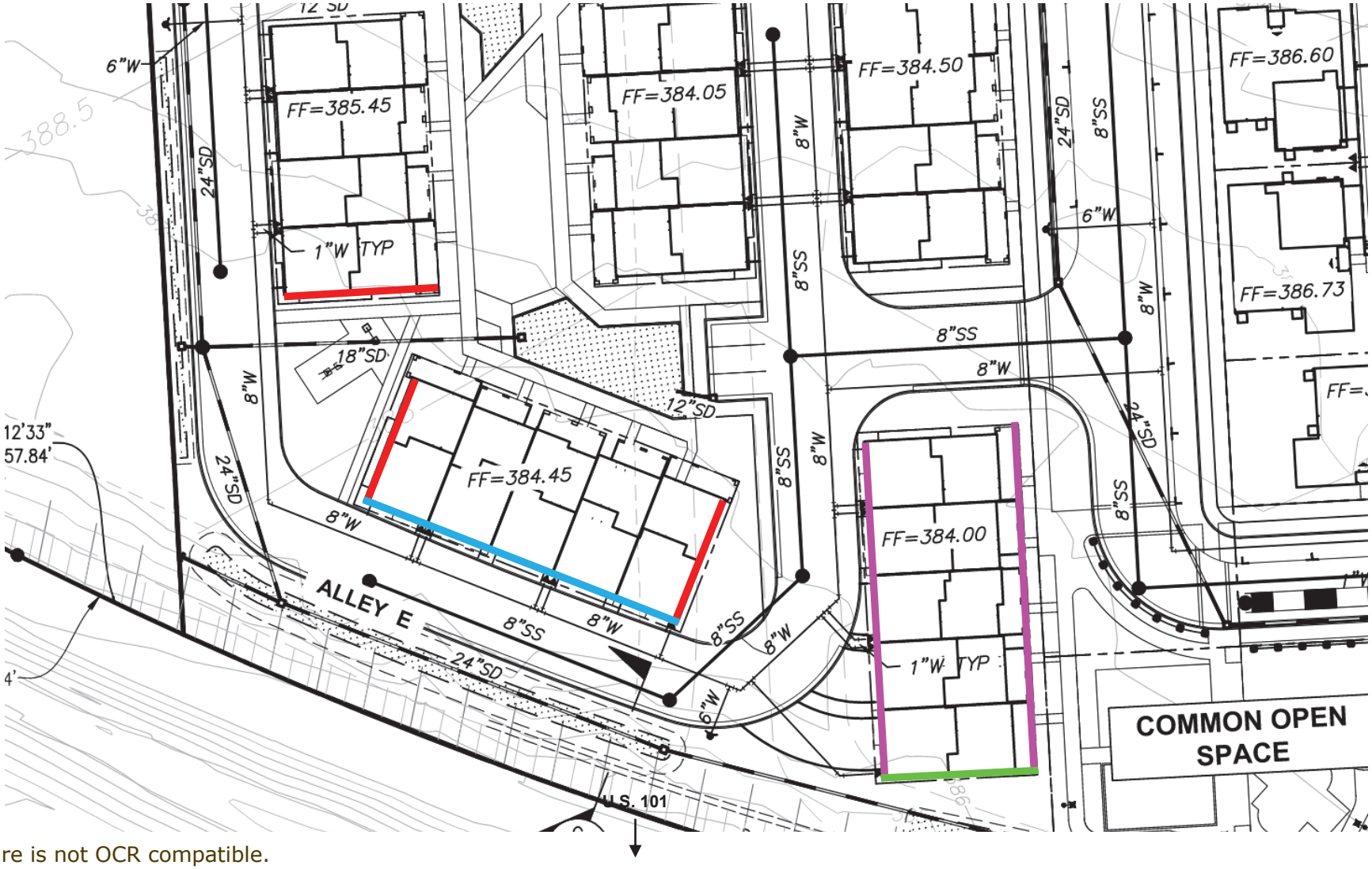


*Figure is not OCR compatible.

Legend

- STC 32 Upper-Floors Only
- STC 32 All Floors
- STC 32 (1st Floor) | STC 34 (Upper-Floors)
- STC 34 (1st Floor) | STC 36 (Upper-Floors)

Scale (Feet)

0 25 50

DePaul Residences
Morgan Hill, California

Window Assembly Upgrades
GP Interior Compliance – 45 dB DNL

Figure 9

BOLLARD Acoustical Consultants



*Figure is not OCR compatible.

Legend

- STC 32 Upper-Floors Only
- STC 32 All Floors
- STC 32 (1st Floor) | STC 34 (Upper-Floors)

Scale (Feet)

0 50 100

DePaul Residences
Morgan Hill, California

Window Assembly Upgrades
GP Interior Compliance – 45 dB DNL

Figure 10

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Issue 2: Industrial Operations Noise Level Exposure at the Project Site

The adjacent parcel to the south of the project property contains the Cochrane Technology Center. According to BAC field observations, the industrial park contains new warehouse buildings, office spaces, and loading docks. BAC field observations also indicate that a majority of the new buildings within the industrial park are currently vacant. However, it is likely that these new industrial spaces will have tenants in the future. The location of the Cochrane Technology Center industrial park is shown in Figure 1.

The primary noise sources commonly associated with industrial operations consist of parking lot movements, on-site delivery truck circulation, loading dock activities, and rooftop mechanical equipment. BAC file data for noise sources associated with similarly configured industrial parks was utilized to quantify future industrial operations noise at the project site. Using BAC file data, industrial operations noise levels were predicted at the closest residences of the development. The results of that analysis are presented in Table 17.

Table 17
Predicted Industrial Operations Noise Levels at Nearest Proposed Residences

	Predicted Noise Level, L_{eq} (dB)[2]					
Receiver[1]	Parking[3]	Truck Circulation[4]	Loading Docks[5]	Rooftop Mechanical[6]	Combined	MC Noise Standard, L_{eq} (dB)[7]
Lots 113 & 114	44	46	49	50	54	60

[1] Locations of residential lots are shown in Figure 2.
[2] Predicted noise levels at property line of residential lot.
[3] Parking lot movement assumptions: Nearest 50 stalls to receiver emptying or filling during a given hour.
[4] Truck circulation assumptions: 20 heavy truck passbys, 20 medium duty truck passbys within loading dock area
[5] Loading dock assumptions: BAC loading dock data (60 dB Leq at 50 feet from loading dock area)
[6] Rooftop mech assumptions: BAC industrial warehouse data (combined equipment 50 dB Leq at 150 ft)
[7] Municipal Code non-transportation noise standard for residential uses (Table 4 of this report).

Source: BAC 2025

Based on BAC assumptions and file data, industrial operations noise levels are not predicted to exceed the applicable Morgan Hill Municipal Code 60 dB L_{eq} noise level standard at the property lines of the closest proposed residences. However, to reduce the potential for an exceedance of Municipal Code noise level criteria at nearby proposed residences, and to reduce the potential for annoyance and/or sleep disturbance at those nearest sensitive uses, it is recommended that the project design includes the construction of an 8-foot-tall masonry wall noise barrier at the location illustrated in Figure 11. The construction of an 8-foot-tall noise barrier as recommended is commonly prescribed where residential uses are located adjacent to industrial uses.

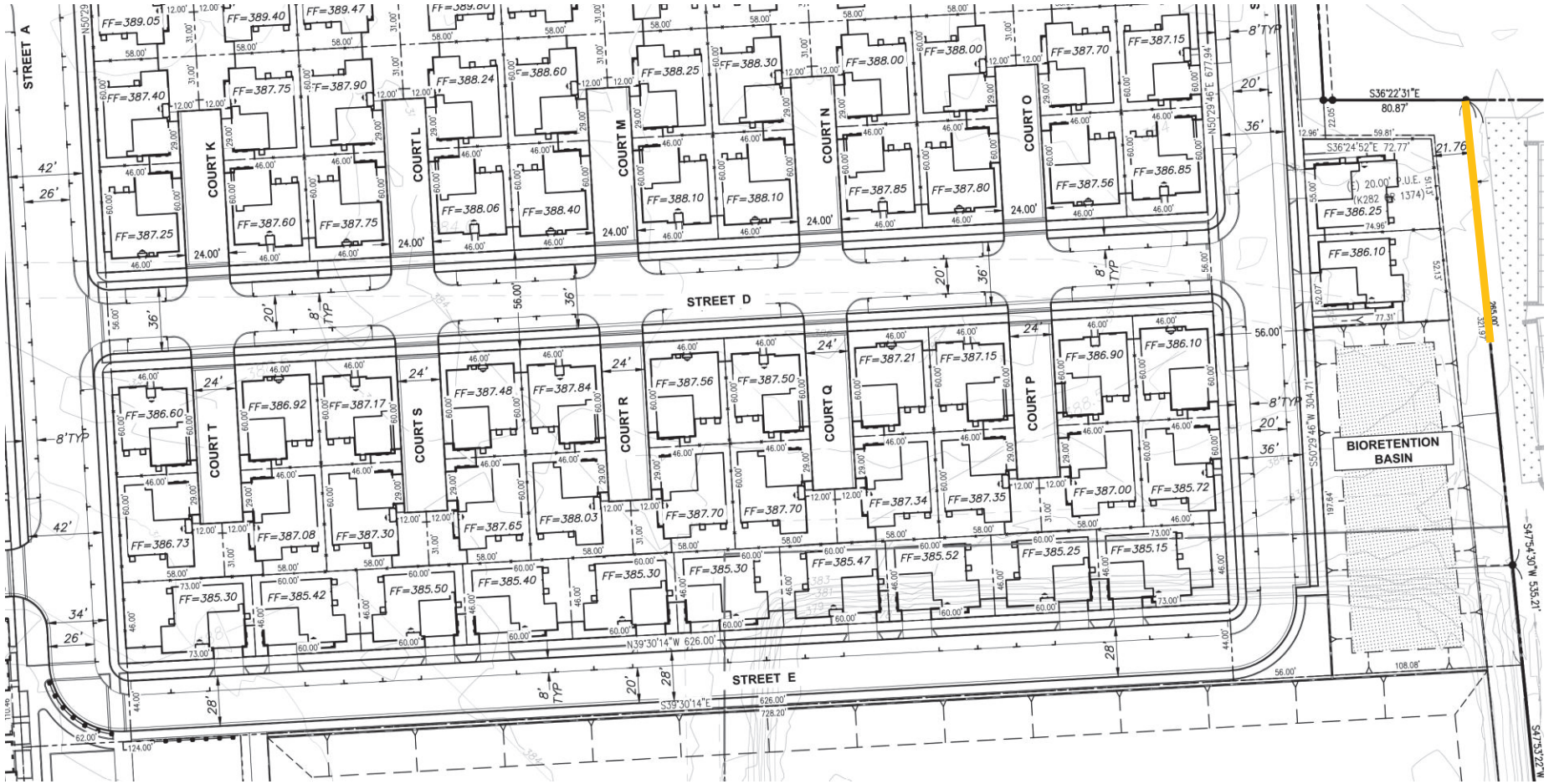


*Figure is not OCR compatible.

Legend

8' Masonry Sound Wall

Scale (Feet)

0 50 100

DePaul Residences
Morgan Hill, California

Industrial Operations Noise – 8' Sound Wall

Figure 11

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This concludes BAC's noise and vibration assessment for the DePaul Residences project in Morgan Hill, California. Please contact BAC at (530) 537-2328 or dariog@bacnoise.com if you have any comments or questions regarding this report.

Appendix A

Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the Maximum level, which is the highest RMS level.
RT_{60}	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 sabin.
SEL	A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy of the event into a 1-s time period.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.









Legend

- A: Site 1: Noise survey equipment, looking north towards intersection of Cochrane Road and DePaul Drive
- B: Site 1: Vibration survey equipment, looking north towards intersection of Cochrane Road and De Paul Drive
- C: Site 2: Noise survey equipment, looking north along project boundary adjacent to U.S. 101 off-ramp
- D: Site 2: Vibration survey equipment, looking south along project boundary adjacent to U.S. 101 off-ramp

DePaul Residences
Morgan Hill, California

Field Survey Photographs

Appendix B-1

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*Photos are not OCR compatible.





Legend

A Site 3: Noise survey equipment, looking west towards U.S. 101 and U.S. 101 off-ramp

B Site 3: Vibration survey equipment, looking west towards U.S. 101 and U.S. 101 off-ramp

DePaul Residences
Morgan Hill, California

Field Survey Photographs

Appendix B-2

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*Photos are not OCR compatible.

Appendix C-1
Long-Term Ambient Noise Monitoring Results - Site 1
DePaul Residences - Morgan Hill, California
Friday, May 9, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	52	67	50	48
1:00 AM	52	64	51	49
2:00 AM	55	75	52	48
3:00 AM	53	69	52	49
4:00 AM	57	74	55	52
5:00 AM	60	71	59	56
6:00 AM	62	73	61	58
7:00 AM	60	74	59	54
8:00 AM	60	74	58	53
9:00 AM	59	82	57	53
10:00 AM	60	84	58	54
11:00 AM	61	78	59	56
12:00 PM	60	82	59	55
1:00 PM	60	77	58	54
2:00 PM	61	76	58	55
3:00 PM	61	77	59	55
4:00 PM	62	77	60	57
5:00 PM	62	79	60	57
6:00 PM	63	88	60	57
7:00 PM	62	81	59	57
8:00 PM	60	74	59	56
9:00 PM	61	78	59	57
10:00 PM	59	78	56	53
11:00 PM	56	73	54	52

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	63	59	61	62	52	57
Lmax (Maximum)	88	74	79	78	64	71
L50 (Median)	60	57	59	61	50	54
L90 (Background)	57	53	55	58	48	52

Computed DNL, dB	64
% Daytime Energy	79%
% Nighttime Energy	21%

GPS Coordinates
37°09'16.33" N
121°38'58.72" W

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Appendix C-2
Long-Term Ambient Noise Monitoring Results - Site 1
DePaul Residences - Morgan Hill, California
Saturday, May 10, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	55	71	54	51
1:00 AM	53	75	51	48
2:00 AM	54	64	52	48
3:00 AM	51	70	49	46
4:00 AM	54	72	52	49
5:00 AM	56	69	54	51
6:00 AM	59	70	58	55
7:00 AM	61	85	58	55
8:00 AM	60	79	58	55
9:00 AM	60	73	59	57
10:00 AM	62	83	60	57
11:00 AM	62	87	60	57
12:00 PM	61	77	60	57
1:00 PM	61	75	59	57
2:00 PM	61	79	60	57
3:00 PM	61	76	59	56
4:00 PM	61	78	60	57
5:00 PM	63	91	60	57
6:00 PM	62	79	60	58
7:00 PM	62	83	60	57
8:00 PM	61	84	59	57
9:00 PM	60	73	59	57
10:00 PM	61	84	58	55
11:00 PM	57	72	55	53

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	63	60	61	61	51	56
Lmax (Maximum)	91	73	80	84	64	72
L50 (Median)	60	58	59	58	49	54
L90 (Background)	58	55	57	55	46	50

Computed DNL, dB	64
% Daytime Energy	84%
% Nighttime Energy	16%

GPS Coordinates
37°09'16.33" N
121°38'58.72" W

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Appendix C-3
Long-Term Ambient Noise Monitoring Results - Site 1
DePaul Residences - Morgan Hill, California
Sunday, May 11, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	54	70	52	49
1:00 AM	52	67	50	47
2:00 AM	52	67	50	47
3:00 AM	50	69	48	45
4:00 AM	52	77	47	44
5:00 AM	52	72	49	45
6:00 AM	55	67	53	50
7:00 AM	57	84	53	50
8:00 AM	59	77	57	52
9:00 AM	60	78	58	55
10:00 AM	60	77	59	56
11:00 AM	61	81	60	57
12:00 PM	61	73	59	56
1:00 PM	61	73	60	57
2:00 PM	61	81	60	57
3:00 PM	61	82	59	57
4:00 PM	62	80	60	57
5:00 PM	61	75	60	57
6:00 PM	60	74	59	57
7:00 PM	61	78	60	57
8:00 PM	61	83	59	57
9:00 PM	59	72	57	55
10:00 PM	57	70	55	52
11:00 PM	54	73	52	49

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	62	57	61	57	50	53
Lmax (Maximum)	84	72	78	77	67	70
L50 (Median)	60	53	59	55	47	51
L90 (Background)	57	50	56	52	44	48

Computed DNL, dB	62
% Daytime Energy	89%
% Nighttime Energy	11%

GPS Coordinates
37°09'16.33" N
121°38'58.72" W

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Appendix C-4
Long-Term Ambient Noise Monitoring Results - Site 1
DePaul Residences - Morgan Hill, California
Monday, May 12, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	52	68	50	46
1:00 AM	50	74	45	41
2:00 AM	48	66	45	41
3:00 AM	53	66	51	45
4:00 AM	57	66	57	54
5:00 AM	58	69	58	55
6:00 AM	61	73	60	57
7:00 AM	61	76	60	58
8:00 AM	62	74	61	59
9:00 AM	61	74	60	58
10:00 AM	62	78	60	56
11:00 AM	60	76	59	54
12:00 PM	63	78	62	59
1:00 PM	63	72	62	58
2:00 PM	62	75	61	58
3:00 PM	63	74	62	59
4:00 PM	64	89	61	59
5:00 PM	61	72	60	58
6:00 PM	61	76	60	57
7:00 PM	61	72	59	57
8:00 PM	60	75	58	55
9:00 PM	59	73	57	54
10:00 PM	56	72	53	50
11:00 PM	57	86	52	50

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	64	59	62	61	48	56
Lmax (Maximum)	89	72	75	86	66	71
L50 (Median)	62	57	60	60	45	52
L90 (Background)	59	54	57	57	41	49

Computed DNL, dB	64
% Daytime Energy	85%
% Nighttime Energy	15%

GPS Coordinates
37°09'16.33" N
121°38'58.72" W

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Appendix C-5
Long-Term Ambient Noise Monitoring Results - Site 2
DePaul Residences - Morgan Hill, California
Friday, May 9, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	58	68	57	54
1:00 AM	58	68	57	52
2:00 AM	62	87	57	53
3:00 AM	60	69	60	56
4:00 AM	63	71	62	60
5:00 AM	64	75	64	62
6:00 AM	64	71	64	62
7:00 AM	62	81	61	59
8:00 AM	63	73	62	60
9:00 AM	62	74	62	60
10:00 AM	63	74	62	60
11:00 AM	63	74	63	60
12:00 PM	63	75	62	59
1:00 PM	62	70	61	59
2:00 PM	62	75	61	59
3:00 PM	63	76	62	59
4:00 PM	63	72	62	60
5:00 PM	63	74	63	60
6:00 PM	63	73	63	60
7:00 PM	63	72	63	60
8:00 PM	64	76	63	61
9:00 PM	63	86	62	60
10:00 PM	61	70	61	59
11:00 PM	60	70	60	57

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	64	62	63	64	58	62
Lmax (Maximum)	86	70	75	87	68	72
L50 (Median)	63	61	62	64	57	60
L90 (Background)	61	59	60	62	52	57

Computed DNL, dB	68
% Daytime Energy	69%
% Nighttime Energy	31%

GPS Coordinates
37°09'07.68" N
121°39'00.01" W

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Appendix C-6
Long-Term Ambient Noise Monitoring Results - Site 2
DePaul Residences - Morgan Hill, California
Saturday, May 10, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	59	72	58	56
1:00 AM	57	71	56	53
2:00 AM	57	65	56	53
3:00 AM	57	69	56	52
4:00 AM	59	67	58	55
5:00 AM	61	72	61	58
6:00 AM	63	76	63	61
7:00 AM	64	74	63	61
8:00 AM	64	73	63	62
9:00 AM	65	75	64	62
10:00 AM	64	76	63	61
11:00 AM	64	74	63	61
12:00 PM	63	72	63	60
1:00 PM	63	76	63	60
2:00 PM	63	77	63	60
3:00 PM	62	73	62	60
4:00 PM	63	82	62	60
5:00 PM	64	73	63	62
6:00 PM	65	75	64	62
7:00 PM	64	79	64	62
8:00 PM	64	75	64	62
9:00 PM	64	76	63	61
10:00 PM	63	74	62	60
11:00 PM	61	70	61	59

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	65	62	64	63	57	60
Lmax (Maximum)	82	72	75	76	65	71
L50 (Median)	64	62	63	63	56	59
L90 (Background)	62	60	61	61	52	56

Computed DNL, dB	67
% Daytime Energy	79%
% Nighttime Energy	21%

GPS Coordinates
37°09'07.68" N
121°39'00.01" W

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Appendix C-7
Long-Term Ambient Noise Monitoring Results - Site 2
DePaul Residences - Morgan Hill, California
Sunday, May 11, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	59	72	58	56
1:00 AM	57	68	56	53
2:00 AM	55	67	54	51
3:00 AM	55	71	54	50
4:00 AM	56	68	55	50
5:00 AM	58	72	56	53
6:00 AM	59	71	59	56
7:00 AM	59	70	59	56
8:00 AM	61	71	61	58
9:00 AM	64	73	63	61
10:00 AM	64	71	63	62
11:00 AM	64	75	63	61
12:00 PM	63	81	63	61
1:00 PM	64	77	63	61
2:00 PM	64	73	63	61
3:00 PM	64	72	64	62
4:00 PM	64	73	64	62
5:00 PM	65	77	64	63
6:00 PM	64	72	64	62
7:00 PM	64	74	64	63
8:00 PM	64	75	64	62
9:00 PM	63	71	63	61
10:00 PM	62	70	61	59
11:00 PM	59	72	58	55

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	65	59	64	62	55	58
Lmax (Maximum)	81	70	74	72	67	70
L50 (Median)	64	59	63	61	54	57
L90 (Background)	63	56	61	59	50	54

Computed DNL, dB	66
% Daytime Energy	85%
% Nighttime Energy	15%

GPS Coordinates
37°09'07.68" N
121°39'00.01" W

BOLLARD
Acoustical Consultants

Appendix C-8
Long-Term Ambient Noise Monitoring Results - Site 2
DePaul Residences - Morgan Hill, California
Monday, May 12, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	57	75	56	52
1:00 AM	56	73	55	49
2:00 AM	57	68	55	50
3:00 AM	60	70	59	54
4:00 AM	62	74	62	59
5:00 AM	63	70	63	61
6:00 AM	64	75	63	61
7:00 AM	64	72	63	62
8:00 AM	65	84	64	63
9:00 AM	64	74	64	62
10:00 AM	63	70	63	61
11:00 AM	63	71	63	60
12:00 PM	66	76	65	63
1:00 PM	65	72	65	62
2:00 PM	64	74	64	61
3:00 PM	65	71	64	62
4:00 PM	64	76	64	62
5:00 PM	63	72	63	60
6:00 PM	63	73	63	60
7:00 PM	63	74	63	61
8:00 PM	62	70	62	60
9:00 PM	62	70	61	59
10:00 PM	59	68	59	56
11:00 PM	58	68	58	55

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	66	62	64	64	56	60
Lmax (Maximum)	84	70	73	75	68	71
L50 (Median)	65	61	63	63	55	59
L90 (Background)	63	59	61	61	49	55

Computed DNL, dB	68
% Daytime Energy	79%
% Nighttime Energy	21%

GPS Coordinates
37°09'07.68" N
121°39'00.01" W

BOLLARD
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Appendix C-9
Long-Term Ambient Noise Monitoring Results - Site 3
DePaul Residences - Morgan Hill, California
Friday, May 9, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	57	68	56	52
1:00 AM	55	64	54	50
2:00 AM	56	72	53	49
3:00 AM	60	68	59	54
4:00 AM	61	71	61	58
5:00 AM	62	69	61	59
6:00 AM	62	69	61	60
7:00 AM	59	67	59	57
8:00 AM	60	70	59	58
9:00 AM	59	69	59	57
10:00 AM	60	66	60	57
11:00 AM	60	70	60	58
12:00 PM	60	68	59	57
1:00 PM	59	70	59	56
2:00 PM	59	71	59	56
3:00 PM	61	71	60	58
4:00 PM	62	73	62	59
5:00 PM	62	80	62	60
6:00 PM	63	77	62	60
7:00 PM	62	72	62	60
8:00 PM	62	73	62	60
9:00 PM	63	72	62	60
10:00 PM	60	70	60	58
11:00 PM	60	66	59	57

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	63	59	61	62	55	60
Lmax (Maximum)	80	66	71	72	64	69
L50 (Median)	62	59	60	61	53	58
L90 (Background)	60	56	58	60	49	55

Computed DNL, dB	66
% Daytime Energy	69%
% Nighttime Energy	31%

GPS Coordinates
37°09'01.97" N
121°38'52.96" W

BOLLARD
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Appendix C-10
Long-Term Ambient Noise Monitoring Results - Site 3
DePaul Residences - Morgan Hill, California
Saturday, May 10, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	58	66	58	55
1:00 AM	57	71	56	52
2:00 AM	56	65	56	52
3:00 AM	57	67	55	51
4:00 AM	58	67	57	53
5:00 AM	60	70	60	57
6:00 AM	63	71	62	60
7:00 AM	62	73	62	60
8:00 AM	61	73	61	59
9:00 AM	62	72	62	59
10:00 AM	62	72	62	60
11:00 AM	61	70	61	59
12:00 PM	61	71	60	59
1:00 PM	61	72	61	59
2:00 PM	61	73	61	59
3:00 PM	61	70	60	58
4:00 PM	61	74	61	59
5:00 PM	63	79	62	60
6:00 PM	64	74	63	62
7:00 PM	64	75	63	62
8:00 PM	63	72	63	61
9:00 PM	63	72	63	61
10:00 PM	62	74	62	60
11:00 PM	61	71	60	58

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	64	61	62	63	56	60
Lmax (Maximum)	79	70	73	74	65	69
L50 (Median)	63	60	62	62	55	58
L90 (Background)	62	58	60	60	51	55

Computed DNL, dB	67
% Daytime Energy	74%
% Nighttime Energy	26%

GPS Coordinates
37°09'01.97" N
121°38'52.96" W

BOLLARD
Acoustical Consultants

Appendix C-11
Long-Term Ambient Noise Monitoring Results - Site 3
DePaul Residences - Morgan Hill, California
Sunday, May 11, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	58	72	58	55
1:00 AM	56	68	56	52
2:00 AM	56	69	55	51
3:00 AM	55	72	53	49
4:00 AM	56	67	54	49
5:00 AM	57	65	56	52
6:00 AM	58	67	57	54
7:00 AM	56	64	56	53
8:00 AM	58	70	58	55
9:00 AM	60	69	60	58
10:00 AM	61	68	61	59
11:00 AM	61	71	61	59
12:00 PM	61	79	60	58
1:00 PM	62	75	61	59
2:00 PM	62	73	62	60
3:00 PM	61	72	61	59
4:00 PM	62	70	62	60
5:00 PM	62	70	62	60
6:00 PM	63	69	63	61
7:00 PM	63	71	63	61
8:00 PM	63	75	63	61
9:00 PM	62	69	62	60
10:00 PM	61	71	61	58
11:00 PM	58	67	58	55

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	63	56	62	61	55	58
Lmax (Maximum)	79	64	71	72	65	69
L50 (Median)	63	56	61	61	53	56
L90 (Background)	61	53	59	58	49	53

Computed DNL, dB	65
% Daytime Energy	81%
% Nighttime Energy	19%

GPS Coordinates
37°09'01.97" N
121°38'52.96" W

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Acoustical Consultants

Appendix C-12
Long-Term Ambient Noise Monitoring Results - Site 3
DePaul Residences - Morgan Hill, California
Monday, May 12, 2025

Hour	Leq	Lmax	L50	L90
12:00 AM	57	64	56	52
1:00 AM	55	67	53	48
2:00 AM	54	67	52	46
3:00 AM	57	68	55	50
4:00 AM	61	71	60	56
5:00 AM	63	68	62	60
6:00 AM	64	73	64	62
7:00 AM	63	67	63	62
8:00 AM	64	69	64	62
9:00 AM	63	74	63	62
10:00 AM	62	69	62	60
11:00 AM	61	70	60	57
12:00 PM	66	75	66	64
1:00 PM	65	71	65	61
2:00 PM	64	77	64	62
3:00 PM	66	71	65	63
4:00 PM	65	78	65	63
5:00 PM	64	72	64	62
6:00 PM	63	71	63	60
7:00 PM	62	67	62	60
8:00 PM	61	69	61	59
9:00 PM	60	67	60	58
10:00 PM	59	66	58	56
11:00 PM	58	64	57	55

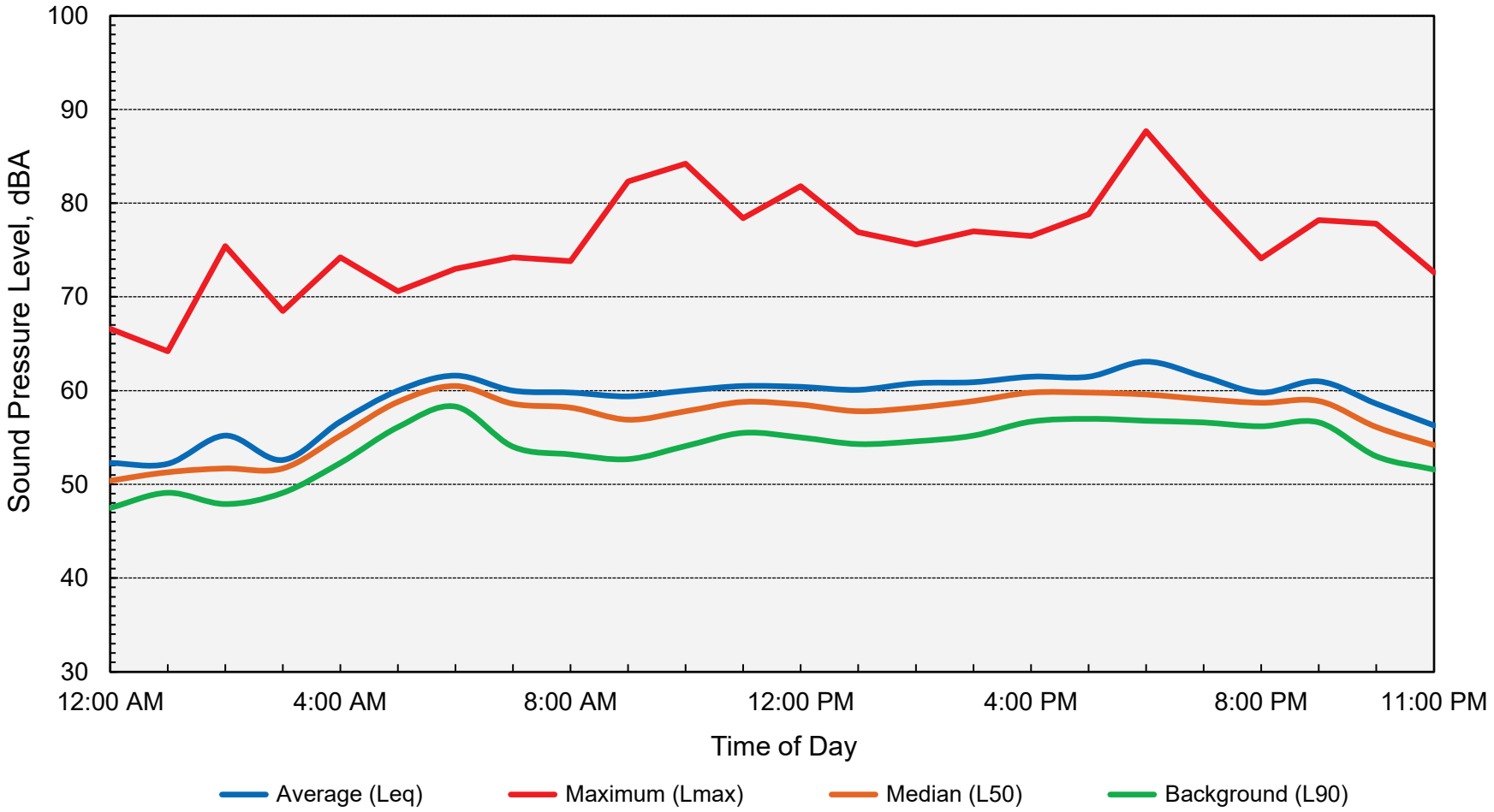
	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	66	60	64	64	54	60
Lmax (Maximum)	78	67	71	73	64	67
L50 (Median)	66	60	63	64	52	58
L90 (Background)	64	57	61	62	46	54

Computed DNL, dB	67
% Daytime Energy	81%
% Nighttime Energy	19%

GPS Coordinates
37°09'01.97" N
121°38'52.96" W

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Appendix D-1
Long-Term Ambient Noise Monitoring Results - Site 1
DePaul Residences - Morgan Hill, California
Friday, May 9, 2025

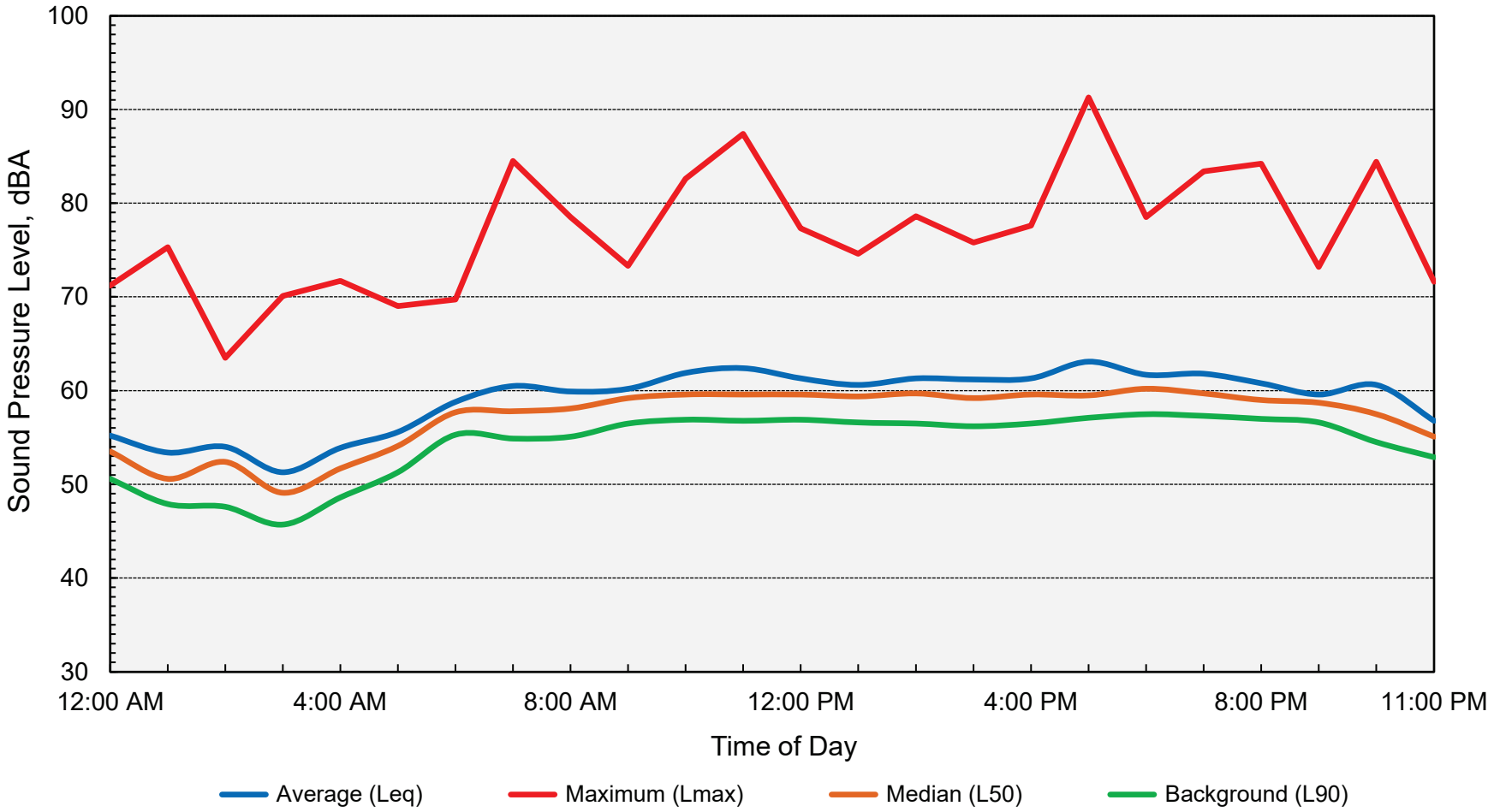


Computed DNL = 64 dB

BOLLARD
Acoustical Consultants

*Graph is not OCR compatible.

Appendix D-2
Long-Term Ambient Noise Monitoring Results - Site 1
DePaul Residences - Morgan Hill, California
Saturday, May 10, 2025

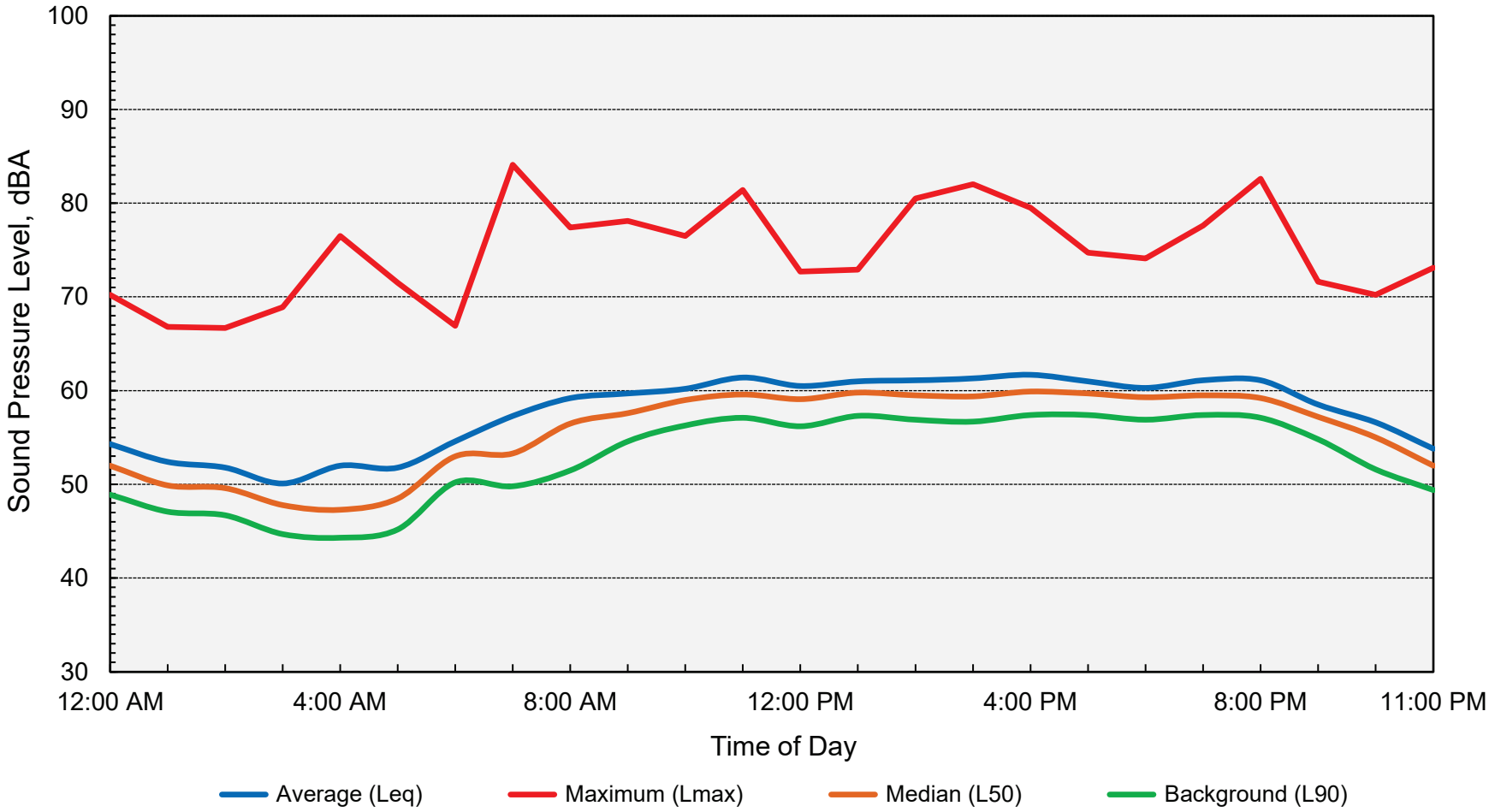


Computed DNL = 64 dB

BOLLARD
Acoustical Consultants

*Graph is not OCR compatible.

Appendix D-3
Long-Term Ambient Noise Monitoring Results - Site 1
DePaul Residences - Morgan Hill, California
Sunday, May 11, 2025

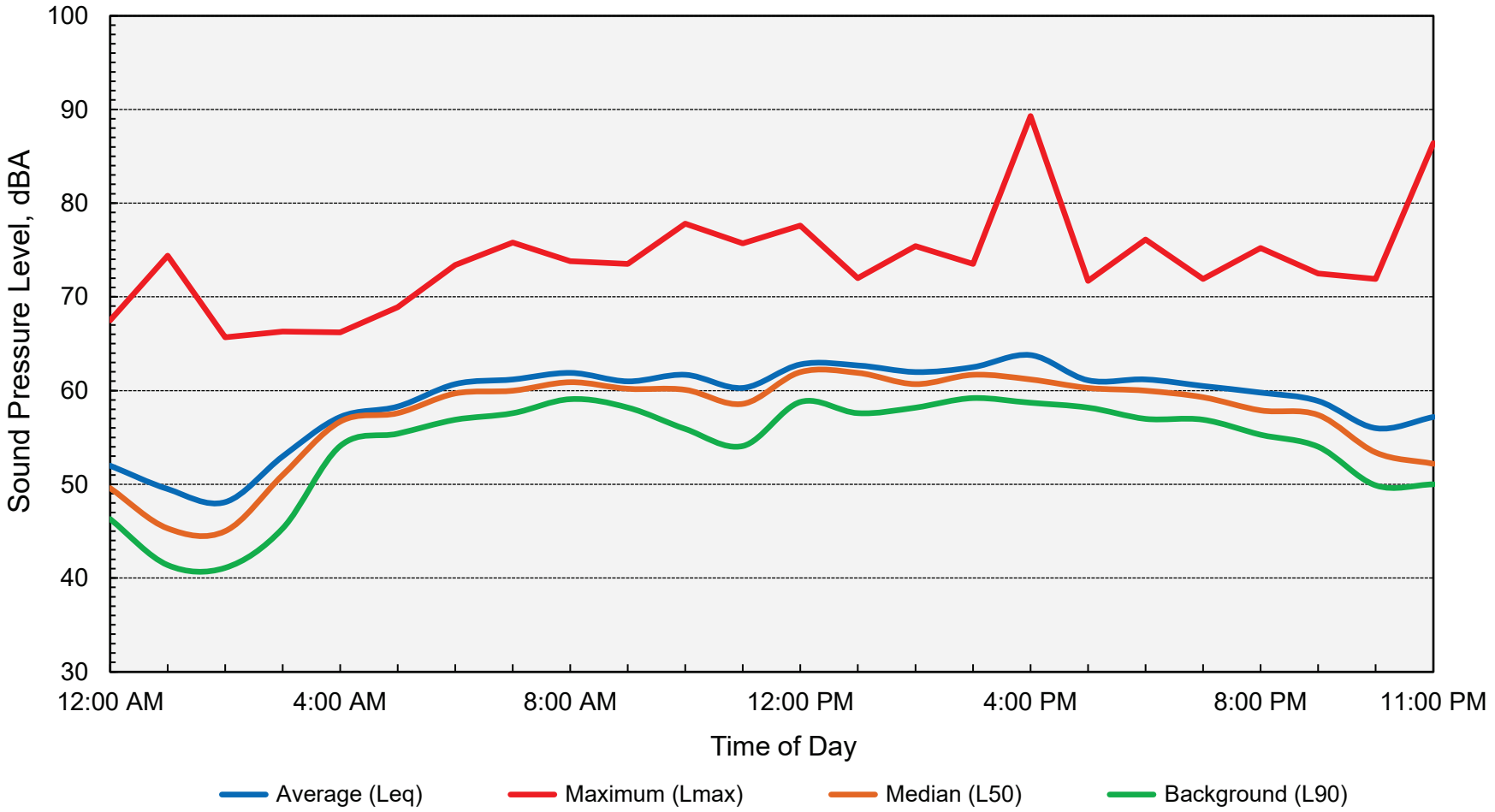


Computed DNL = 62 dB

BOLLARD
Acoustical Consultants

*Graph is not OCR compatible.

Appendix D-4
Long-Term Ambient Noise Monitoring Results - Site 1
DePaul Residences - Morgan Hill, California
Monday, May 12, 2025

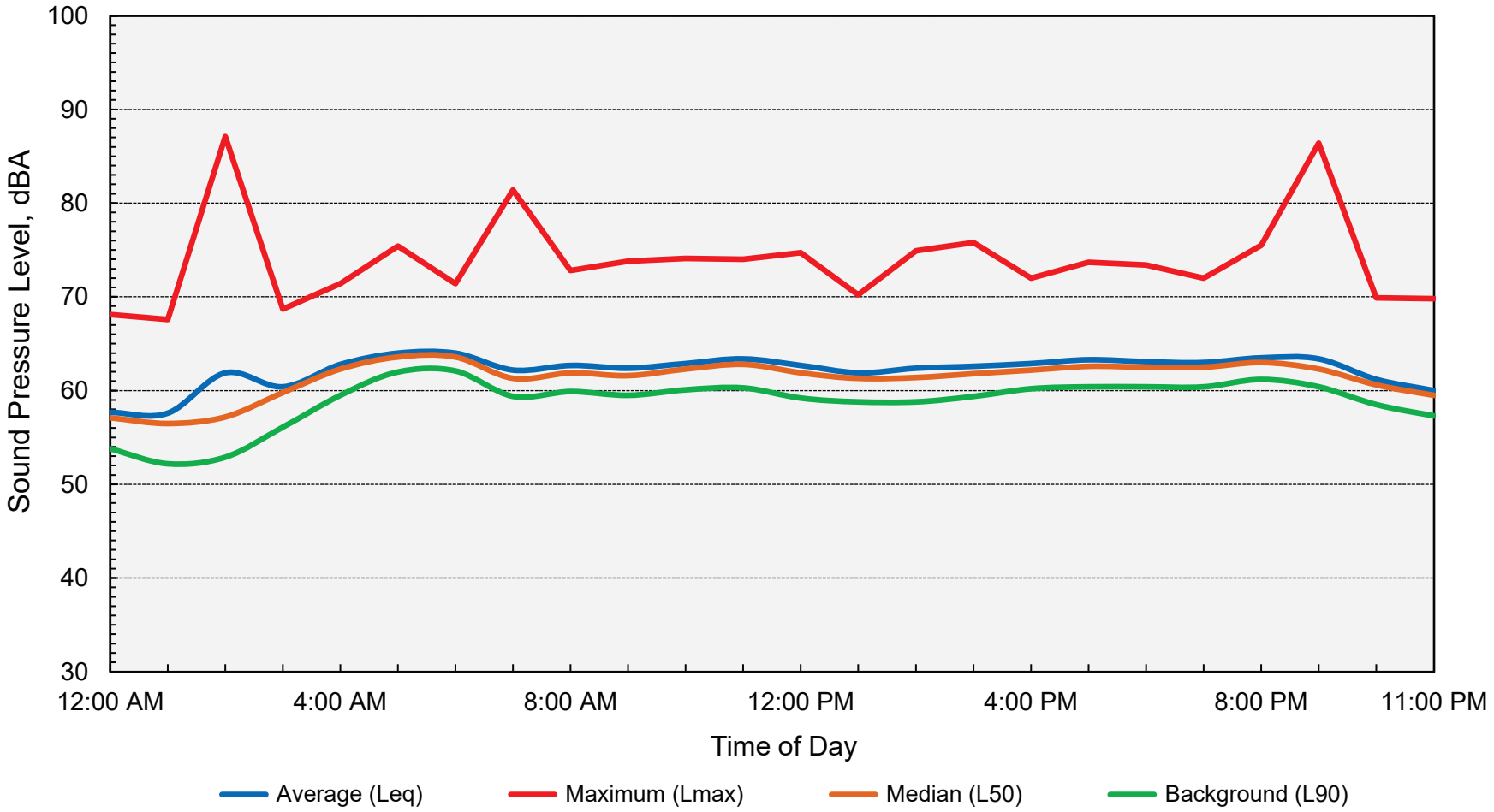


Computed DNL = 64 dB

BOLLARD
Acoustical Consultants

*Graph is not OCR compatible.

Appendix D-5
Long-Term Ambient Noise Monitoring Results - Site 2
DePaul Residences - Morgan Hill, California
Friday, May 9, 2025

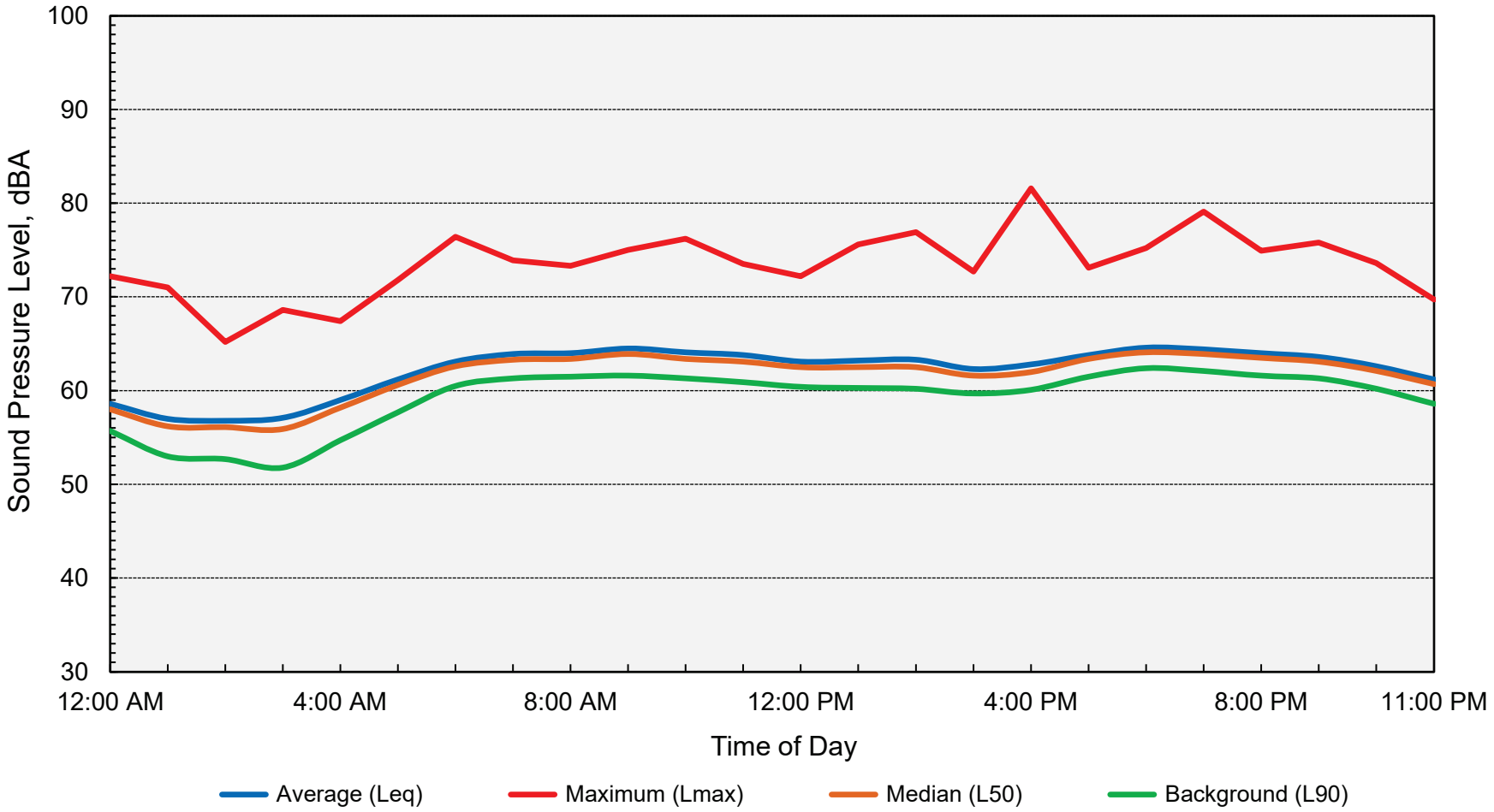


Computed DNL = 68 dB

BOLLARD
Acoustical Consultants

*Graph is not OCR compatible.

Appendix D-6
Long-Term Ambient Noise Monitoring Results - Site 2
DePaul Residences - Morgan Hill, California
Saturday, May 10, 2025

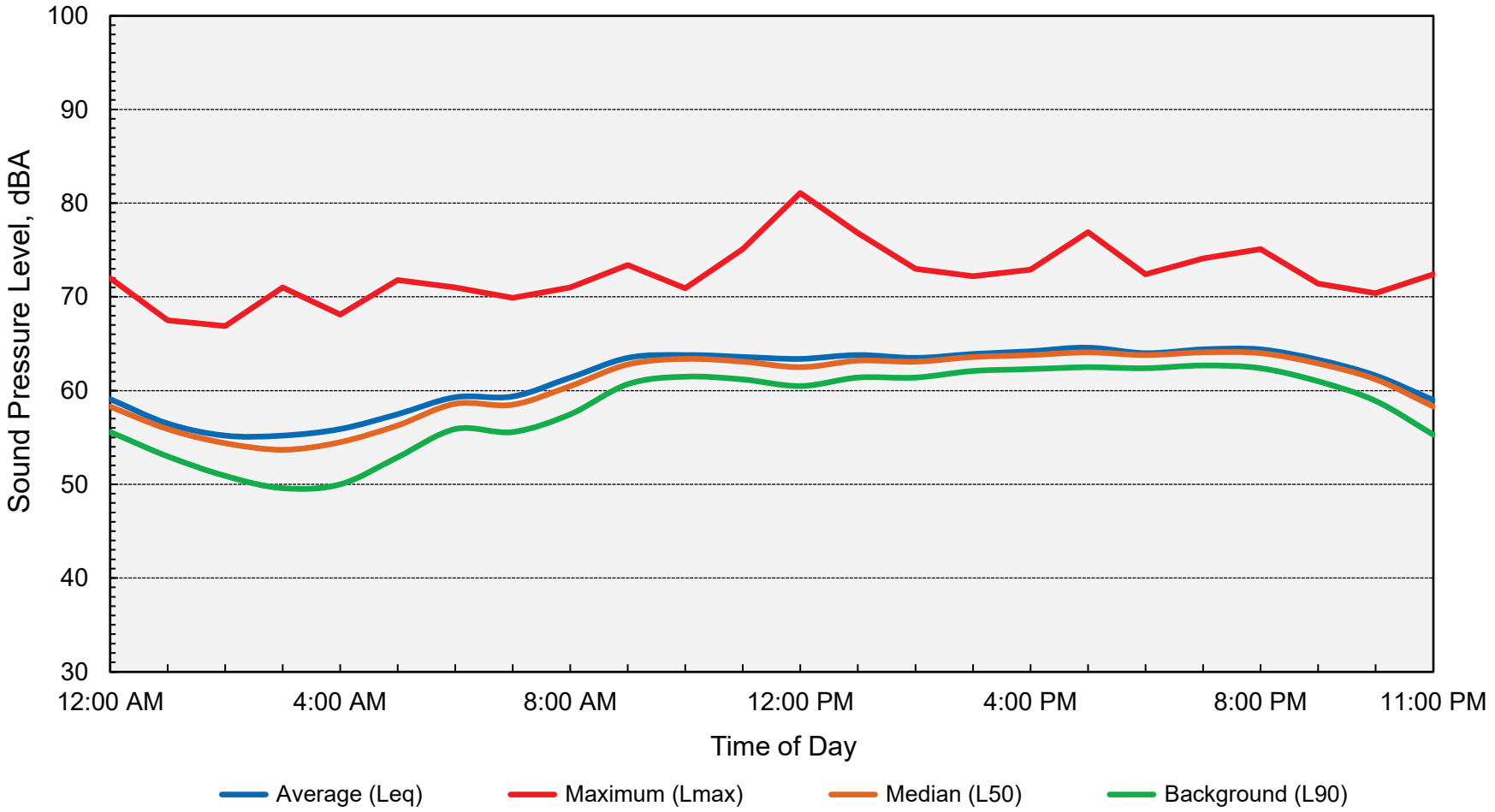


Computed DNL = 67 dB

BOLLARD
Acoustical Consultants

*Graph is not OCR compatible.

Appendix D-7
Long-Term Ambient Noise Monitoring Results - Site 2
DePaul Residences - Morgan Hill, California
Sunday, May 11, 2025

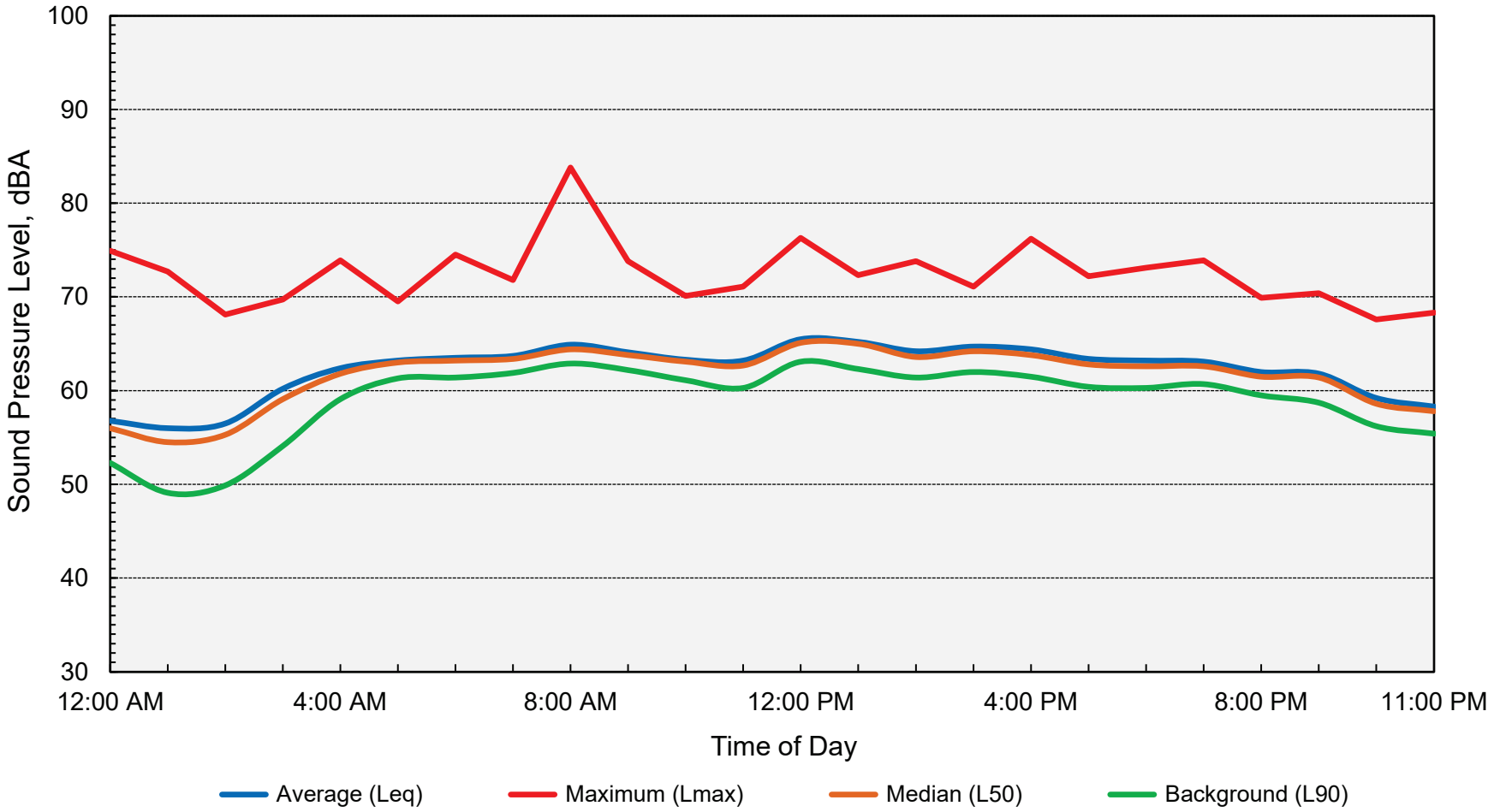


Computed DNL = 66 dB

BOLLARD
Acoustical Consultants

*Graph is not OCR compatible.

Appendix D-8
Long-Term Ambient Noise Monitoring Results - Site 2
DePaul Residences - Morgan Hill, California
Monday, May 12, 2025

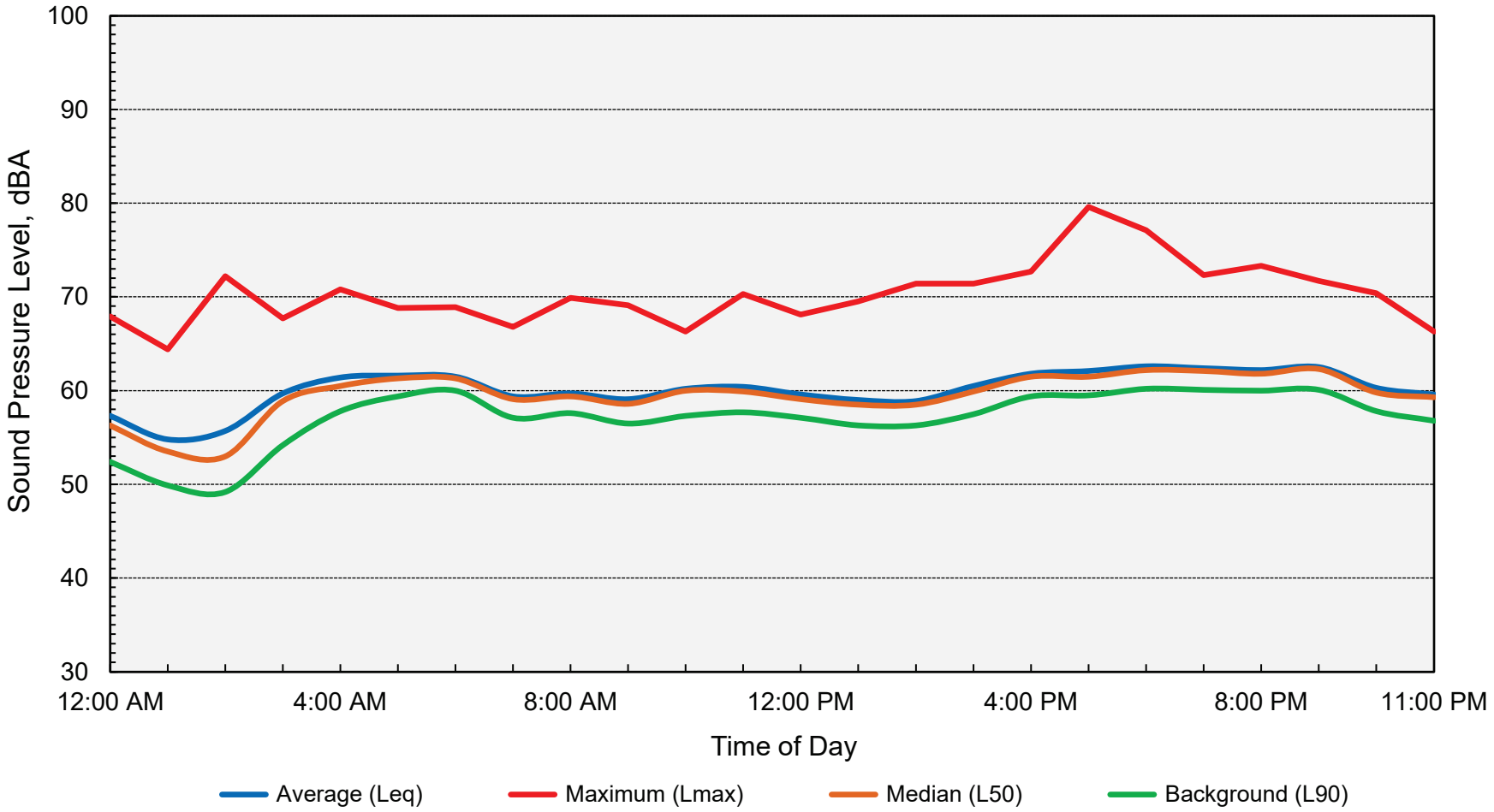


Computed DNL = 68 dB

BOLLARD
Acoustical Consultants

*Graph is not OCR compatible.

Appendix D-9
Long-Term Ambient Noise Monitoring Results - Site 3
DePaul Residences - Morgan Hill, California
Friday, May 9, 2025

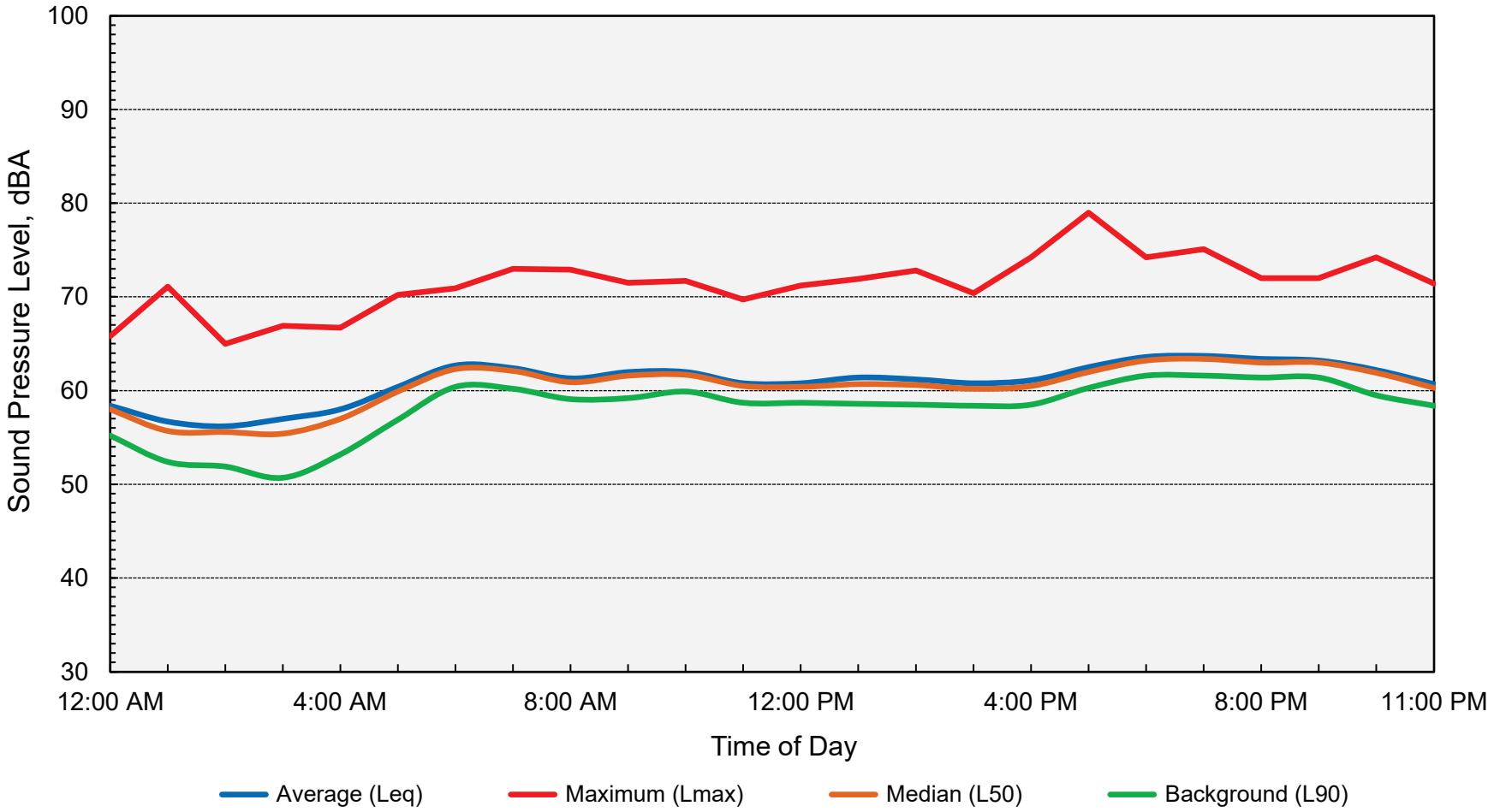


Computed DNL = 66 dB

BOLLARD
Acoustical Consultants

*Graph is not OCR compatible.

Appendix D-10
Long-Term Ambient Noise Monitoring Results - Site 3
DePaul Residences - Morgan Hill, California
Saturday, May 10, 2025

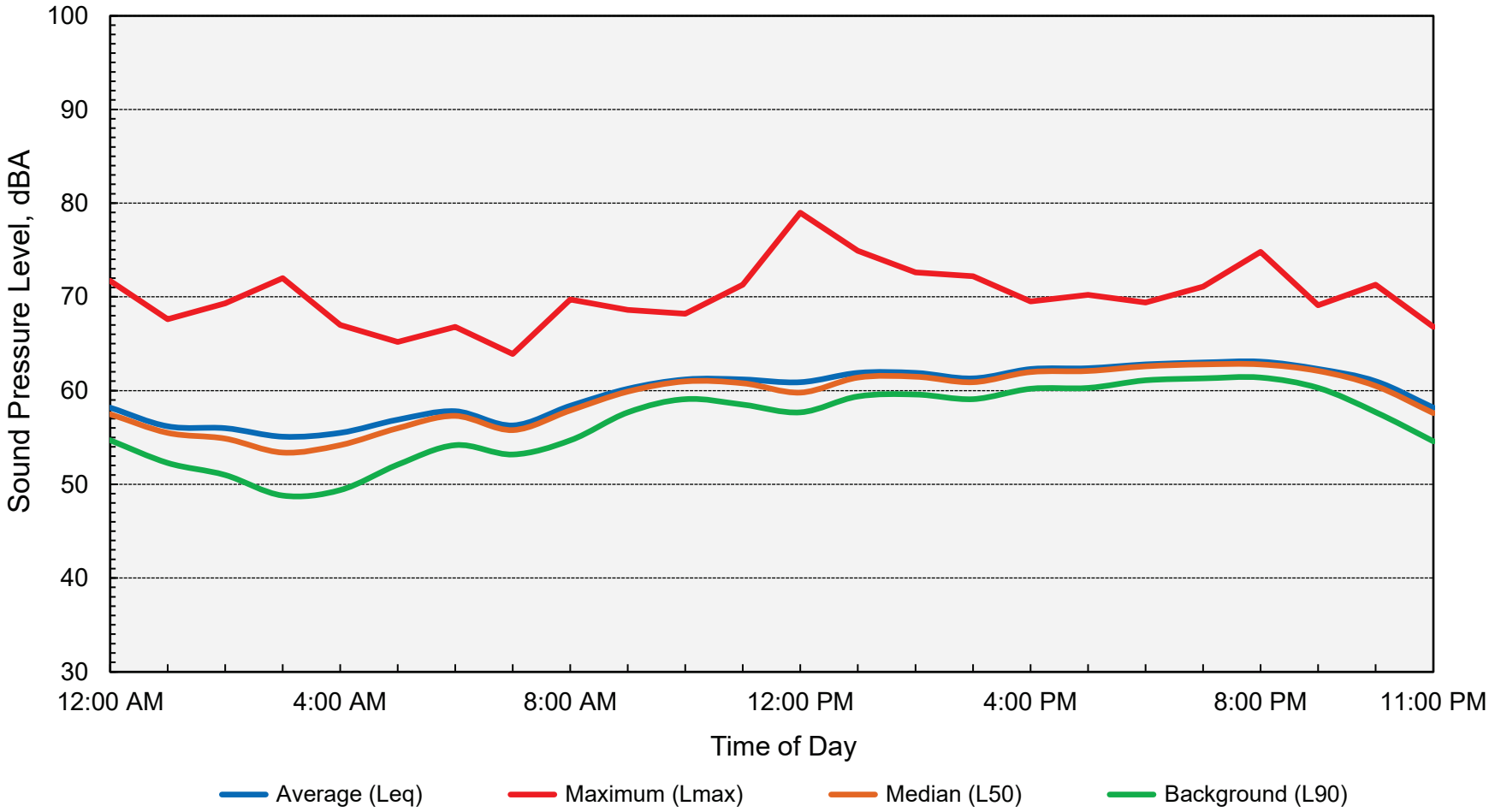


Computed DNL = 67 dB

BOLLARD
Acoustical Consultants

*Graph is not OCR compatible.

Appendix D-11
Long-Term Ambient Noise Monitoring Results - Site 3
DePaul Residences - Morgan Hill, California
Sunday, May 11, 2025

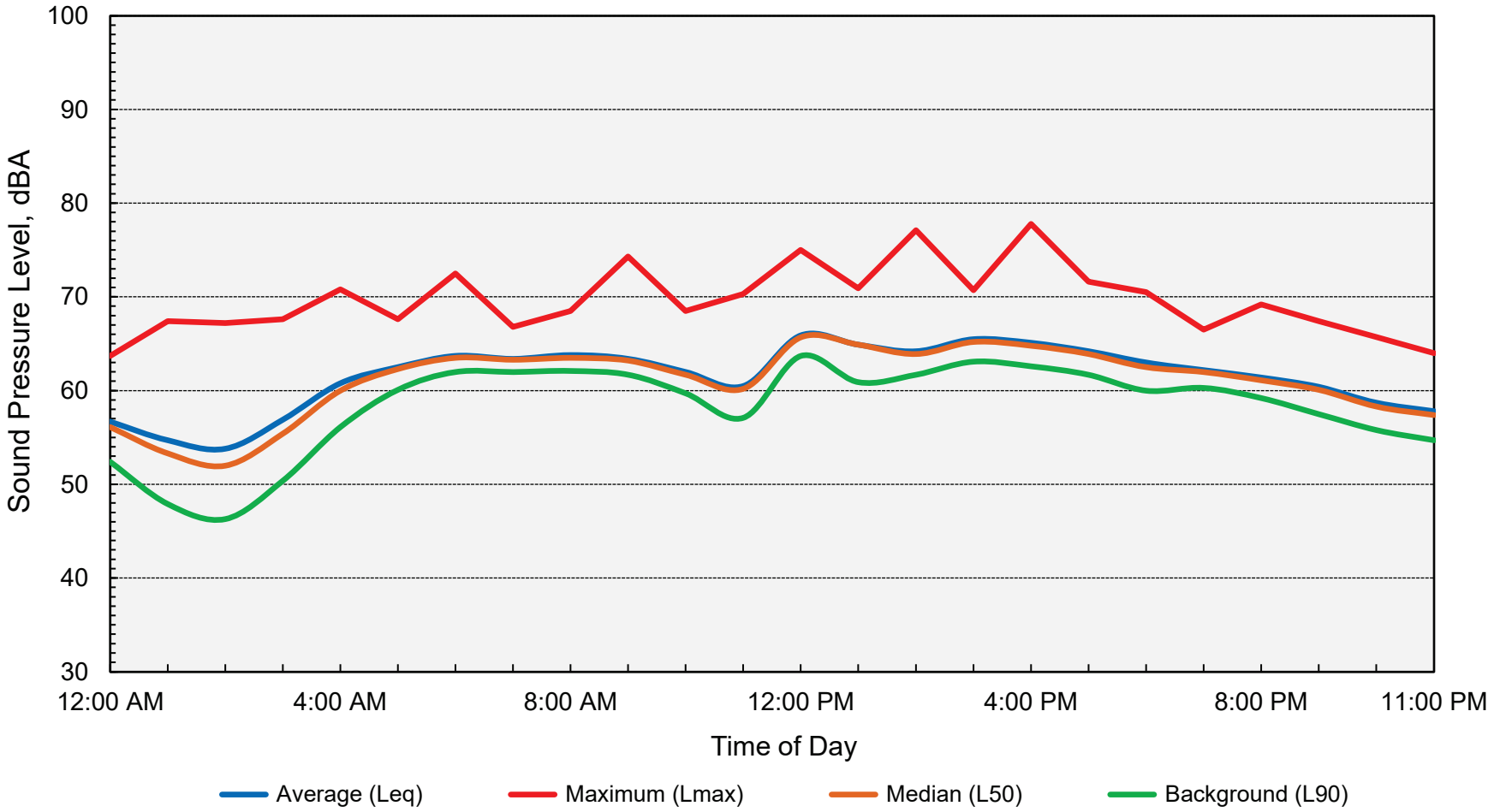


Computed DNL = 65 dB

BOLLARD
Acoustical Consultants

*Graph is not OCR compatible.

Appendix D-12
Long-Term Ambient Noise Monitoring Results - Site 3
DePaul Residences - Morgan Hill, California
Monday, May 12, 2025



Computed DNL = 67 dB

BOLLARD
Acoustical Consultants

*Graph is not OCR compatible.

Appendix E
FHWA Highway Traffic Noise Prediction Model Inputs
Project: DePaul Residences
Existing 2023 No Project
Run Date: 8/21/2025

#	Roadway	Description	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance to Receptor	Offset (dB)
1	Cochrane Rd	West of Sutter Blvd	18,220	80	20	2	2	45	150	0
2	Cochrane Rd	Sutter Blvd to Madrone Pkwy	23,970	80	20	2	2	45	100	0
3	Cochrane Rd	Madrone Pkwy to US 101 SB Ramps	19,320	80	20	2	2	45	100	0
4	Cochrane Rd	US 101 SB Ramps to US 101 NB Ramps	25,015	80	20	2	2	45	100	0
5	Cochrane Rd	US 101 NB Ramps to DePaul Dr	19,405	80	20	2	2	45	100	0
6	Cochrane Rd	DePaul Dr to Mission View Dr	15,670	80	20	2	2	45	150	0
7	Cochrane Rd	East of Mission View Dr	11,890	80	20	2	2	45	75	-5
8	Avenida De Los Padres	West of Mission View Dr	1,090	80	20	1	1	25	150	0
9	Avenida De Los Padres	East of Mission View Dr	0	80	20	1	1	25	60	0
10	Half Rd	West of Mission View Dr	3,585	80	20	1	1	35	200	0
11	Half Rd	East of Mission View Dr	3,985	80	20	1	1	35	125	0
12	Main Ave	West of Monterey Rd	8,740	80	20	2	1	25	75	0
13	Main Ave	Monterey Rd to Butterfield Blvd	8,610	80	20	2	1	25	75	0
14	Main Ave	Butterfield Blvd to Condit Rd	10,890	80	20	2	1	25	65	0
15	Main Ave	Condit Rd to Future Murphy Ave	7,420	80	20	2	1	35	125	0
16	Main Ave	East of Future Murphy Ave	5,430	80	20	2	1	35	125	0
17	Diana Ave	West of Condit Rd	2,840	80	20	1	1	25	100	0
18	Diana Ave	Condit Rd to Murphy Ave	2,345	80	20	1	1	35	100	0
19	Diana Ave	East of Murphy Ave	3,060	80	20	1	1	35	100	0
20	Dunne Ave	West of Condit Rd	13,645	80	20	2	2	45	100	0
21	Dunne Ave	Condit Rd to Murphy Ave	18,950	80	20	2	2	40	100	0
22	Dunne Ave	East of Murphy Ave	13,565	80	20	2	2	40	100	0
23	Monterey Rd	North of Main Ave	13,350	80	20	2	1	30	125	0
24	Monterey Rd	South of Main Ave	15,330	80	20	2	1	25	125	0
25	Butterfield Blvd	North of Main Ave	19,265	80	20	2	1	45	80	-5
26	Butterfield Blvd	South of Main Ave	17,185	80	20	2	1	45	100	0
27	Sutter Blvd	North of Cochrane Rd	6,650	80	20	1	1	25	100	0
28	Sutter Blvd	South of Cochrane Rd	585	80	20	1	1	35	100	0
29	Madrone Pkwy	North of Cochrane Rd	3,470	80	20	1	1	35	100	0
30	Madrone Pkwy	South of Cochrane Rd	6,740	80	20	1	1	25	100	0
31	US 101 SB Ramps	South of Cochrane Rd	9,770	80	20	2	2	60	100	0
32	US 101 NB Ramps	North of Cochrane Rd	10,495	80	20	2	2	60	100	0
33	Condit Rd	North of Main Ave	6,835	80	20	1	1	35	100	0
34	Condit Rd	Main Ave to Diana Ave	6,360	80	20	1	1	40	150	0
35	Condit Rd	Diana Ave to Dunne Ave	8,025	80	20	2	1	40	60	-5
36	Condit Rd	South of Dunne Ave	8,960	80	20	1	1	40	70	0
37	Future Murphy Ave	Main Ave to Diana Ave	2,155	80	20	1	1	35	230	0
38	Murphy Ave	Diana Ave to Dunne Ave	4,360	80	20	1	1	35	110	0
39	Murphy Ave	South of Dunne Ave	2,845	80	20	1	1	40	90	0
40	Mission View Dr	North of Cochrane Rd	7,180	80	20	1	1	40	75	-5
41	Mission View Dr	Cochrane Rd to Avenida De Los Padres	6,810	80	20	1	1	40	60	-5
42	Mission View Dr	Avenida De Los Padres to Half Rd	7,000	80	20	1	1	40	60	-5
43	DePaul Dr	North of Cochrane Rd	435	80	20	1	1	25	100	0
44	DePaul Dr	South of Cochrane Rd	6,925	80	20	1	1	35	150	0

Notes:
-Sensitive receptors identified as residences, churches, schools and hospitals.
-Offsets applied where existing 6-foot-tall traffic sound walls are present

Appendix F
FHWA Highway Traffic Noise Prediction Model Inputs
Project: DePaul Residences
Existing 2023+Project
Run Date: 8/21/2025

#	Roadway	Description	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance to Receptor	Offset (dB)
1	Cochrane Rd	West of Sutter Blvd	18,505	80	20	2	2	45	150	0
2	Cochrane Rd	Sutter Blvd to Madrone Pkwy	24,255	80	20	2	2	45	100	0
3	Cochrane Rd	Madrone Pkwy to US 101 SB Ramps	19,985	80	20	2	2	45	100	0
4	Cochrane Rd	US 101 SB Ramps to US 101 NB Ramps	25,300	80	20	2	2	45	100	0
5	Cochrane Rd	US 101 NB Ramps to DePaul Dr	20,065	80	20	2	2	45	100	0
6	Cochrane Rd	DePaul Dr to Mission View Dr	16,740	80	20	2	2	45	150	0
7	Cochrane Rd	East of Mission View Dr	12,220	80	20	2	2	45	75	-5
8	Avenida De Los Padres	West of Mission View Dr	1,090	80	20	1	1	25	150	0
9	Avenida De Los Padres	East of Mission View Dr	0	80	20	1	1	25	60	0
10	Half Rd	West of Mission View Dr	3,615	80	20	1	1	35	200	0
11	Half Rd	East of Mission View Dr	4,240	80	20	1	1	35	125	0
12	Main Ave	West of Monterey Rd	8,840	80	20	2	1	25	75	0
13	Main Ave	Monterey Rd to Butterfield Blvd	8,750	80	20	2	1	25	75	0
14	Main Ave	Butterfield Blvd to Condit Rd	10,985	80	20	2	1	25	65	0
15	Main Ave	Condit Rd to Future Murphy Ave	7,560	80	20	2	1	35	125	0
16	Main Ave	East of Future Murphy Ave	5,430	80	20	2	1	35	125	0
17	Diana Ave	West of Condit Rd	2,840	80	20	1	1	25	100	0
18	Diana Ave	Condit Rd to Murphy Ave	2,345	80	20	1	1	35	100	0
19	Diana Ave	East of Murphy Ave	3,060	80	20	1	1	35	100	0
20	Dunne Ave	West of Condit Rd	13,660	80	20	2	2	45	100	0
21	Dunne Ave	Condit Rd to Murphy Ave	19,010	80	20	2	2	40	100	0
22	Dunne Ave	East of Murphy Ave	13,580	80	20	2	2	40	100	0
23	Monterey Rd	North of Main Ave	13,460	80	20	2	1	30	125	0
24	Monterey Rd	South of Main Ave	15,365	80	20	2	1	25	125	0
25	Butterfield Blvd	North of Main Ave	19,380	80	20	2	1	45	80	-5
26	Butterfield Blvd	South of Main Ave	17,255	80	20	2	1	45	100	0
27	Sutter Blvd	North of Cochrane Rd	6,745	80	20	1	1	25	100	0
28	Sutter Blvd	South of Cochrane Rd	585	80	20	1	1	35	100	0
29	Madrone Pkwy	North of Cochrane Rd	3,470	80	20	1	1	35	100	0
30	Madrone Pkwy	South of Cochrane Rd	6,740	80	20	1	1	25	100	0
31	US 101 SB Ramps	South of Cochrane Rd	10,150	80	20	2	2	60	100	0
32	US 101 NB Ramps	North of Cochrane Rd	10,560	80	20	2	2	60	100	0
33	Condit Rd	North of Main Ave	6,945	80	20	1	1	35	100	0
34	Condit Rd	Main Ave to Diana Ave	6,470	80	20	1	1	40	150	0
35	Condit Rd	Diana Ave to Dunne Ave	8,135	80	20	2	1	40	60	-5
36	Condit Rd	South of Dunne Ave	9,080	80	20	1	1	40	70	0
37	Future Murphy Ave	Main Ave to Diana Ave	2,155	80	20	1	1	35	230	0
38	Murphy Ave	Diana Ave to Dunne Ave	4,360	80	20	1	1	35	110	0
39	Murphy Ave	South of Dunne Ave	2,845	80	20	1	1	40	90	0
40	Mission View Dr	North of Cochrane Rd	7,465	80	20	1	1	40	75	-5
41	Mission View Dr	Cochrane Rd to Avenida De Los Padres	7,095	80	20	1	1	40	60	-5
42	Mission View Dr	Avenida De Los Padres to Half Rd	7,285	80	20	1	1	40	60	-5
43	DePaul Dr	North of Cochrane Rd	1,865	80	20	1	1	25	100	0
44	DePaul Dr	South of Cochrane Rd	6,955	80	20	1	1	35	150	0

Notes:
-Sensitive receptors identified as residences, churches, schools and hospitals.
-Offsets applied where existing 6-foot-tall traffic sound walls are present

Appendix G
FHWA Highway Traffic Noise Prediction Model Inputs
Project: DePaul Residences
Year 2035 Cumulative No Project
Run Date: 8/21/2025

#	Roadway	Description	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance to Receptor	Offset (dB)
1	Cochrane Rd	West of Sutter Blvd	19,940	80	20	2	2	45	150	0
2	Cochrane Rd	Sutter Blvd to Madrone Pkwy	26,219	80	20	2	2	45	100	0
3	Cochrane Rd	Madrone Pkwy to US 101 SB Ramps	22,202	80	20	2	2	45	100	0
4	Cochrane Rd	US 101 SB Ramps to US 101 NB Ramps	27,102	80	20	2	2	45	100	0
5	Cochrane Rd	US 101 NB Ramps to DePaul Dr	22,783	80	20	2	2	45	100	0
6	Cochrane Rd	DePaul Dr to Mission View Dr	19,870	80	20	2	2	45	150	0
7	Cochrane Rd	East of Mission View Dr	15,159	80	20	2	2	45	75	-5
8	Avenida De Los Padres	West of Mission View Dr	1,608	80	20	1	1	25	150	0
9	Avenida De Los Padres	East of Mission View Dr	229	80	20	1	1	25	60	0
10	Half Rd	West of Mission View Dr	4,074	80	20	1	1	35	200	0
11	Half Rd	East of Mission View Dr	7,103	80	20	1	1	35	125	0
12	Main Ave	West of Monterey Rd	9,051	80	20	2	1	25	75	0
13	Main Ave	Monterey Rd to Butterfield Blvd	11,017	80	20	2	1	25	75	0
14	Main Ave	Butterfield Blvd to Condit Rd	11,928	80	20	2	1	25	65	0
15	Main Ave	Condit Rd to Future Murphy Ave	10,147	80	20	2	1	35	125	0
16	Main Ave	East of Future Murphy Ave	6,243	80	20	2	1	35	125	0
17	Diana Ave	West of Condit Rd	3,700	80	20	1	1	25	100	0
18	Diana Ave	Condit Rd to Murphy Ave	2,861	80	20	1	1	35	100	0
19	Diana Ave	East of Murphy Ave	3,831	80	20	1	1	35	100	0
20	Dunne Ave	West of Condit Rd	15,443	80	20	2	2	45	100	0
21	Dunne Ave	Condit Rd to Murphy Ave	21,892	80	20	2	2	40	100	0
22	Dunne Ave	East of Murphy Ave	15,443	80	20	2	2	40	100	0
23	Monterey Rd	North of Main Ave	17,352	80	20	2	1	30	125	0
24	Monterey Rd	South of Main Ave	19,228	80	20	2	1	25	125	0
25	Butterfield Blvd	North of Main Ave	23,832	80	20	2	1	45	80	-5
26	Butterfield Blvd	South of Main Ave	20,614	80	20	2	1	45	100	0
27	Sutter Blvd	North of Cochrane Rd	8,323	80	20	1	1	25	100	0
28	Sutter Blvd	South of Cochrane Rd	703	80	20	1	1	35	100	0
29	Madrone Pkwy	North of Cochrane Rd	3,474	80	20	1	1	35	100	0
30	Madrone Pkwy	South of Cochrane Rd	7,951	80	20	1	1	25	100	0
31	US 101 SB Ramps	South of Cochrane Rd	11,441	80	20	2	2	60	100	0
32	US 101 NB Ramps	North of Cochrane Rd	11,077	80	20	2	2	60	100	0
33	Condit Rd	North of Main Ave	9,093	80	20	1	1	35	100	0
34	Condit Rd	Main Ave to Diana Ave	8,349	80	20	1	1	40	150	0
35	Condit Rd	Diana Ave to Dunne Ave	10,272	80	20	2	1	40	60	-5
36	Condit Rd	South of Dunne Ave	11,182	80	20	1	1	40	70	0
37	Future Murphy Ave	Main Ave to Diana Ave	2,597	80	20	1	1	35	230	0
38	Murphy Ave	Diana Ave to Dunne Ave	5,633	80	20	1	1	35	110	0
39	Murphy Ave	South of Dunne Ave	3,249	80	20	1	1	40	90	0
40	Mission View Dr	North of Cochrane Rd	9,396	80	20	1	1	40	75	-5
41	Mission View Dr	Cochrane Rd to Avenida De Los Padres	9,794	80	20	1	1	40	60	-5
42	Mission View Dr	Avenida De Los Padres to Half Rd	9,247	80	20	1	1	40	60	-5
43	DePaul Dr	North of Cochrane Rd	1,659	80	20	1	1	25	100	0
44	DePaul Dr	South of Cochrane Rd	11,263	80	20	1	1	35	150	0

Notes:
-Sensitive receptors identified as residences, churches, schools and hospitals.
-Offsets applied where existing 6-foot-tall traffic sound walls are present

Appendix H
FHWA Highway Traffic Noise Prediction Model Inputs
Project: DePaul Residences
Year 2035 Cumulative+Project
Run Date: 8/21/2025

#	Roadway	Description	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance to Receptor	Offset (dB)
1	Cochrane Rd	West of Sutter Blvd	20,225	80	20	2	2	45	150	0
2	Cochrane Rd	Sutter Blvd to Madrone Pkwy	26,504	80	20	2	2	45	100	0
3	Cochrane Rd	Madrone Pkwy to US 101 SB Ramps	22,867	80	20	2	2	45	100	0
4	Cochrane Rd	US 101 SB Ramps to US 101 NB Ramps	27,387	80	20	2	2	45	100	0
5	Cochrane Rd	US 101 NB Ramps to DePaul Dr	23,443	80	20	2	2	45	100	0
6	Cochrane Rd	DePaul Dr to Mission View Dr	20,940	80	20	2	2	45	150	0
7	Cochrane Rd	East of Mission View Dr	15,489	80	20	2	2	45	75	-5
8	Avenida De Los Padres	West of Mission View Dr	1,608	80	20	1	1	25	150	0
9	Avenida De Los Padres	East of Mission View Dr	229	80	20	1	1	25	60	0
10	Half Rd	West of Mission View Dr	4,104	80	20	1	1	35	200	0
11	Half Rd	East of Mission View Dr	7,358	80	20	1	1	35	125	0
12	Main Ave	West of Monterey Rd	9,151	80	20	2	1	25	75	0
13	Main Ave	Monterey Rd to Butterfield Blvd	11,157	80	20	2	1	25	75	0
14	Main Ave	Butterfield Blvd to Condit Rd	12,023	80	20	2	1	25	65	0
15	Main Ave	Condit Rd to Future Murphy Ave	10,287	80	20	2	1	35	125	0
16	Main Ave	East of Future Murphy Ave	6,243	80	20	2	1	35	125	0
17	Diana Ave	West of Condit Rd	3,700	80	20	1	1	25	100	0
18	Diana Ave	Condit Rd to Murphy Ave	2,861	80	20	1	1	35	100	0
19	Diana Ave	East of Murphy Ave	3,831	80	20	1	1	35	100	0
20	Dunne Ave	West of Condit Rd	15,458	80	20	2	2	45	100	0
21	Dunne Ave	Condit Rd to Murphy Ave	21,952	80	20	2	2	40	100	0
22	Dunne Ave	East of Murphy Ave	15,458	80	20	2	2	40	100	0
23	Monterey Rd	North of Main Ave	17,462	80	20	2	1	30	125	0
24	Monterey Rd	South of Main Ave	19,263	80	20	2	1	25	125	0
25	Butterfield Blvd	North of Main Ave	23,947	80	20	2	1	45	80	-5
26	Butterfield Blvd	South of Main Ave	20,684	80	20	2	1	45	100	0
27	Sutter Blvd	North of Cochrane Rd	8,418	80	20	1	1	25	100	0
28	Sutter Blvd	South of Cochrane Rd	703	80	20	1	1	35	100	0
29	Madrone Pkwy	North of Cochrane Rd	3,474	80	20	1	1	35	100	0
30	Madrone Pkwy	South of Cochrane Rd	7,951	80	20	1	1	25	100	0
31	US 101 SB Ramps	South of Cochrane Rd	11,821	80	20	2	2	60	100	0
32	US 101 NB Ramps	North of Cochrane Rd	11,142	80	20	2	2	60	100	0
33	Condit Rd	North of Main Ave	9,203	80	20	1	1	35	100	0
34	Condit Rd	Main Ave to Diana Ave	8,459	80	20	1	1	40	150	0
35	Condit Rd	Diana Ave to Dunne Ave	10,382	80	20	2	1	40	60	-5
36	Condit Rd	South of Dunne Ave	11,302	80	20	1	1	40	70	0
37	Future Murphy Ave	Main Ave to Diana Ave	2,597	80	20	1	1	35	230	0
38	Murphy Ave	Diana Ave to Dunne Ave	5,633	80	20	1	1	35	110	0
39	Murphy Ave	South of Dunne Ave	3,249	80	20	1	1	40	90	0
40	Mission View Dr	North of Cochrane Rd	9,681	80	20	1	1	40	75	-5
41	Mission View Dr	Cochrane Rd to Avenida De Los Padres	10,079	80	20	1	1	40	60	-5
42	Mission View Dr	Avenida De Los Padres to Half Rd	9,532	80	20	1	1	40	60	-5
43	DePaul Dr	North of Cochrane Rd	3,089	80	20	1	1	25	100	0
44	DePaul Dr	South of Cochrane Rd	11,293	80	20	1	1	35	150	0

Notes:
-Sensitive receptors identified as residences, churches, schools and hospitals.
-Offsets applied where existing 6-foot-tall traffic sound walls are present

Appendix I
FHWA Highway Traffic Noise Prediction Model Inputs
Project: DePaul Residences
Year 2050 GP No Project
Run Date: 8/21/2025

#	Roadway	Description	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance to Receptor	Offset (dB)
1	Cochrane Rd	West of Sutter Blvd	24,895	80	20	2	2	45	150	0
2	Cochrane Rd	Sutter Blvd to Madrone Pkwy	30,125	80	20	2	2	45	100	0
3	Cochrane Rd	Madrone Pkwy to US 101 SB Ramps	28,340	80	20	2	2	45	100	0
4	Cochrane Rd	US 101 SB Ramps to US 101 NB Ramps	31,370	80	20	2	2	45	100	0
5	Cochrane Rd	US 101 NB Ramps to DePaul Dr	29,295	80	20	2	2	45	100	0
6	Cochrane Rd	DePaul Dr to Mission View Dr	26,550	80	20	2	2	45	150	0
7	Cochrane Rd	East of Mission View Dr	18,185	80	20	2	2	45	75	-5
8	Avenida De Los Padres	West of Mission View Dr	1,575	80	20	1	1	25	150	0
9	Avenida De Los Padres	East of Mission View Dr	495	80	20	1	1	25	60	0
10	Half Rd	West of Mission View Dr	3,490	80	20	1	1	35	200	0
11	Half Rd	East of Mission View Dr	240	80	20	1	1	35	125	0
12	Main Ave	West of Monterey Rd	9,450	80	20	2	1	25	75	0
13	Main Ave	Monterey Rd to Butterfield Blvd	11,600	80	20	2	1	25	75	0
14	Main Ave	Butterfield Blvd to Condit Rd	12,200	80	20	2	1	25	65	0
15	Main Ave	Condit Rd to Future Murphy Ave	14,360	80	20	2	1	35	125	0
16	Main Ave	East of Future Murphy Ave	10,895	80	20	2	1	35	125	0
17	Diana Ave	West of Condit Rd	2,855	80	20	1	1	25	100	0
18	Diana Ave	Condit Rd to Murphy Ave	4,685	80	20	1	1	35	100	0
19	Diana Ave	East of Murphy Ave	3,360	80	20	1	1	35	100	0
20	Dunne Ave	West of Condit Rd	15,480	80	20	2	2	45	100	0
21	Dunne Ave	Condit Rd to Murphy Ave	23,115	80	20	2	2	40	100	0
22	Dunne Ave	East of Murphy Ave	16,310	80	20	2	2	40	100	0
23	Monterey Rd	North of Main Ave	23,865	80	20	2	1	30	125	0
24	Monterey Rd	South of Main Ave	25,630	80	20	2	1	25	125	0
25	Butterfield Blvd	North of Main Ave	30,310	80	20	2	1	45	80	-5
26	Butterfield Blvd	South of Main Ave	26,290	80	20	2	1	45	100	0
27	Sutter Blvd	North of Cochrane Rd	13,685	80	20	1	1	25	100	0
28	Sutter Blvd	South of Cochrane Rd	765	80	20	1	1	35	100	0
29	Madrone Pkwy	North of Cochrane Rd	3,470	80	20	1	1	35	100	0
30	Madrone Pkwy	South of Cochrane Rd	7,350	80	20	1	1	25	100	0
31	US 101 SB Ramps	South of Cochrane Rd	14,155	80	20	2	2	60	100	0
32	US 101 NB Ramps	North of Cochrane Rd	12,680	80	20	2	2	60	100	0
33	Condit Rd	North of Main Ave	9,945	80	20	1	1	35	100	0
34	Condit Rd	Main Ave to Diana Ave	9,810	80	20	1	1	40	150	0
35	Condit Rd	Diana Ave to Dunne Ave	11,425	80	20	2	1	40	60	-5
36	Condit Rd	South of Dunne Ave	11,890	80	20	1	1	40	70	0
37	Future Murphy Ave	Main Ave to Diana Ave	8,140	80	20	1	1	35	230	0
38	Murphy Ave	Diana Ave to Dunne Ave	8,920	80	20	1	1	35	110	0
39	Murphy Ave	South of Dunne Ave	5,930	80	20	1	1	40	90	0
40	Mission View Dr	North of Cochrane Rd	13,435	80	20	1	1	40	75	-5
41	Mission View Dr	Cochrane Rd to Avenida De Los Padres	14,240	80	20	1	1	40	60	-5
42	Mission View Dr	Avenida De Los Padres to Half Rd	13,470	80	20	1	1	40	60	-5
43	DePaul Dr	North of Cochrane Rd	3,170	80	20	1	1	25	100	0
44	DePaul Dr	South of Cochrane Rd	16,480	80	20	1	1	35	150	0

Notes:
-Sensitive receptors identified as residences, churches, schools and hospitals.
-Offsets applied where existing 6-foot-tall traffic sound walls are present

Appendix J
FHWA Highway Traffic Noise Prediction Model Inputs
Project: DePaul Residences
Year 2050 GP+Project
Run Date: 8/21/2025

#	Roadway	Description	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance to Receptor	Offset (dB)
1	Cochrane Rd	West of Sutter Blvd	25,100	80	20	2	2	45	150	0
2	Cochrane Rd	Sutter Blvd to Madrone Pkwy	30,330	80	20	2	2	45	100	0
3	Cochrane Rd	Madrone Pkwy to US 101 SB Ramps	28,925	80	20	2	2	45	100	0
4	Cochrane Rd	US 101 SB Ramps to US 101 NB Ramps	31,575	80	20	2	2	45	100	0
5	Cochrane Rd	US 101 NB Ramps to DePaul Dr	29,885	80	20	2	2	45	100	0
6	Cochrane Rd	DePaul Dr to Mission View Dr	27,550	80	20	2	2	45	150	0
7	Cochrane Rd	East of Mission View Dr	18,590	80	20	2	2	45	75	-5
8	Avenida De Los Padres	West of Mission View Dr	1,575	80	20	1	1	25	150	0
9	Avenida De Los Padres	East of Mission View Dr	495	80	20	1	1	25	60	0
10	Half Rd	West of Mission View Dr	3,520	80	20	1	1	35	200	0
11	Half Rd	East of Mission View Dr	355	80	20	1	1	35	125	0
12	Main Ave	West of Monterey Rd	9,550	80	20	2	1	25	75	0
13	Main Ave	Monterey Rd to Butterfield Blvd	11,740	80	20	2	1	25	75	0
14	Main Ave	Butterfield Blvd to Condit Rd	12,295	80	20	2	1	25	65	0
15	Main Ave	Condit Rd to Future Murphy Ave	14,510	80	20	2	1	35	125	0
16	Main Ave	East of Future Murphy Ave	10,970	80	20	2	1	35	125	0
17	Diana Ave	West of Condit Rd	2,855	80	20	1	1	25	100	0
18	Diana Ave	Condit Rd to Murphy Ave	4,685	80	20	1	1	35	100	0
19	Diana Ave	East of Murphy Ave	3,360	80	20	1	1	35	100	0
20	Dunne Ave	West of Condit Rd	15,510	80	20	2	2	45	100	0
21	Dunne Ave	Condit Rd to Murphy Ave	23,175	80	20	2	2	40	100	0
22	Dunne Ave	East of Murphy Ave	16,340	80	20	2	2	40	100	0
23	Monterey Rd	North of Main Ave	23,975	80	20	2	1	30	125	0
24	Monterey Rd	South of Main Ave	25,665	80	20	2	1	25	125	0
25	Butterfield Blvd	North of Main Ave	30,425	80	20	2	1	45	80	-5
26	Butterfield Blvd	South of Main Ave	26,360	80	20	2	1	45	100	0
27	Sutter Blvd	North of Cochrane Rd	13,780	80	20	1	1	25	100	0
28	Sutter Blvd	South of Cochrane Rd	765	80	20	1	1	35	100	0
29	Madrone Pkwy	North of Cochrane Rd	3,470	80	20	1	1	35	100	0
30	Madrone Pkwy	South of Cochrane Rd	7,350	80	20	1	1	25	100	0
31	US 101 SB Ramps	South of Cochrane Rd	14,535	80	20	2	2	60	100	0
32	US 101 NB Ramps	North of Cochrane Rd	12,745	80	20	2	2	60	100	0
33	Condit Rd	North of Main Ave	9,990	80	20	1	1	35	100	0
34	Condit Rd	Main Ave to Diana Ave	9,855	80	20	1	1	40	150	0
35	Condit Rd	Diana Ave to Dunne Ave	11,470	80	20	2	1	40	60	-5
36	Condit Rd	South of Dunne Ave	11,935	80	20	1	1	40	70	0
37	Future Murphy Ave	Main Ave to Diana Ave	8,205	80	20	1	1	35	230	0
38	Murphy Ave	Diana Ave to Dunne Ave	8,935	80	20	1	1	35	110	0
39	Murphy Ave	South of Dunne Ave	5,990	80	20	1	1	40	90	0
40	Mission View Dr	North of Cochrane Rd	13,720	80	20	1	1	40	75	-5
41	Mission View Dr	Cochrane Rd to Avenida De Los Padres	14,525	80	20	1	1	40	60	-5
42	Mission View Dr	Avenida De Los Padres to Half Rd	13,755	80	20	1	1	40	60	-5
43	DePaul Dr	North of Cochrane Rd	4,600	80	20	1	1	25	100	0
44	DePaul Dr	South of Cochrane Rd	16,510	80	20	1	1	35	150	0

Notes:
-Sensitive receptors identified as residences, churches, schools and hospitals.
-Offsets applied where existing 6-foot-tall traffic sound walls are present

Appendix K-1
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2025-038
Project Name: DePaul Residences
Roadway Name: U.S. 101

Traffic Data:

Year: Future
Average Daily Traffic Volume (ADT): 207,000
Percent Daytime Traffic: 80
Percent Nighttime Traffic: 20
Percent Medium Trucks (2 axle): 3
Percent Heavy Trucks (3+ axle): 5
Assumed Vehicle Speed (mph): 65
Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

				DNL (dBA)			
					Medium	Heavy	
Component	**Description**	**Distance**	**Offset (dB)**	**Autos**	**Trucks**	**Trucks**	**Total**
Townhomes	Common Open Space	400		71	62	67	73
	Building 12 - 1st-Floor Facade	560	-5	64	55	60	66
	Building 12 - 2nd & 3rd Floor Facades	560	-2	67	58	63	69
	Building 15 - 1st-Floor Facade	450		70	61	66	72
	Building 15 - 2nd & 3rd Floor Facades	450	3	73	64	69	75
	Building 16 - 1st-Floor Facade	400		71	62	67	73
	Building 16 - 2nd & 3rd-Floor Facades	400	3	74	65	70	76
Single-Family	Lots 103-112 - Backyards	500		69	60	66	71
	Lots 103-112 - 1st-Floor Facades	485		70	60	66	71
	Lots 103-112 - 2nd-Floor Facades	485	2	72	62	68	73
	Lot 113 - Backyard	655		68	59	64	70
	Lot 113 - 1st-Floor Facade	645		68	59	64	70
	Lot 113 - 2nd-Floor Facade	645	2	70	61	66	72

Traffic Noise Contours (No Calibration Offset):

DNI Contour (dB)	Distance from Centerline (ft)
75	282
70	608
65	1,310
60	2,822

Notes:

1. Future ADT was estimated by assuming a 50% increase relative to existing conditions. Existing ADT obtained from published 2022 Caltrans U.S. 101 traffic data (138,000 ADT). Truck percentages derived from Caltrans truck data.
2. Negative offsets were applied where a reduced view of highway would result from construction of proposed buildings Positive offsets were applied at upper floor facades to account for reduced ground absorption of highway noise at elevated positions.

Appendix K-2
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2025-038
Project Name: DePaul Residences
Roadway Name: U.S. 101 Off-Ramp

Traffic Data:

Year: Future
Average Daily Traffic Volume (ADT): 9,750
Percent Daytime Traffic: 80
Percent Nighttime Traffic: 20
Percent Medium Trucks (2 axle): 2
Percent Heavy Trucks (3+ axle): 2
Assumed Vehicle Speed (mph): 45
Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

				DNL (dBA)			
Component	**Description**	**Distance**	**Offset (dB)**	**Autos**	**Medium Trucks**	**Heavy Trucks**	**Total**
Townhomes	Common Open Space	240		56	48	52	58
	Building 12 - 1st-Floor Facade	275	-5	50	42	46	52
	Building 12 - 2nd & 3rd Floor Facades	275	-2	53	45	49	55
	Building 15 - 1st-Floor Facade	225		57	48	53	59
	Building 15 - 2nd & 3rd Floor Facades	225	3	60	51	56	62
	Building 16 - 1st-Floor Facade	205		57	49	53	59
	Building 16 - 2nd & 3rd-Floor Facades	205	3	60	52	56	62
Single-Family	Lots 103-112 - Backyards	350		54	45	50	56
	Lots 103-112 - 1st-Floor Facades	340		54	46	50	56
	Lots 103-112 - 2nd-Floor Facades	340	2	56	48	52	58
	Lot 113 - Backyard	560		51	42	47	53
	Lot 113 - 1st-Floor Facade	550		51	42	47	53
	Lot 113 - 2nd-Floor Facade	550	2	53	44	49	55

Traffic Noise Contours (No Calibration Offset):

DNl Contour (dB)	Distance from Centerline (ft)
75	18
70	39
65	85
60	183

Notes:

1. Future ADT was estimated by assuming a 50% increase relative to existing conditions. Existing ADT obtained from published 2022 Caltrans U.S. 101 off-ramp data (6,500 ADT). Truck percentages derived from Caltrans truck data.
2. Negative offsets were applied where a reduced view of highway would result from construction of proposed buildings Positive offsets were applied at upper floor facades to account for reduced ground absorption of highway noise at elevated positions.



Appendix K-3
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet

Project Information:

Job Number: 2025-038
Project Name: DePaul Residences
Roadway Name: DePaul Drive

Traffic Data:

Year: Future
Average Daily Traffic Volume (ADT): 16,510
Percent Daytime Traffic: 80
Percent Nighttime Traffic: 20
Percent Medium Trucks (2 axle): 3
Percent Heavy Trucks (3+ axle): 3
Assumed Vehicle Speed (mph): 35
Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

				DNL (dBA)			
Component	**Description**	**Distance**	**Offset (dB)**	**Autos**	**Medium Trucks**	**Heavy Trucks**	**Total**
	Common Open Space	800	-5	43	37	43	46
Townhomes	Buildings 1 & 2 - 1st-Floor Facades	55		65	60	65	69
	Buildings 1 & 2 - 2nd & 3rd Floor Facades	55	3	68	63	68	72
	Nearest Lots - Backyards	55		65	60	65	69
Single-Family	Nearest Lots - 1st-Floor Facades	65		64	59	64	68
	Nearest Lots - 2nd-Floor Facades	65		64	59	64	68

Traffic Noise Contours (No Calibration Offset):

DNl Contour (dB)	Distance from Centerline (ft)
75	21
70	44
65	96
60	206

Notes: 1.Future (Year 2050 GP Plus Project) average daily traffic volume for DePaul Drive was calculated by using traffic inputs (peak hour turning movement data) provided by the project traffic consultant (Hexagon). Specifically, future DePaul Drive Average daily traffic (ADT) volume was conservatively estimated by applying a factor of 5 to the sum of AM and PM peak hour conditions.
2. An offset of +2 dB was applied at upper-floor facades to account for reduced ground absorption at elevated locations. A -5 dB offset was applied where shielding would be provided by intervening structures.



Appendix L-1
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information:

Job Number: 2025-038
Project Name: DePaul Residences
Roadway Name: U.S. 101

Noise Level Data:

Year: Future
Auto DNL (dB): 71
Medium Truck DNL (dB): 62
Heavy Truck DNL (dB): 67

Site Geometry:

Receiver Description: Townhome Component: Common Open Space
Centerline to Barrier Distance (C_1): 355
Barrier to Receiver Distance (C_2): 45
Automobile Elevation: 375
Medium Truck Elevation: 377
Heavy Truck Elevation: 383
Pad/Ground Elevation at Receiver: 385
Receiver Elevation: 390
Base of Barrier Elevation: 385
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB) Autos	Medium Trucks	Heavy Trucks	Total	Barrier Breaks Line of Sight to… Autos?	Medium Trucks?	Heavy Trucks?
391	6	65	56	62	**67**	Yes	Yes	Yes
392	7	64	55	61	**66**	Yes	Yes	Yes
393	8	63	55	61	**66**	Yes	Yes	Yes
394	9	63	54	60	**65**	Yes	Yes	Yes
395	10	62	53	59	**64**	Yes	Yes	Yes
396	11	61	53	58	**64**	Yes	Yes	Yes
397	12	61	52	58	**63**	Yes	Yes	Yes
398	13	60	51	57	**62**	Yes	Yes	Yes
399	14	60	51	57	**62**	Yes	Yes	Yes

Notes:
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
2. Elevations obtained from provided site plans.

BOLLARD
Acoustical Consultants

Appendix L-2
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information:

Job Number: 2025-038
Project Name: DePaul Residences
Roadway Name: U.S. 101

Noise Level Data:

Year: Future
Auto DNL (dB): 69
Medium Truck DNL (dB): 60
Heavy Truck DNL (dB): 66

Site Geometry:

Receiver Description: Lots 103-112 - Backyards
Centerline to Barrier Distance (C_1): 485
Barrier to Receiver Distance (C_2): 15
Automobile Elevation: 378
Medium Truck Elevation: 380
Heavy Truck Elevation: 386
Pad/Ground Elevation at Receiver: 385
Receiver Elevation: 390
Base of Barrier Elevation: 385
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB) Autos	DNL (dB) Medium Trucks	DNL (dB) Heavy Trucks	DNL (dB) Total	Barrier Breaks Line of Sight to… Autos?	Barrier Breaks Line of Sight to… Medium Trucks?	Barrier Breaks Line of Sight to… Heavy Trucks?
391	6	64	55	60	**66**	Yes	Yes	Yes
392	7	63	54	59	**65**	Yes	Yes	Yes
393	8	62	52	58	**64**	Yes	Yes	Yes
394	9	60	51	57	**62**	Yes	Yes	Yes
395	10	59	50	56	**61**	Yes	Yes	Yes
396	11	58	50	55	**60**	Yes	Yes	Yes
397	12	58	49	54	**60**	Yes	Yes	Yes
398	13	57	48	53	**59**	Yes	Yes	Yes
399	14	56	47	53	**58**	Yes	Yes	Yes

Notes:
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
2. Elevations obtained from provided site plans.



Appendix L-3
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information:

Job Number: 2025-038
Project Name: DePaul Residences
Roadway Name: U.S. 101

Noise Level Data:

Year: Future
Auto DNL (dB): 68
Medium Truck DNL (dB): 59
Heavy Truck DNL (dB): 64

Site Geometry:

Receiver Description: Lot 113 - Backyard
Centerline to Barrier Distance (C_1): 630
Barrier to Receiver Distance (C_2): 25
Automobile Elevation: 380
Medium Truck Elevation: 382
Heavy Truck Elevation: 388
Pad/Ground Elevation at Receiver: 386
Receiver Elevation: 391
Base of Barrier Elevation: 386
Starting Barrier Height 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	DNL (dB) Autos	Medium Trucks	Heavy Trucks	Total	Barrier Breaks Line of Sight to… Autos?	Medium Trucks?	Heavy Trucks?
392	6	62	53	59	**64**	Yes	Yes	Yes
393	7	62	53	58	**64**	Yes	Yes	Yes
394	8	61	52	57	**63**	Yes	Yes	Yes
395	9	60	51	56	**62**	Yes	Yes	Yes
396	10	59	50	55	**61**	Yes	Yes	Yes
397	11	58	49	55	**60**	Yes	Yes	Yes
398	12	57	48	54	**59**	Yes	Yes	Yes
399	13	56	48	53	**58**	Yes	Yes	Yes
400	14	56	47	53	**58**	Yes	Yes	Yes

Notes:
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
2. Elevations obtained from provided site plans.



Appendix E

HEXAGON TRANSPORTATION CONSULTANTS, INC.

DePaul Residential Development

Transportation Analysis

Prepared for:

Raney Planning & Management, Inc.

April 3, 2026

Hexagon Transportation Consultants, Inc.
Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230
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Executive Summary

This report presents the results of the Transportation Analysis (TA) conducted for the proposed DePaul Residential development in Morgan Hill, California. The 15.84-acre project site consists of two undeveloped parcels (APNs 728-31-017 and 728-31-019). Upon buildout, the project would construct a total of 105 detached single-family homes. Additional facilities including recreational amenities, landscaping, passive open spaces, and utilities would also be installed. Access to the project site will be provided via two access points along DePaul Drive.

Transportation Analysis Scope

The TA consists of a California Environmental Quality Act (CEQA) required vehicle-miles-traveled (VMT) analysis and a supplemental traffic operations analysis that demonstrates the project's consistency with the *Morgan Hill 2035 General Plan* goals and policies.

CEQA Transportation Analysis Scope

Historically, transportation analysis has utilized vehicular delay to identify transportation impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, with the adoption of Senate Bill (SB) 743 legislation, public agencies are required (effective July 2020) to base transportation impacts on Vehicle-Miles-Traveled (VMT) rather than level of service that typically uses delay as its metric. The change in measurement is intended to better evaluate the effects on the state's goals for climate change and multi-modal transportation. Therefore, to adhere to the state's legislation, all new development projects are required to analyze transportation impacts using the VMT metric. The VMT evaluation relies on the City of Morgan Hill VMT policy (adopted November 2024) which identifies VMT screening criteria and significance thresholds consistent with SB 743 and the Valley Transportation Authority's (VTA) VMT tool.

Traffic Operations Analysis Scope

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

The traffic operations analysis includes the evaluation of weekday AM and PM peak hour operations at selected intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections and freeway segments in the general vicinity of the project site. The traffic operations analysis also includes an evaluation of the effects of the project on other

transportation issues relating to on-site access, on-site circulation, parking, pedestrian, bicycle, and transit facilities, freeway ramps, and related safety elements in the immediate area of the project.

The effects of the proposed development on traffic operations on the surrounding roadway system were evaluated following the standards and methodologies set forth by the City of Morgan Hill in its *Guidelines for Preparation of Transportation Impact Reports*, February 2010, Morgan Hill 2035 General Plan, and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

CEQA VMT Analysis

The results of the VMT analysis using the VTA's VMT Evaluation Tool indicate that the existing VMT for residential uses in the project vicinity is 31.24 VMT per capita. The results also indicate that the project is projected to generate VMT per capita (30.47), which would be greater than the City of Morgan Hill impact threshold of 24.64 VMT per capita. Per the VMT tool, the maximum VMT reduction possible for this project would be to 24.99. Therefore, the project would result in an impact deemed significant and unavoidable on the transportation system based on the City of Morgan Hill impact criteria.

VMT Impacts and Mitigation

Using City of Morgan Hill impact thresholds, the project would need to implement VMT reduction measures to achieve a 19% reduction (30.47 to 24.64) in its VMT per capita for the proposed residential uses to reduce its impact to less than significant levels. However, per the VMT tool and based on a selection of Transportation Demand Management (TDM) measures applicable to the project, the maximum reduction possible is 26.32 (13.6%). The proposed TDM measures selected from the VMT tool and associated VMT reductions are listed below and described in Table 1.

- TP01 School Pool Programs = 8.3% reduction
- TP02 Bike Share Programs) = 1.7% reduction
- TP18 Travel Behavior Change Program = 3.6% reduction

Further reductions in VMT are not likely feasible for residential projects due to the limited alternative modes of transportation and supporting employment land uses within the City. Therefore, per City of Morgan Hill VMT policies and impact thresholds, the proposed project's VMT impact must be deemed significant and unavoidable.

Traffic Operations Analysis

Project Trip Generation

Based on the recommended rates and the size of the proposed project, it is estimated that the proposed project would generate 990 daily trips, with 74 trips (19 inbound and 55 outbound) occurring during the AM peak hour and 99 trips (62 inbound and 37 outbound) occurring during the PM peak hour.

Intersection Operations Analyses

Based on the City's operating standards, the proposed project would have an adverse effect on operations at the following 3 intersections during at least one peak hour under at least one of the study conditions:

8. Mission View Drive and Half Road
14. Murphy Avenue and Main Avenue
15. Murphy Avenue and Diana Avenue

Adverse Intersection Operations Effects and Potential Improvements

This section discusses the potential improvement measures that may be included as part of the project's Conditions of Approval. However, the identified roadway operations and improvements are not required, nor are they considered project impacts per CEQA guidelines. Note that the improvement measures would be applicable to each of the study conditions for which an adverse effect identified.

8. Mission View Drive and Half Road (Year 2050)

The necessary improvement to improve operations at this intersection would consist of implementing a traffic signal. The TMP identifies the need for a new traffic signal as a Tier 2 intersection project. Implementing this improvement would improve the intersection's level of service to an acceptable LOS C and B during the AM and PM peak hours, respectively, under Year 2050 General Plan with Project conditions. The project applicant should coordinate with City staff to determine whether the project should make a monetary contribution to the future traffic signal. The project contribution could consist of payment of the City's TIF.

14. Murphy Avenue and Main Avenue (Year 2050)

The necessary improvement to improve operations at this intersection would consist of implementing a traffic signal at the intersection. The TMP identifies the installation of the traffic signal, or a single-lane roundabout, if right-of-way can be acquired as a Tier 3 intersection project. Implementing this improvement would improve the intersection's level of service to an acceptable LOS D or better during both the AM and PM peak hours under Year 2050 General Plan with Project conditions. The project applicant should coordinate with City staff to determine whether the project should make a monetary contribution to the future signal or roundabout at the intersection. The project contribution could consist of payment of the City's TIF.

15. Murphy Avenue and Diana Avenue (Year 2050)

The necessary improvement to improve operations at this intersection would consist of the installation of a traffic signal at the intersection. The TMP identifies the implementation of the traffic signal, or a single-lane roundabout, if right-of-way can be acquired as a Tier 3 intersection project. Implementing this improvement would improve the intersection's level of service to an acceptable LOS C or better during both the AM and PM peak hours under Year 2050 General Plan with Project conditions. The project applicant should coordinate with City staff to determine whether the project should make a monetary contribution to the future signal or roundabout at the intersection. The project contribution could consist of payment of the City's TIF.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to the left-turn movements. The queuing analysis is presented for informational purposes only, since the City of Morgan Hill has not defined a policy related to queuing.

The intersection queuing analysis indicates that all study intersections currently have sufficient vehicle storage capacity to accommodate maximum vehicle queues under existing conditions and would continue to do so under existing plus project conditions during the AM and PM peak hours.

Freeway Segment Analysis

The results of the freeway level of service analysis show that directional mixed-flow lanes and one directional HOV lane on 10 of the 14 freeway segments analyzed are projected to operate at an

unacceptable LOS F during at least one peak hour under existing conditions and would continue to operate at LOS F conditions with the addition of traffic due to proposed project.

Improvement of freeway segment operations would require freeway widening to construct additional through lanes, thereby increasing freeway capacity. VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along US 101 between Cochrane Road and Whipple Avenue. The planned improvements consist of the conversion of the existing HOV lane to an express lane and the construction of a second express lane in each direction on US 101. These improvements would increase the capacity of the freeway and help to address the deficiency in freeway operations. However, it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in the acquisition and cost of right-of-way.

Other Transportation Issues

Site Access

Access to the project site will be provided via two access points along DePaul Drive. Below are the recommendations for the project site access points.

- The project driveways along DePaul Drive should be free and clear of obstructions, ensuring a minimum clear sight distance of 250 feet along DePaul Drive. Furthermore, parking should be prohibited for 20 feet on either side of the project entrances DePaul Drive in accordance with AB 413. This will help maintain clear sight lines and enhance safety at these access points.

Pedestrian, Bicycle, and Transit Analyses

Pedestrian Facilities

The Morgan Hill TMP identifies Tier 2 pedestrian safety improvements that consist of the following:

- Cochrane Road between Monterey Road and Mission View Drive - Fill sidewalk gaps and enhance existing crossings at US 101 ramps
- Mission View Drive between Half Road and Cochrane Road – Fill sidewalk gaps

The project as proposed would not conflict with the TMP goals or policies, or any of the planned pedestrian network improvements such as those listed above.

Bicycle Facilities

The Bikeway + Trail Network map contained in the City of Morgan Hill General Plan shows the following potential Class I bike trails in the project vicinity:

- On the east side of US 101 from Burnett Avenue to Cochrane Road, connecting to the Madrone Channel Trail
- Along Mission View Drive from Burnett Avenue to Tennant Avenue

In addition, the Morgan Hill TMP identifies Tier 2 bicycle safety improvements that consist of the following:

- Cochrane Road between Monterey Road and Mission View Drive - Install Class II bike lanes (preferred Class IV) and enhance existing crossings at US 101 ramps
- Mission View Drive between Half Road and Cochrane Road – Install Class II bike lanes (*constructed*)

The project as proposed would not conflict with the TMP goals or policies, or any of the planned bicycle network improvements such as those listed above.

Transit Services

The Morgan Hill Community-Based Transportation Plan (May 2021) identifies possible improvements to transportation options and services, public transportation amenities, and public transportation improvements within Morgan Hill. Additionally, VTA's Valley Transportation Plan (VTP) 2050 is the countywide long-range transportation plan for Santa Clara County which identifies priority transportation projects.

The project as proposed would not conflict with the goals or any proposed improvements of the Morgan Hill Community-Based Transportation Plan or the VTP 2050.

Freeway Ramp Analysis

Freeway On-Ramp Queuing Analysis

The results of the analysis indicate that the proposed project would have a minimal impact to on-ramp queuing during peak hours at the US 101 northbound loop and southbound diagonal on-ramps from westbound Cochrane Road. Short vehicle queues may occur whenever multiple vehicles arrive simultaneously, however, the queues dissipate during the 15-minute intervals because the demand volume is less than the service rate of the freeway ramp meters during peak hours.

Freeway Off-Ramp Queuing Analysis

The results of the analysis show that the 95th percentile queue lengths at the study freeway on-ramps are projected to be accommodated entirely on the ramp and would not extend back and disrupt operations on the freeway mainline.

Parking Requirements and Compliance

The City of Morgan Hill parking requirements state that single-family attached residential units are required to provide two covered parking spaces per unit, and that one guest parking space is required for every four residential units. Based on these requirements, the project site is required to provide 236 parking spaces (210 covered spaces and 26 guest spaces). The project proposes 210 garage parking spaces and up to 154 on-street parking spaces along internal roadways, totaling to 364 parking spaces and thus exceeding the City's parking requirements.

1. Introduction

This report presents the results of the Transportation Analysis (TA) conducted for the proposed DePaul Residential development in Morgan Hill, California. The 15.84-acre project site consists of two undeveloped parcels (APNs 728-31-017 and 728-31-019). Upon buildout, the project would construct a total of 105 detached single-family homes. Additional facilities including recreational amenities, landscaping, passive open spaces, and utilities would also be installed. Access to the project site will be provided via two access points along DePaul Drive.

The project site location and the surrounding study area are shown in Figure 1. The project site plan is shown in Figure 2.

Transportation Analysis Scope

The TA consists of a California Environmental Quality Act (CEQA) required vehicle-miles-traveled (VMT) analysis and a supplemental traffic operations analysis that demonstrates the project's consistency with the *Morgan Hill 2035 General Plan* goals and policies.

CEQA Transportation Analysis Scope

Historically, transportation analysis has utilized vehicular delay to identify transportation impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, with the adoption of Senate Bill (SB) 743 legislation, public agencies are required (effective July 2020) to base transportation impacts on Vehicle-Miles-Traveled (VMT) rather than level of service that typically uses delay as its metric. The change in measurement is intended to better evaluate the effects on the state's goals for climate change and multi-modal transportation. Therefore, to adhere to the state's legislation, all new development projects are required to analyze transportation impacts using the VMT metric.

Figure 1
Project Site Location

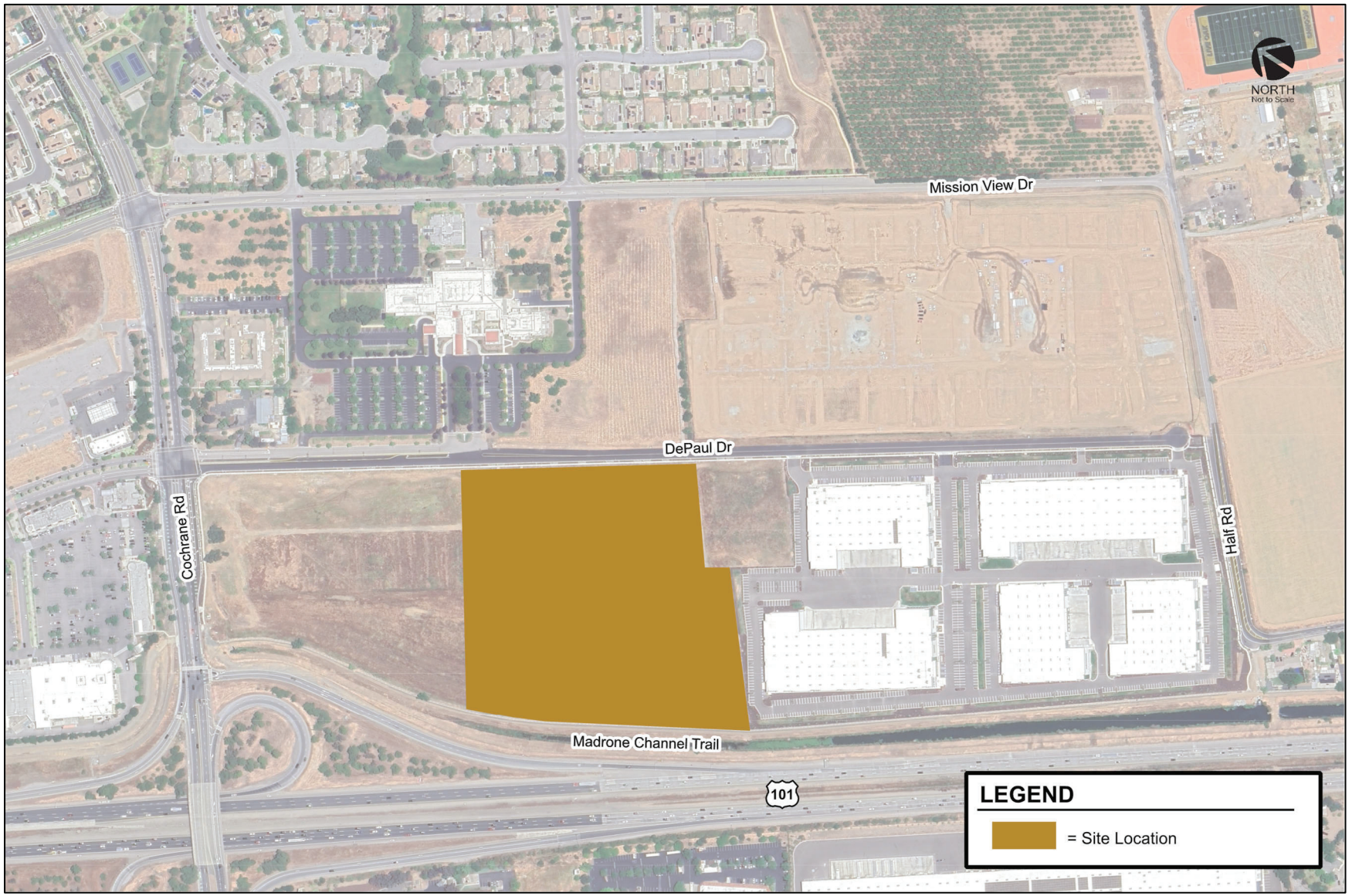


*Figure is not OCR compatible.

Figure 2
Project Site Plan



*Figure is not OCR compatible.

The VMT evaluation relies on the City of Morgan Hill VMT policy (adopted November 2024) which identifies VMT screening criteria and significance thresholds consistent with SB 743 and the Valley Transportation Authority's (VTA) VMT tool.

Traffic Operations Analysis Scope

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

The traffic operations analysis includes the evaluation of weekday AM and PM peak hour operations at selected intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections and freeway segments in the general vicinity of the project site. The traffic operations analysis also includes an evaluation of the effects of the project on other transportation issues relating to on-site access, on-site circulation, parking, pedestrian, bicycle, and transit facilities, freeway ramps, and related safety elements in the immediate area of the project.

The effects of the proposed development on traffic operations on the surrounding roadway system were evaluated following the standards and methodologies set forth by the City of Morgan Hill in its *Guidelines for Preparation of Transportation Impact Reports*, February 2010, Morgan Hill 2035 General Plan, and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the CEQA VMT analysis. Chapter 4 presents the traffic operations analysis and the project's effects on the transportation system and describes the recommended roadway improvements. Chapter 5 presents the analysis of other transportation-related issues, including site access. Chapter 6 presents the conclusions of the transportation analysis.

2. Existing Transportation System

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

Existing Roadway Network

The project site is located in the City of Morgan Hill, immediately east of US 101 and south of Cochrane Road. The surrounding roadway network consists of regional highways, arterial roadways, collectors, and local streets that provide access to the project site. Regional access to the project site is provided via US 101. DePaul Drive provides direct access to the project site. These facilities are described below.

US 101 is a north-south freeway extending northward to San Francisco and southward through Gilroy. It 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. US 101 would provide project access via its interchange at Cochrane Road.

DePaul Drive is a local street, extending from Cochrane Road to a turnaround near Half Road. It consists of one lane in each direction separated by a median near its intersection with Cochrane Road. and a sidewalk along the southbound side and along the northbound side up to 1,600 feet north of Half Road. It has a posted speed limit of 35 mph. Access to and from the project site will be provided by two new driveways.

Cochrane Road is an east-west divided roadway that runs from Monterey Road to Malaguerra Avenue, serving as a key connection between Monterey Road and US 101. Currently, Cochrane Road is a four- to five-lane road between Monterey Road and Mission View Drive. Cochrane Road has a posted speed limit of 45 mph with striped bike lanes between Butterfield Boulevard and Malaguerra Avenue. Sidewalks are continuous on both sides across US 101, aside from a section near Mission View Drive in which a sidewalk only exists on the west side of the roadway. Access to and from the project site is provided via DePaul Drive.

Mission View Drive is classified as a north-south arterial south of Cochrane Road and an east-west collector north of Cochrane Road. It consists of one lane in each direction with a striped bike lane along both sides. There is a continuous sidewalk along the entire northbound side and along the southbound

side 450 feet south of Avenida de Los Padres. It has a posted speed limit of 40 mph. Access to the project side is provided via Cochrane Road.

Half Road is classified as an east-west collector, extending between Condit Road and Cochrane Road with one lane in each direction. Between Mission View Drive and Condit Road, there is a sidewalk located on the westbound side and a bike lane on each side. It has a posted speed limit of 35 mph, with access to the project site being provided by Mission View Drive.

Condit Road is classified as a major north-south collector roadway in the City of Morgan Hill General Plan, extending between Tennant Avenue and Half Road. It consists of one lane in each direction and has a posted speed limit of 40 mph north of Diana Avenue and 45 mph south of Diana Avenue. South of Diana Avenue, it generally also has a center median turning lane, striped bike lanes on each side, and sidewalks on each side, with these being present for most of this section but absent in some parts. Access to the project site is provided by Half Road.

Main Avenue is classified as a major east-west two-lane arterial in the City of Morgan Hill General Plan and provides east-west connectivity between John Telfer Drive and Cochrane Road. It consists of one lane in each direction. It has continuous sidewalks on both sides west of Serene Drive, on only the eastbound side between Serene Drive and Laurel Road, and none east of Laurel Road. Striped bike lanes are continuous west of Condit Road and exist only on the westbound side of the road between Condit Road and approximately 900 feet east of Condit Road. Access to the project is provided by Condit Road.

Diana Avenue is classified as an east-west collector in the City of Morgan Hill General Plan, extending between the Madrone Channel Trail and McDonald Lane north of US 101 and Saint Agatha Lane and Walnut Grove Drive south of US 101. The roadway does not continue across US 101. It consists of one lane in each direction, with access to the project site being provided by Condit Road.

Monterey Road is classified as a major north-south corridor providing regional and local access to San José and Morgan Hill. The roadway consists of two lanes in each direction, separated by a center median in some segments and runs directly through Morgan Hill. Monterey Road provides access to the project site via Cochrane Road. Bike lanes are located on both sides of the roadway, however, sidewalks are discontinuous and generally missing along undeveloped parcels.

Dunne Avenue is classified as a major east-west arterial in the City of Morgan Hill General Plan, extending from west of John Telfer Drive to Henry W. Coe State Park. It consists of two lanes in each direction separated by a median, and bike lanes on each side. It has continuous sidewalks along the westbound side, and on the eastbound side along developed parcels. Access to the project site is provided by Condit Road.

Butterfield Boulevard is classified as a major north-south arterial in the City of Morgan Hill General Plan, extending between Cochrane Road and Monterey Road. It consists of two lanes in each direction, continuous sidewalks along developed parcels, a median, and a bike lane in each direction. Access to the project site is provided by Cochrane Road.

Existing Pedestrian Facilities

The project site is located in a primarily undeveloped area where continuous sidewalks along the surrounding streets are not available to provide connections to existing pedestrian facilities (see Figure 3). Pedestrian generators in the project vicinity include Cochrane Commons Shopping Center, Live Oak High School and bus stops along Cochrane Road.

Figure 3
Existing Pedestrian Facilities



*Figure is not OCR compatible.

In the vicinity of the project site, there are sidewalks along the following roadway segments

Cochrane Road - Continuous sidewalks are provided along both sides of the roadway between Monterey Road and US 101. East of US 101, a continuous sidewalk is provided on the north side of the roadway, ending at a residential driveway east of Peet Road. On the south side, a sidewalk is intermittently provided between US 101 and Mission View Drive, and continuously (except for a small portion near the intersection with Saint Marks Avenue) between Mission View Drive and Via Sebastian.

DePaul Drive – A continuous sidewalk is provided along the southbound side of the roadway between Cochrane Road and the roadway's end near Half Road. A sidewalk along the northbound side extends up to 1,600 feet north of Half Road.

The nearest crosswalk across Cochrane Road is located at the Cochrane Road and DePaul Drive intersection. Crosswalks with protected crossing phases are provided at the following signalized intersections:

- Cochrane Road/US 101 Southbound Ramps – north leg
- Cochrane Road/US 101 Northbound Ramps – east and south legs
- Cochrane Road/DePaul Drive – north, east, south, and west legs
- Cochrane Road/Mission View Drive – north, east, south, and west legs

The following curb ramps are not ADA-compliant at the above intersections:

- Cochrane Road/US 101 Southbound Ramps – northwest and northeast corners
- Cochrane Road/DePaul Drive – northeast and southeast corners

Existing Bicycle Facilities

The existing bicycle facilities in the project vicinity are described below and shown in Figure 4.

Class II Bike Lanes are on-street striped bike lanes. Class II bikeways are present along the following roadways in the vicinity of the project site:

- Cochrane Road between Monterey Road to just east of San Rafael Street
- Mission View Drive between Eagle View Drive and Half Road
- DePaul Drive between Cochrane Road and 230 feet south of Cochrane Road (northbound direction only); under construction in the southbound direction south of Cochrane Road

Class IV Bike Lanes are protected bike lanes that provide separation between the bikeway and vehicular traffic. A Class IV bike lane is located along Main Avenue, between Condit Road and just before Casa Lane.

An unpaved bike path, the Madrone Channel Trail, runs along the east side of US 101, between Tennant Avenue and Cochrane Road. Local streets that do not include designated bicycle infrastructure require cyclists to share lanes with vehicles.

Existing Transit Services

Existing transit services in the project vicinity, provided by Santa Clara Valley Transportation Authority (VTA) and Caltrain. There are bus stops located along Cochrane Road at its intersection with DePaul Drive. Additionally, the Morgan Hill Caltrain Station, located between Depot Street and Butterfield Boulevard in Downtown Morgan Hill, is located approximately 2 miles southwest of the project site and provides a connection to most transit lines serving Morgan Hill. Transit services within the project area are shown in Figure 5.

Figure 4
Existing Bicycle Facilities

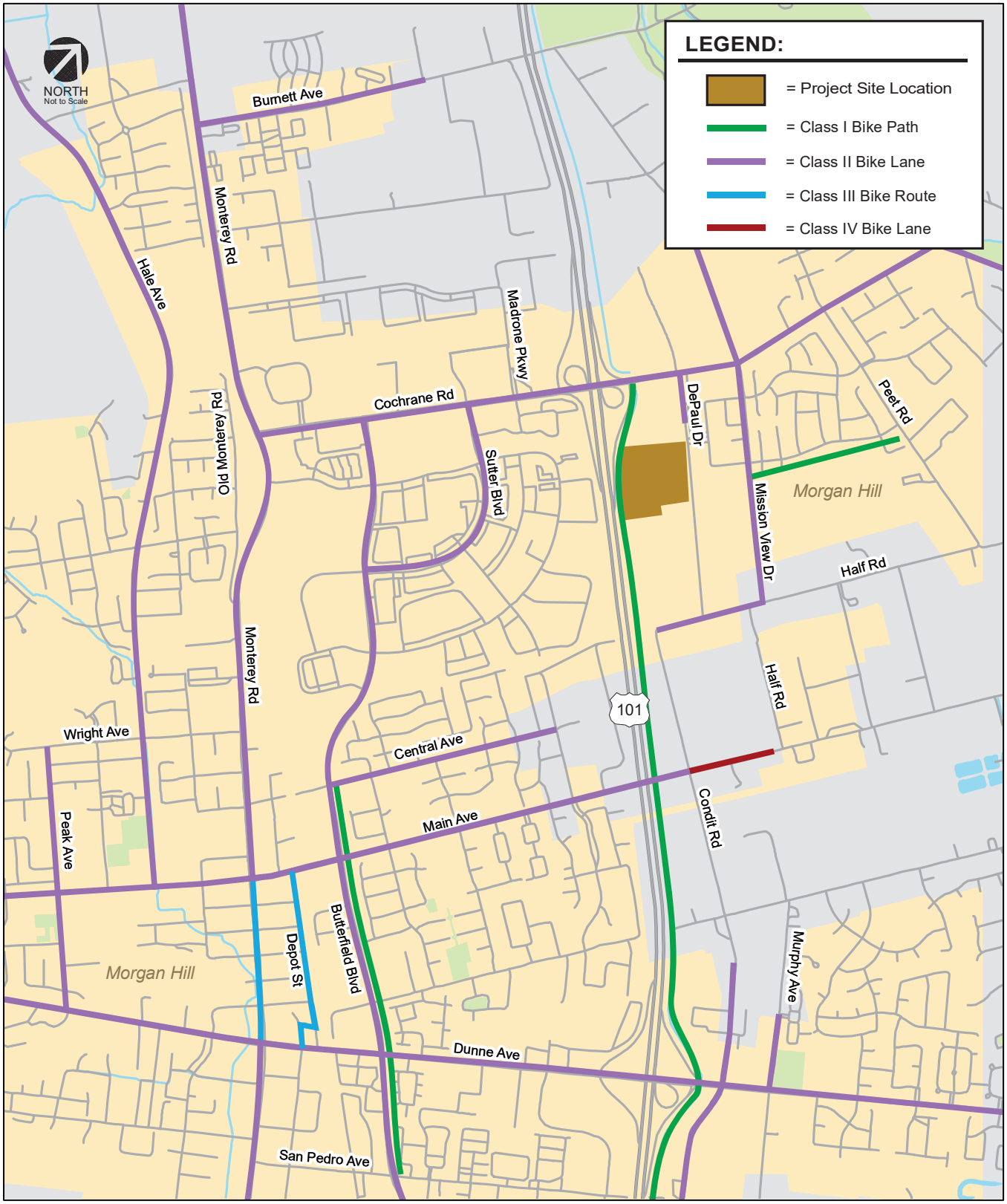


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Figure 5
Existing Transit Services

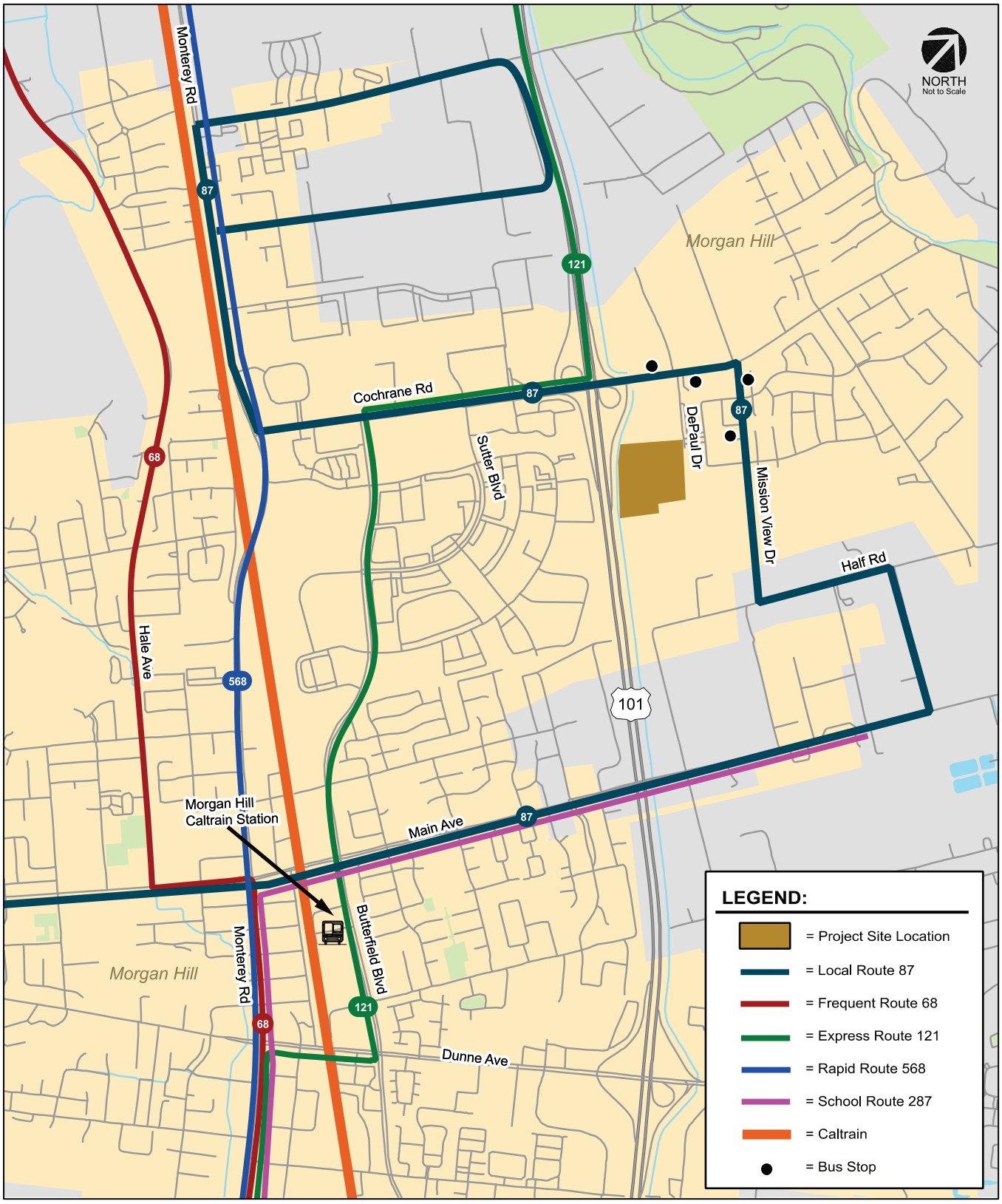


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VTA Bus Services

The project area is served by only one local bus (Local Bus Route 87). There are other bus services with stops within two miles of the project site that include one frequent bus route and two express buses with limited stops (Express Route 121 and Rapid Bus Route 568).

- ***Local Bus Route 87*** operates on Cochrane Road in the project vicinity. It runs from Sobrato High School to the Civic Center (Main and Dewitt) in Morgan Hill with approximately 60-minute headways in the AM and PM peak hours. Route 87 operates between 6:50 AM and 5:50 PM. The nearest Route 87 stops to the project site are located at the Cochrane Road/DePaul Drive intersection.
- **Frequent Bus Route 68** operates on Hale Avenue north of Main Street, running between the Gilroy Transit Center and the San Jose Diridon Transit Center with 15-minute headways on weekdays during the AM and PM commute periods, operating between 4:00 AM and 1:30 AM. The nearest Route 68 bus stops to the project site are located near the Hale Avenue and Llagas Road intersection, approximately 1.5-mile west of the project site.
- **Express Route 121** operates along Butterfield Boulevard and Cochrane Road in the project vicinity on its route between the Gilroy/Morgan Hill Transit Center and the Lockheed Martin Transit Center. It operates northbound only with 70- to 120-minute headways during the AM commute period and southbound only with 60- to 90-minute headways during the PM commute period. The nearest Route 121 bus stop to the project is located near the Cochrane Road/Sutter Boulevard intersection, approximately 0.5-mile west of the project site.
- **Rapid Bus Route 568** operates on Monterey Road in the project vicinity, running between the Gilroy Transit Center and the San Jose Diridon Transit Center with 30-minute headways on weekdays during the AM and PM commute periods, operating between 4:50 AM and 9:20 PM. The nearest Route 568 bus stop to the project is located near the Monterey Road/Cochrane Road intersection, approximately one mile west of the project site.

Caltrain

Caltrain provides a commuter rail service between San Francisco and Gilroy. The Morgan Hill Caltrain Station is located along Depot Street, with main access and parking off of Butterfield Boulevard, approximately 2.5 miles south of the project site. At the Morgan Hill Station, Caltrain provides service in only the northbound direction with four trains during the AM commute period with 20- to 30-minute headways and only in the southbound direction with four trains during the PM commute period with 20- to 30-minute headways.

3. CEQA VMT Evaluation

This chapter provides an evaluation of the proposed project's effect on Vehicle Miles Traveled (VMT). Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes.

VMT Evaluation Methodology

VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips with one end within the project. Typically, development projects that are farther from other complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

The evaluation of the project's effects on VMT was completed using the Valley Transportation Authority (*VTA's) VMT Evaluation Tool.* The tool was developed by VTA in coordination with the 15 cities and towns within Santa Clara County. Local agencies, including the City of Morgan Hill, rely on the VTA VMT tool to complete the CEQA-required VMT analysis for proposed site development projects. The VMT tool relies on the county-wide Travel Demand Model (TDM), which utilizes Regional (Bay Area), County, and City-specific demographics, including local-level household and job allocations, to estimate project-generated VMT. The reported VMT for residential uses, such as the proposed project, utilizes average VMT per capita (resident) for home-based work trips. The use of the average VMT per capita metric is consistent with the guidance of the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018.

The VMT tool identifies the existing average VMT per capita for the project area based on the assessor's parcel number (APN) of a project. Based on the project location, type of development, project description, and proposed trip reduction measures, the evaluation tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred

to as being in “high-VMT areas”. Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible.

VMT Policies and Impact Criteria

The VMT evaluation relies on the City of Morgan Hill VMT policy (adopted November 2024) which identifies VMT screening criteria and significance thresholds consistent with SB 743.

Per impact thresholds identified in the City of Morgan Hill VMT Policy, residential uses are considered to have an impact on the transportation system if the estimated VMT per capita of the project exceeds the citywide baseline VMT. The VTA’s VMT Evaluation Tool indicates that the citywide average VMT per capita is currently 24.64.

Projects that would result in a significant VMT impact shall include travel demand management measures and/or physical measures (i.e. improving multimodal transportation network, improving street connectivity) to reduce VMT.

VMT Evaluation

The results of the VMT analysis using the VTA’s VMT Evaluation Tool indicate that the existing VMT for residential uses in the project vicinity is 31.24 VMT per capita which exceeds the citywide baseline average of 24.64. Therefore, the project area is considered to be within a high-VMT area

The results also indicate that the project is projected to generate VMT per capita (30.47), which would exceed the City of Morgan Hill impact threshold of 24.64 VMT per capita. Therefore, the project would result in an impact on the transportation system based on the City of Morgan Hill impact criteria. The VTA VMT Evaluation Tool output sheets are shown in Figure 6 and also included in Appendix A.

VMT Impacts and Mitigation

Using City of Morgan Hill impact thresholds, the project would need to implement VMT reduction measures to achieve a 19% reduction (30.47 to 24.64) in its VMT per capita for the proposed residential uses to reduce its impact to less than significant levels. However, per the VMT tool and based on a selection of Transportation Demand Management (TDM) measures applicable to the project, the maximum reduction possible is 26.32 (13.6%). The proposed TDM measures selected from the VMT tool and associated VMT reductions are listed below and described in Table 1.

- TP01 School Pool Programs = 8.3% reduction
- TP02 Bike Share Programs) = 1.7% reduction
- TP18 Travel Behavior Change Program = 3.6% reduction

Further reductions in VMT are not likely feasible for residential projects due to the limited alternative modes of transportation and supporting employment land uses within the City. Therefore, per City of Morgan Hill VMT policies and impact thresholds, the proposed project’s VMT impact must be deemed significant and unavoidable.

Figure 6
VMT Analysis

Santa Clara Countywide VMT Evaluation Tool - Version 2.1 - Report

Valley Transportation Authority

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	24.64
VMT Threshold Description 1 / Threshold Value 1:	Citywide Threshold (-0%) / 24.64
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	31.24	30.47	26.32
Low VMT Screening Analysis	No (Fail)	No (Fail)	No (Fail)

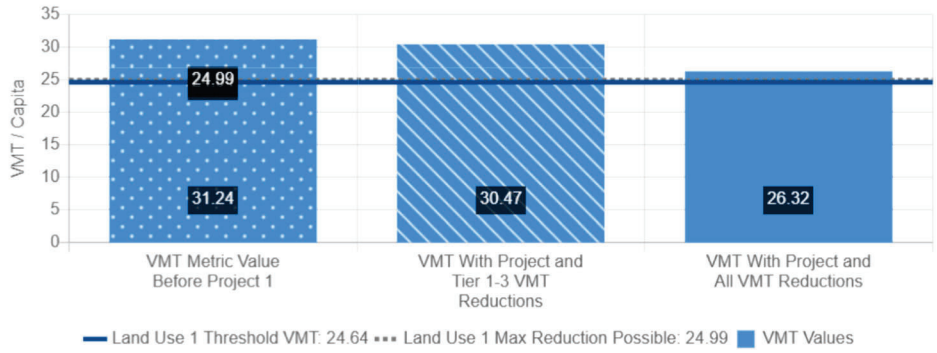


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Table 1
Proposed TDM Measures

#	Measure	Description	Percent VMT Reduction	Formula	Source
Tier 4 TDM Programs					
TP01	School Pool Programs	Organize a program that matches families in carpools for school pick-up and drop-off. Organizing a School Pool Program helps match parents who transport students to schools without a busing program, including private schools, charter schools, and neighborhood schools where students cannot walk or bike. The school pool program would be open to all families in the development. School pools reduce the total number of vehicle trips traveling to and from schools, thereby reducing VMT. Subject to negotiations with the City and possible negotiations with schools serving the Project.	8.3%	% VMT Reduction = 8.25% x % of households with kids in school that are expected to participate	2012 California Household Travel Survey and 2017 American Community Survey
TP02	Bike Share Programs	This strategy requires the project developer to dedicate space for or provide subsidies to a bike sharing system, ideally one with high penetration in a larger area, such as Bay Wheels. Bike share substitutes for some driving trips and provides a first/last-mile connection for transit users, reducing auto trips and thereby reducing VMT. This reduction only applies if a bike share station is eventually built on site.	1.7%	6% conversion of vehicle trips to bicycle trips. VMT reduction is calculated as the ratio of average bike trip lengths to the average drive trip lengths	Noland, R.B., Ishaque, M.M., 2006. Smart bicycles in an urban area: Evaluation of a pilot scheme in London. J. Public Transp. 9 (5), 71-95.
TP18	Voluntary Travel Behavior Change Program	Provide a program that targets individual attitudes towards travel and providing tools for individuals to analyze and alter their travel behavior. Voluntary Travel Behavior Change programs include mass communication campaigns and travel feedback programs such as travel diaries or feedback on calories burned from activities and travel. This strategy encourages the use of shared ride modes, transit, walking, and biking, thereby reducing VMT.	3.6%	% VMT Reduction =- 4% x % of total residents or employees that participate	Spears, Boarnet, Handy. 2013. "Policy Brief on the Impacts of Voluntary Travel Behavior Change Programs Based on a Review of the Empirical Literature." https://www.arb.ca.gov/cc/sb375/policies/vtbc/vtbc_brief120313.pdf
		Total Percent VMT Reduction:	**13.6%**		

Source: *VTA Santa Clara Countywide VMT Evaluation Tool*, Version 2.1 (April 2026)

4. Traffic Operations Analysis

This chapter describes the traffic operations analysis. The traffic operations analysis provides supplemental analysis for use by the City of Morgan Hill in identifying potential improvements to the transportation system that may be included as part of the project's Conditions of Approval. However, the identified roadway operations and improvements are not considered project impacts per CEQA guidelines.

The chapter presents the method by which project traffic is estimated, an analysis of intersection operations for existing and future conditions, the identification of any adverse effects on study intersections caused by project-generated trips, and recommended improvements to alleviate the identified operational issues. Additionally, the chapter includes an intersection vehicle queuing analysis, a freeway segment capacity evaluation, a site access and on-site circulation review, a review of the need for acceleration or deceleration lanes, an assessment of the project's effects on bicycle, pedestrian, and transit facilities, and a review of required parking.

Project Description

The 15.84-acre project site consists of two undeveloped parcels. Upon buildout, the project would construct a total of 105 detached single-family homes. Additional facilities including recreational amenities, landscaping, passive open spaces, and utilities would also be installed. Access to the project site will be provided via two access points along DePaul Drive.

Project Trip Estimates

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

Trip Generation

Through empirical research, data have been collected that correlate common land uses with their propensity for producing traffic. Thus, for the most common land uses, there are standard trip generation rates that can be applied to help predict future traffic increases resulting from new developments. Hexagon prepared trip estimates for the proposed project based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) Trip Generation Manual, 11th Edition, 2021, for Single-Family Detached Housing (Land Use #210).

Based on the recommended rates and the size of the proposed project, it is estimated that the proposed project would generate 990 daily trips, with 74 trips (19 inbound and 55 outbound) occurring during the AM peak hour and 99 trips (62 inbound and 37 outbound) occurring during the PM peak hour. The trip generation estimates for the proposed project are shown in Table 2.

Trip Distribution and Assignment

The trip distribution patterns for project-generated traffic for the proposed land use were estimated based on existing travel patterns on the surrounding roadway system and locations of complementary land uses. The peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution patterns discussed above. The project trip distribution patterns and project trip assignments are shown graphically in Figures 7 and 8, respectively. A tabular summary of project traffic at each study intersection is contained in Appendix C.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at each of the study intersections for each study scenario. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections. The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Study Intersections

The traffic operations analysis includes an analysis of AM and PM peak-hour traffic conditions for 11 signalized intersections and 5 unsignalized intersections (including one planned intersection), totaling 16 study intersections. The study intersections are listed below.

1. Sutter Boulevard and Cochrane Road
2. Madrone Parkway/Cochrane Plaza and Cochrane Road
3. US 101 Southbound Ramps and Cochrane Road
4. US 101 Northbound Ramps and Cochrane Road
5. De Paul Drive and Cochrane Road
6. Mission View Drive and Cochrane Road
7. Mission View Drive and Avenida De Los Padres (Unsignalized)
8. Mission View Drive and Half Road (Unsignalized)
9. Condit Road and Main Avenue
10. Condit Road and Diana Avenue (Unsignalized)
11. Condit Road and Dunne Avenue

Table 2
Project Trip Generation Estimates

				AM Peak Hour						PM Peak Hour					
		Daily			Split		Trips				Split		Trips		
Land Use	Size	Rate	Trips	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Uses															
#210 - Single-Family Detached Housing	**105** Dwelling Units	9.430	990	0.70	25%	75%	19	55	74	0.94	63%	37%	62	37	99

Source: ITE Trip Generation Manual, 11th Edition 2021.

Figure 7
Project Trip Distribution

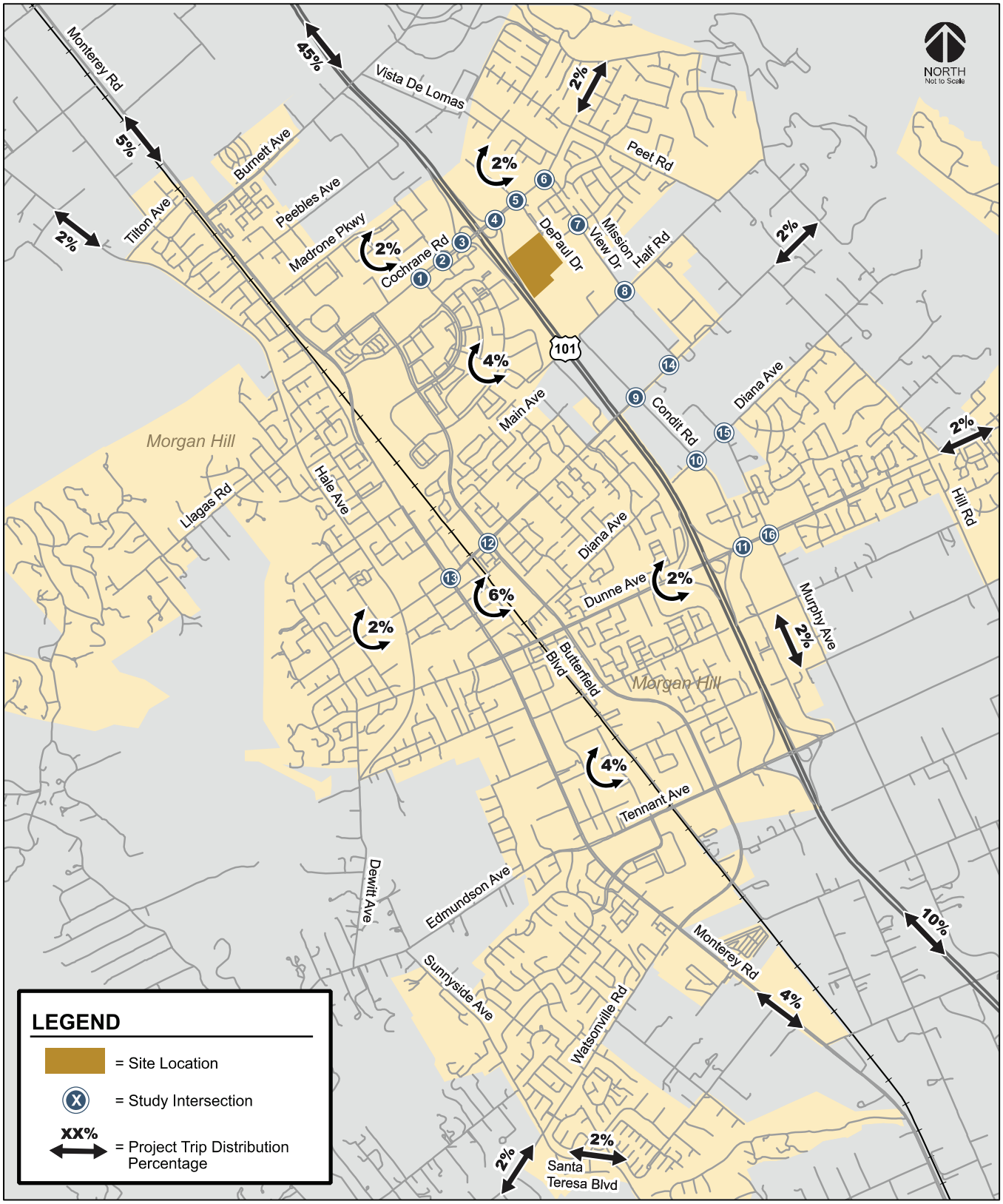


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Figure 8
Project Trip Assignment on Existing Roadway Network

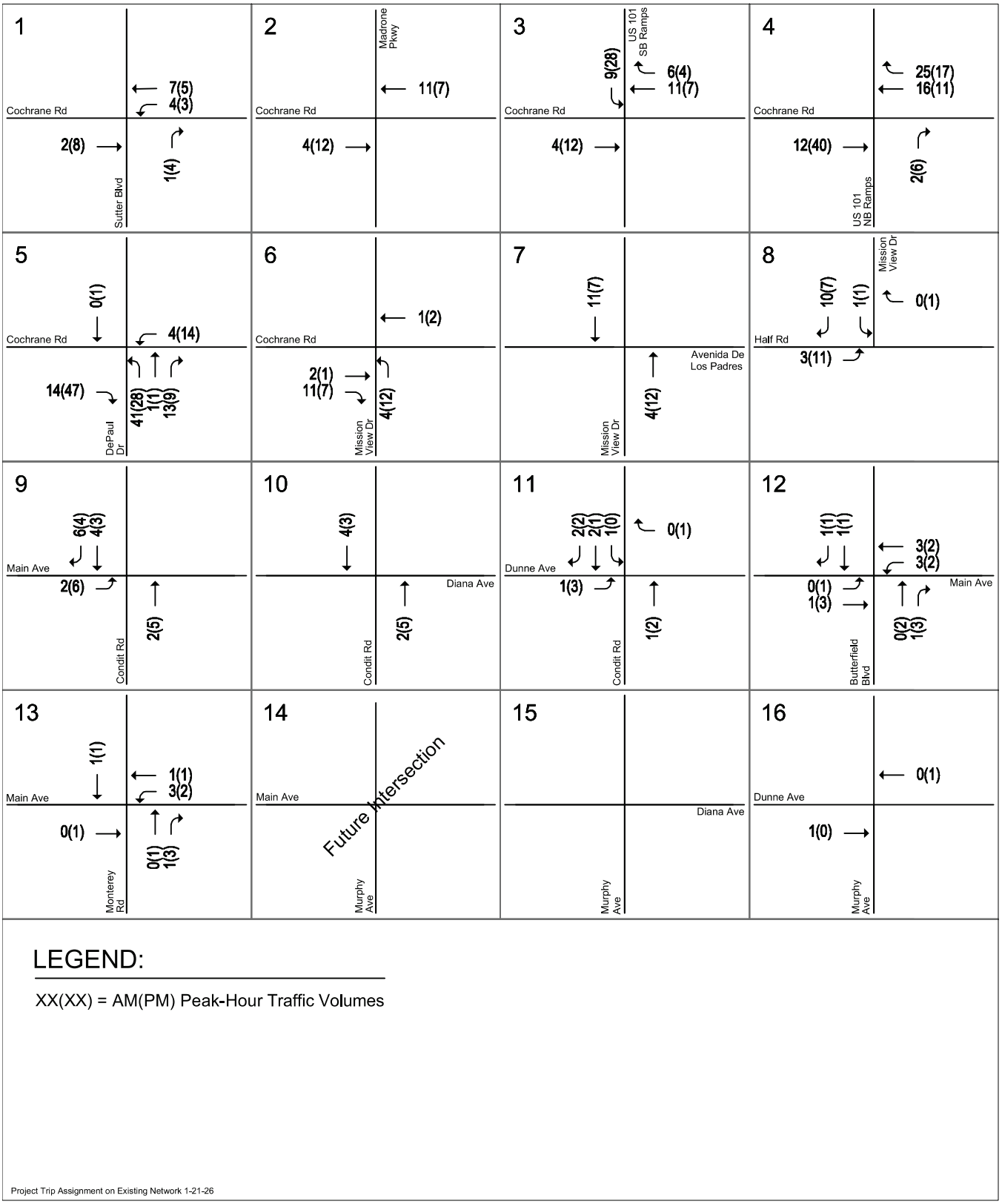


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12. Butterfield Boulevard and Main Avenue
13. Monterey Road and Main Avenue
14. Murphy Avenue and Main Avenue (Future, Unsignalized)
15. Murphy Avenue and Diana Avenue (Unsignalized)
16. Murphy Avenue and Dunne Avenue

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

Traffic conditions were evaluated for the conditions described below:

Scenario 1: *Existing Conditions.* Existing conditions represent the existing peak-hour traffic volumes on the existing roadway network. Existing conditions are represented by traffic counts collected in 2023 and 2024 on the existing roadway network.

Scenario 2: *Existing Plus Project Conditions*. Project-generated traffic volumes were added to existing traffic volumes to estimate existing plus project conditions. Existing plus project conditions were evaluated relative to existing conditions to determine potential project impacts.

Scenario 3: *Year 2035 Cumulative without Project Conditions.* Year 2035 Cumulative without project conditions represents traffic growth projected to occur in the Year 2035 without the proposed project on the existing transportation network. Projected 2035 traffic growth was developed by interpolating between existing volumes and the projected Year 2050 traffic growth.

Scenario 4: *Year 2035 Cumulative with Project Conditions.* Project-generated traffic volumes were added to Year 2035 Cumulative without project to estimate Year 2035 Cumulative with project conditions. Year 2035 Cumulative with project conditions was evaluated relative to Year 2035 Cumulative without project conditions to determine potential project impacts.

Scenario 5: *Year 2050 General Plan No Project Conditions.* Year 2050 General Plan No Project conditions represent future traffic volumes on the future transportation network. Year 2050 General Plan No Project conditions includes land use growth and transportation improvements associated with the buildout of the planned growth of the City of Morgan Hill General Plan as well as other regional growth.

Scenario 6: *Year 2050 General Plan with Project Conditions.* Year 2050 General Plan with Project conditions consists of Year 2050 General Plan No Project traffic conditions with the addition of traffic due to the proposed project.

Data Requirements

The data required for the analysis were obtained from recently completed traffic studies, traffic counts collected in 2023 and 2024, and field observations. The following data were collected from these sources:

- lane configurations
- existing traffic volumes
- signal timing and phasing
- average speeds on freeway segments
- model traffic forecasts

Lane Configurations

The existing lane configurations at the study intersections were determined by field observations and are shown in Figure 9. This analysis assumes that the roadway network and intersection configurations under Year 2035 Cumulative conditions will be the same as existing conditions. General Plan roadway network improvements are described below.

General Plan Roadway Network

The Year 2050 General Plan traffic forecasts include land use growth and transportation improvements associated with the buildout of the city's General Plan as identified in the City's 2010 General Plan Circulation Element. Several new roadways are planned under General Plan buildout conditions to provide for enhanced connectivity and circulation throughout the city. The roadway improvements presented in Table 3 and Figure 10 are planned and assumed to be completed under Year 2050 General Plan conditions. Some of these roadway improvements will result in changes to intersection lane geometrics, as also identified in the 2010 General Plan Circulation Element, which will be required to implement the General Plan roadway improvements. Figure 11 shows the planned intersection geometries under Year 2050 General Plan conditions.

Table 3
General Plan Roadway Improvements

#	General Plan Roadway Improvements
1	Extension of Butterfield Boulevard as a 2-lane collector between Madrone Parkway and Cochrane Road.
2	Extension of Walnut Grove Drive as a 2-lane collector between Dunne Avenue and Diana Avenue.
3	Widening of Tennant Avenue to a 4-lane arterial between Condit Road and Murphy Avenue.
4	Widening of Monterey Road to a 4-lane arterial between Cochrane Road and Old Monterey Road.
5	Realignment of DeWitt Avenue as a 2-lane arterial with Sunnyside Avenue.
6	Extension of Mission View Drive as a 2-lane collector between Cochrane Road and Vista del Lomas.
7	Upgrade of Mission View Drive to a 2-lane multi-modal arterial between Cochrane Road and Half Road.
8	Extension of Murphy Avenue/Mission View Drive as a 2-lane multi-modal arterial between Half Road and Diana Avenue.
9	Widening of Cochrane Road to a 6-lane arterial between Monterey Road and Mission View Drive.
10	Widening of Main Avenue to a 4-lane arterial between Depot Street and Butterfield Boulevard.
11	Widening of Watsonville Road to a 4-lane arterial between La Alameda and Monterey Road.
12	Extension of Serene Drive as a 2-lane collector between Jarvis Drive and Central Avenue.
13	Extension of McKevly Lane as a 2-lane collector between Edmundson Avenue and La Crosse Drive.
14	Widening of Tennant Avenue to a 6-lane arterial between US 101 and Butterfield Boulevard.
15	Extension of Hill Road/Peet Road as a 2-lane collector between Half Road and Main Avenue.
16	Extension of Juan Hernandez Drive to San Pedro Avenue.

Source: City of Morgan Hill General Plan

In addition, the Year 2050 General Plan transportation network includes the planned widening of US 101 to add an HOV lane in both the southbound and northbound directions between Cochrane Road and Monterey Road in Gilroy, as identified in the Valley Transportation Plan (VTP) 2040 adopted by the VTA in October 2013. The VTP 2040 also identifies the conversion of the HOV lanes along US 101 within Santa Clara County to express lanes.

Figure 9
Existing Lane Configurations

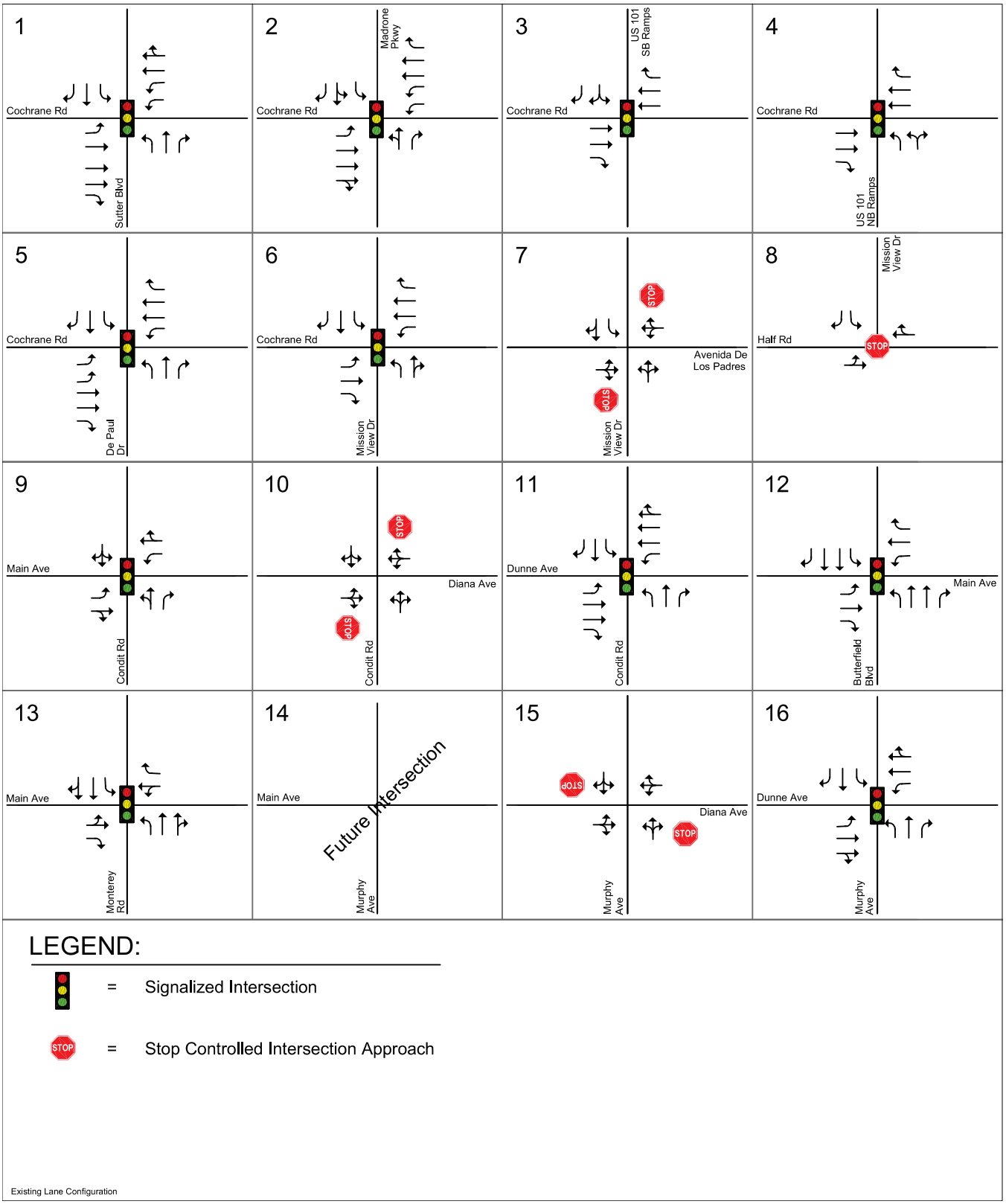


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Figure 10
General Plan Roadway Improvements

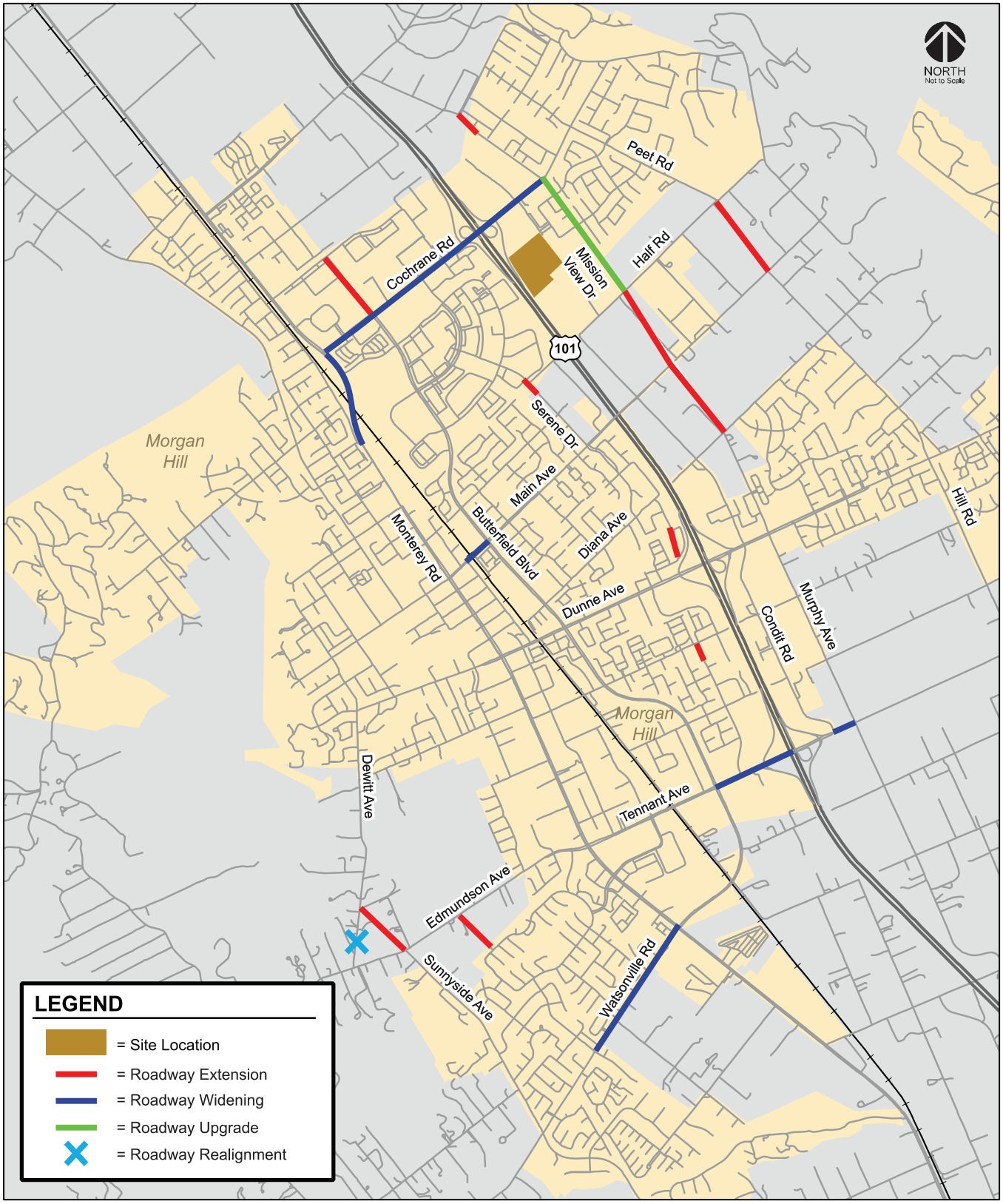
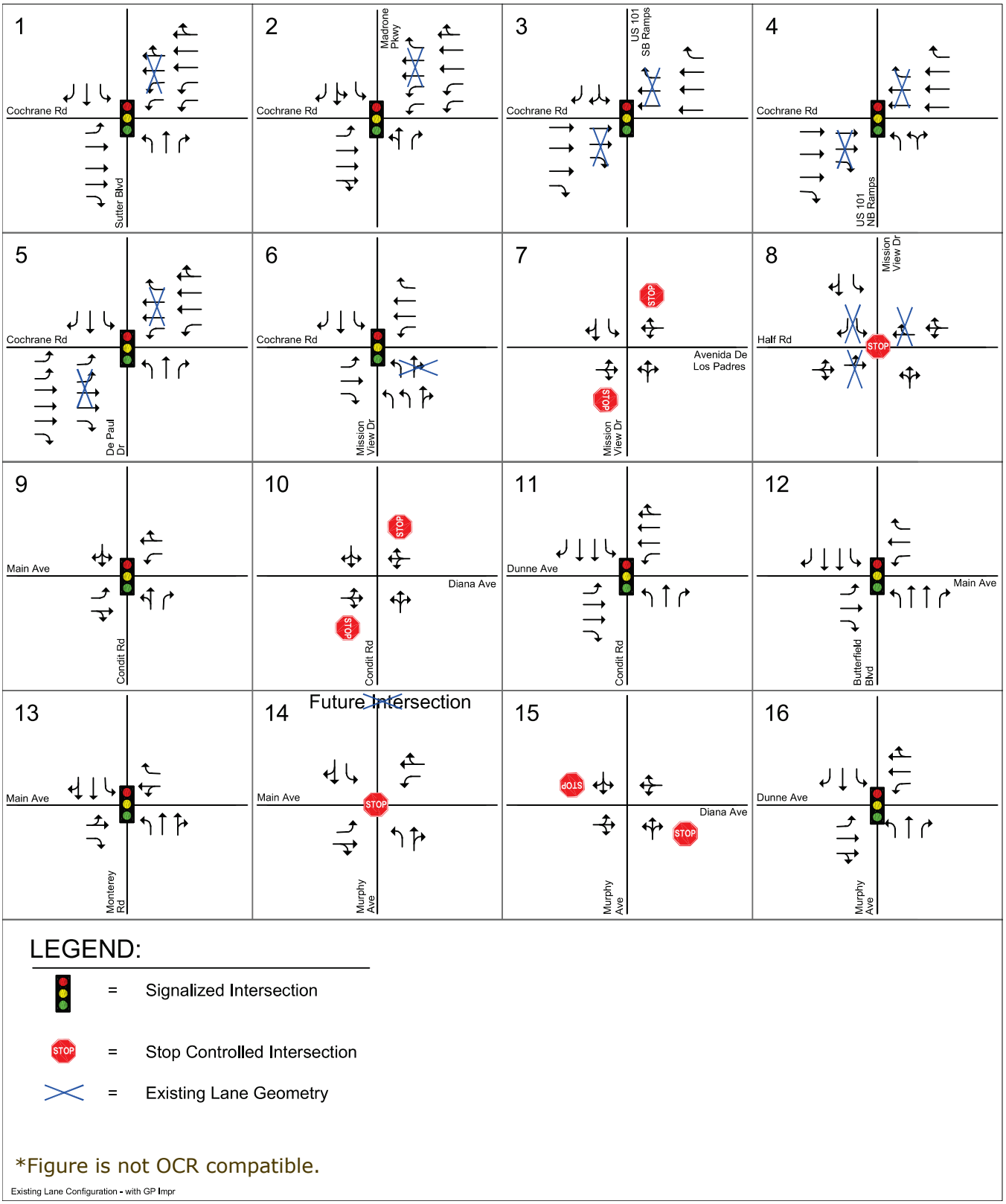


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Figure 11
General Plan Intersection Lane Geometrics



Traffic Volumes

Existing Traffic Volumes

Existing conditions represent the existing peak-hour traffic volumes on the existing roadway network utilizing traffic counts collected in 2023 and 2024, as shown in Figure 12. Intersection turning-movement counts conducted for this analysis are presented in Appendix B.

General Plan Land Use and Traffic Forecasts

Traffic volume forecasts were completed by Hexagon based on the planned Morgan Hill 2035 General Plan (GP) land use projections and using the City's recently updated General Plan Transportation Demand Forecasting (TDF) Model. A primary input to the model is the land use data. The basis of the land use data input for the model is the planned development growth adopted as part of the Morgan Hill 2035 GP, December 2017, that identified anticipated development growth for a Horizon Year of 2035. The development of the new TDF model included an update of the GP land use data to reflect current conditions in terms of existing traffic on roadways, developments that have been approved since the GP baseline Year of 2015 and known pipeline development projects.

The General Plan forecasts include trips associated with the planned General Plan land uses for the project site. The planned General Plan land uses for the project site, based on the City's General Plan traffic model, include 18 k.s.f. (1000-square-feet) of retail uses, 2 k.s.f. of service uses, and 13 k.s.f. office uses on the project sites. Therefore, the trips associated with the planned General Plan land uses for the project site were removed to develop General Plan without Project traffic volumes.

Model volume forecasts were developed for both the Base Year 2023 baseline conditions and the Year 2050 General Plan No Project conditions. These forecasts are considered "raw" model volume forecasts, which on their own do not represent future volume conditions but are simply used to forecast growth and travel pattern changes expected in the future due to the land use changes associated with the Morgan Hill 2035 General Plan. Adjustments are made to raw model volume forecasts and used in conjunction with existing count data to obtain the final traffic volume forecasts. This process is further explained below.

Turn-Movement Adjustments

Adjustments were made to the raw forecasted volumes from the model to account for instances where the turn movements produced by the model are relatively coarse. The adjustment process begins by comparing and adjusting baseline model forecasts (Year 2023 forecasts representing existing conditions) with existing traffic counts. By adjusting the baseline model forecasts with existing volumes, model projections are calibrated with actual travel patterns on the existing roadway network. Once the base model forecasts are calibrated, future model forecasts are developed for Year 2050 General Plan conditions. These represent the "raw" model volume forecasts.

Final future traffic volume forecasts are developed by adding to the existing traffic count data the projected growth between the baseline (Year 2023) and the General Plan (Year 2050) raw model volume forecasts. The adjustment process is outlined below:

Final Traffic Volume Forecast = Existing Count + (2050 GP Forecast - 2023 Forecast)

Figure 12
Existing Traffic Volumes

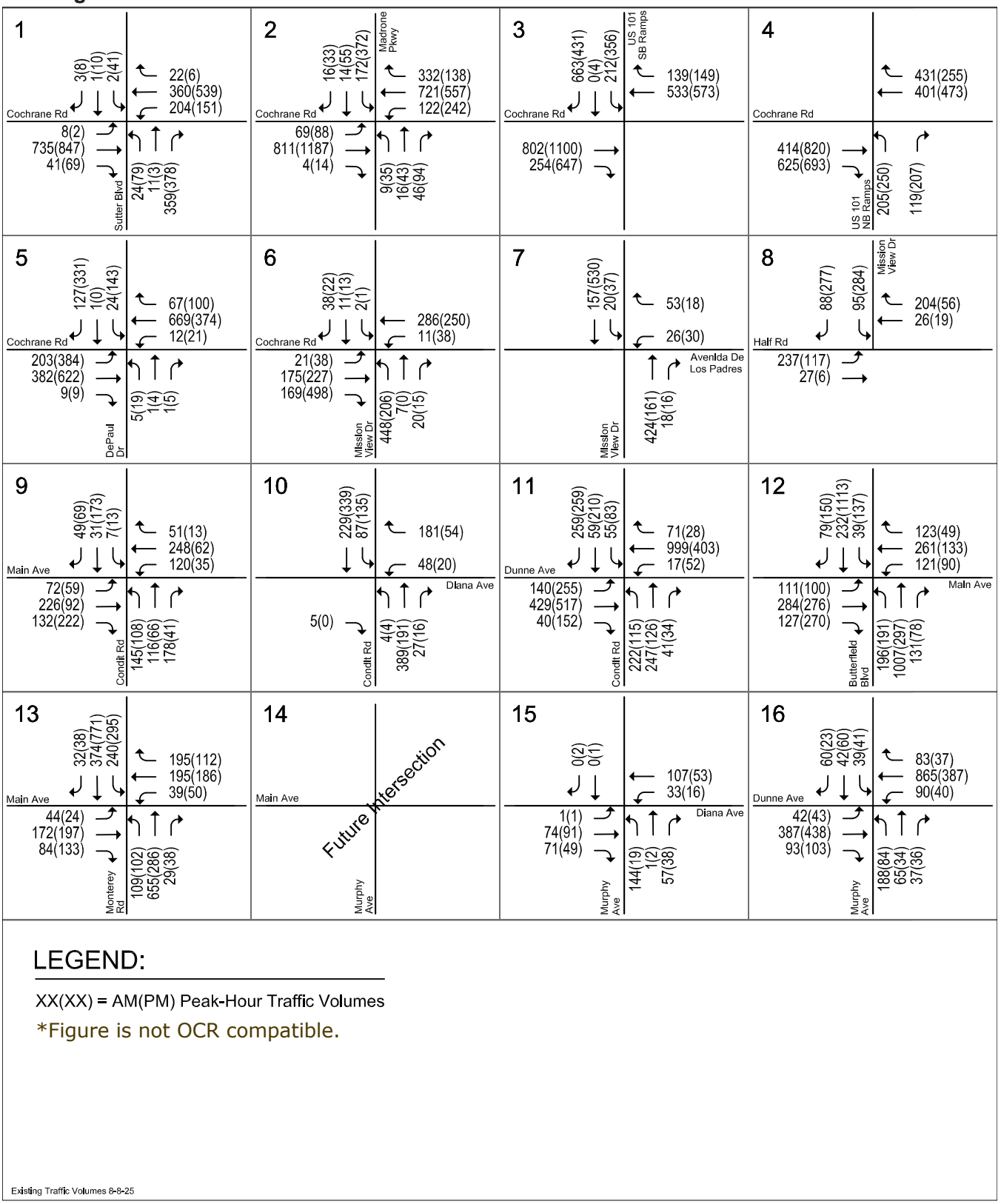


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It should be noted that as a conservative approach, it was assumed in this analysis that, unless a major change in the roadway network or existing land use is projected for future conditions, all future model forecast volumes would be no less than the existing traffic counts. Figure 13 shows the Year 2050 General Plan No Project traffic volumes. Appendix C lists the 2050 General Plan No Project traffic volumes at each study intersection.

Year 2035 Cumulative Land Use and Traffic Forecasts

The Year 2035 Cumulative without project traffic volumes were estimated using a growth method that involved adding a proportion (12 Years or 45%) of the 2050 projected growth, with the removal of the trips associated with the adopted General Plan land uses for the project sites, to existing traffic counts at each of the study intersections. Figure 14 shows the Year 2035 Cumulative without Project traffic volumes. Appendix C lists each of the components used to tabulate cumulative traffic volumes at each study intersection.

Existing Plus Project and Future Year with Project Traffic Volumes

Project trips, as represented in the project trip assignment, were added to the existing traffic and future year without project traffic volumes to obtain existing plus project and future year with project traffic volumes. The existing plus project, Year 2035 Cumulative with project, and Year 2050 General Plan with project traffic volumes are shown in Figures 15, 16, and 17, respectively.

Intersection Level of Service Standards and Analysis Methodologies

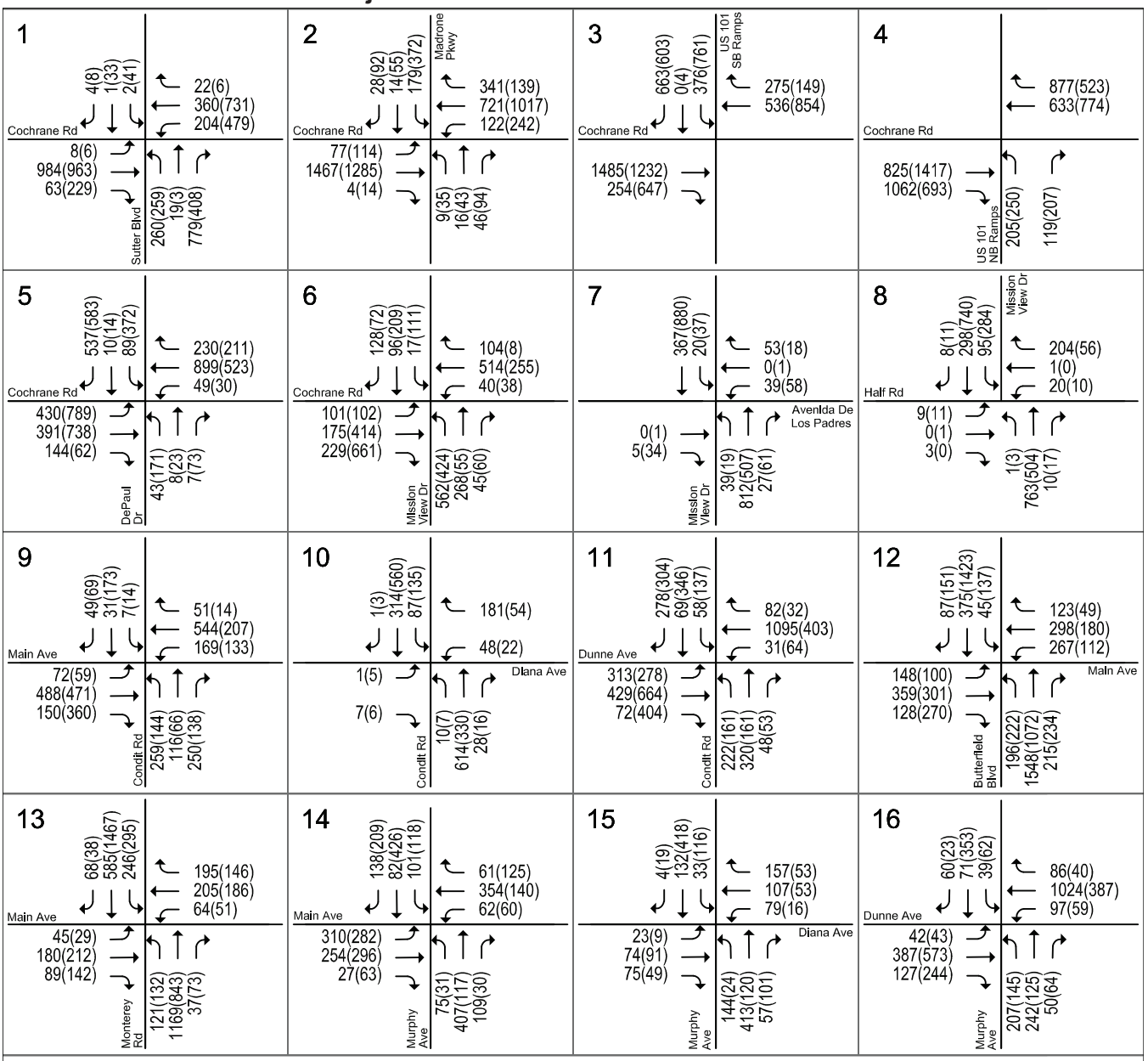
Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods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

Signalized Intersections

Signalized study intersections are subject to the City of Morgan Hill's level of service standards. The City of Morgan Hill's level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersection operations based on the average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of Morgan Hill methodology employs the CMP default values for the analysis parameters, which include adjusted saturation flow rates to reflect conditions in Santa Clara County. All intersections within the City of Morgan Hill are required to meet the City's LOS standard of LOS D, with the exception of the following:

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

Figure 13
Year 2050 General Plan No Project Traffic Volumes



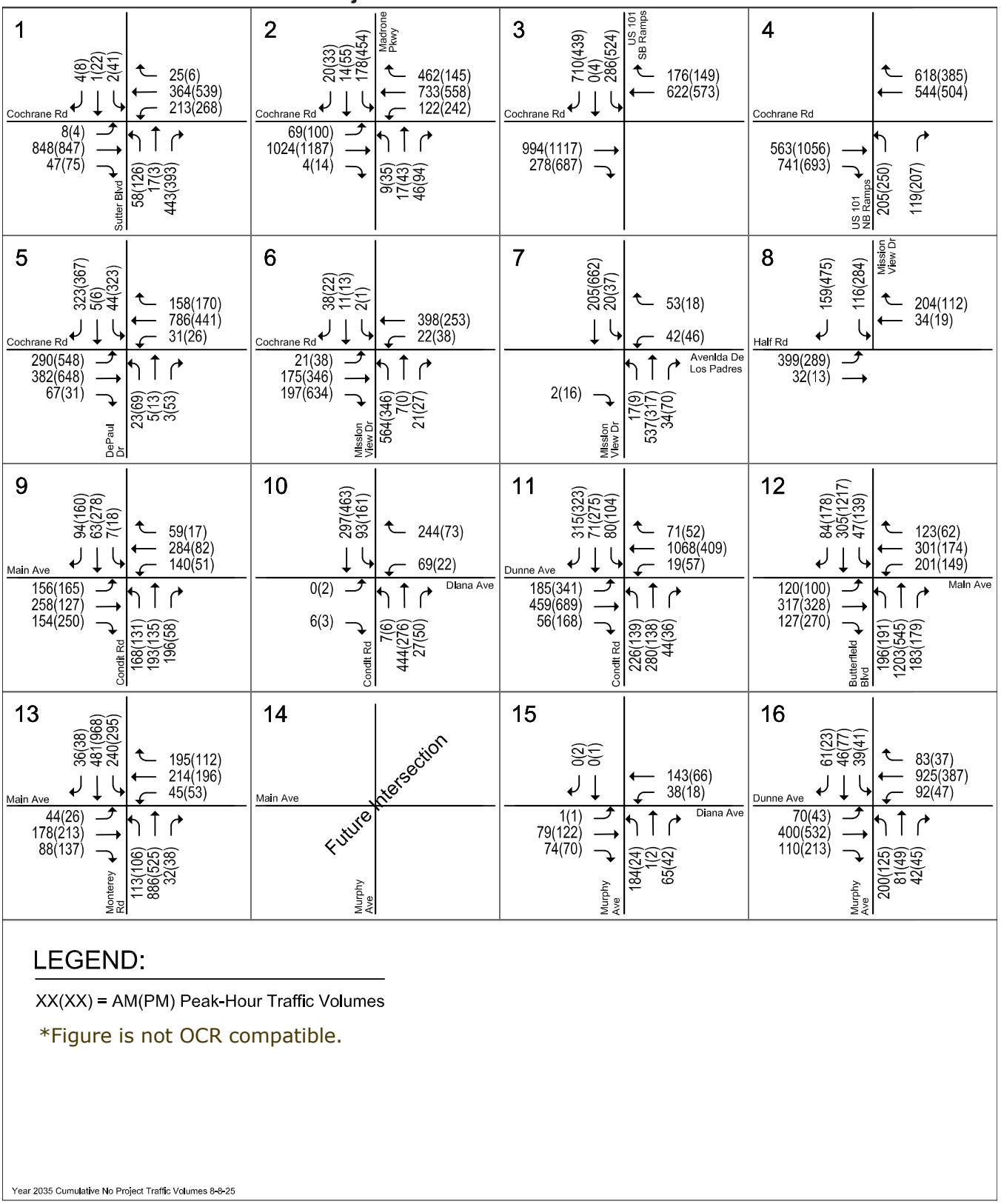
LEGEND:

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

*Figure is not OCR compatible.

Year 2050 General Plan No Project Traffic Volumes 8-9-25

Figure 14
Year 2035 Cumulative without Project Traffic Volumes



LEGEND:

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

*Figure is not OCR compatible.

Year 2035 Cumulative No Project Traffic Volumes 8-8-25

Figure 15
Existing Plus Project Traffic Volumes

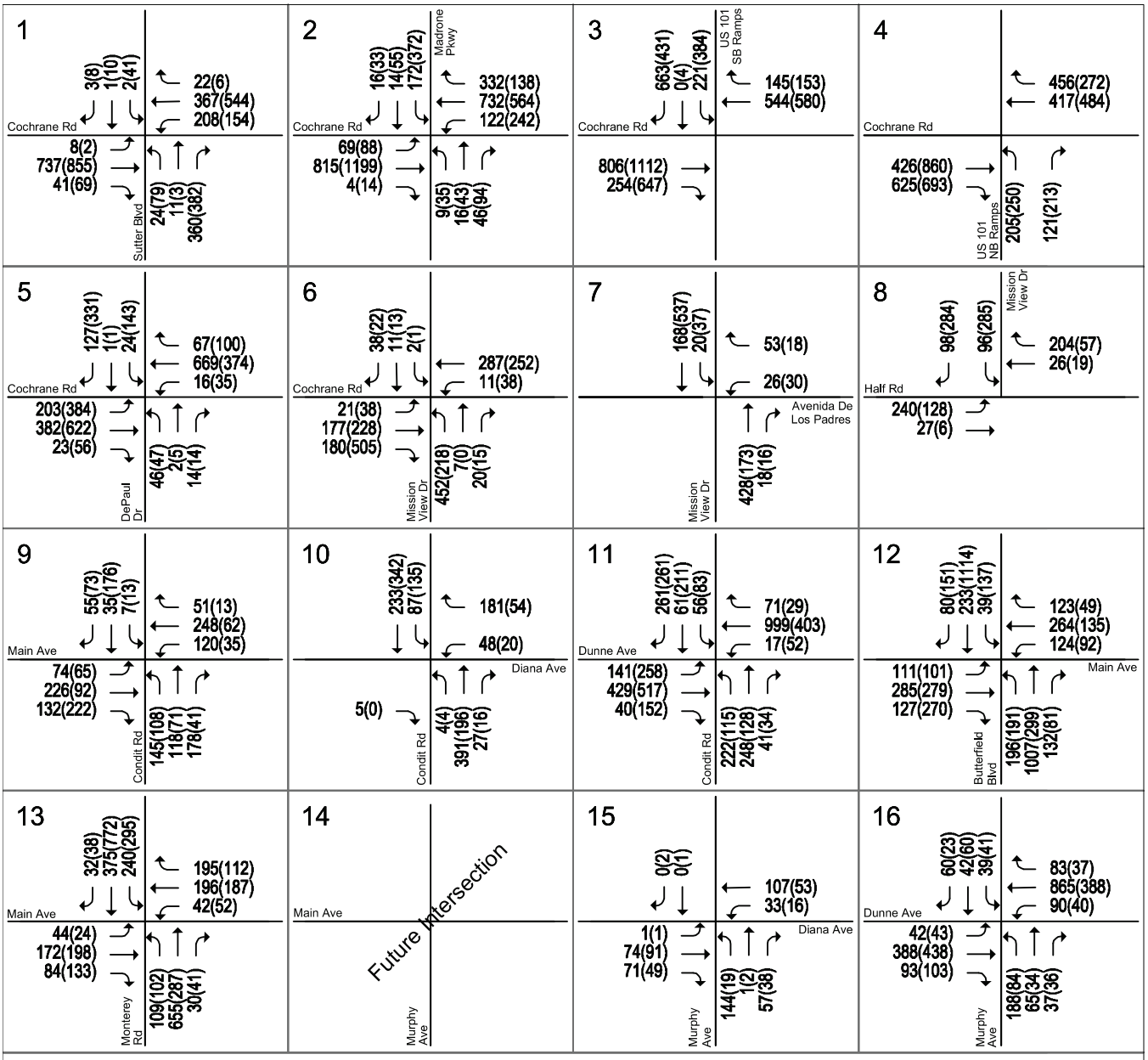
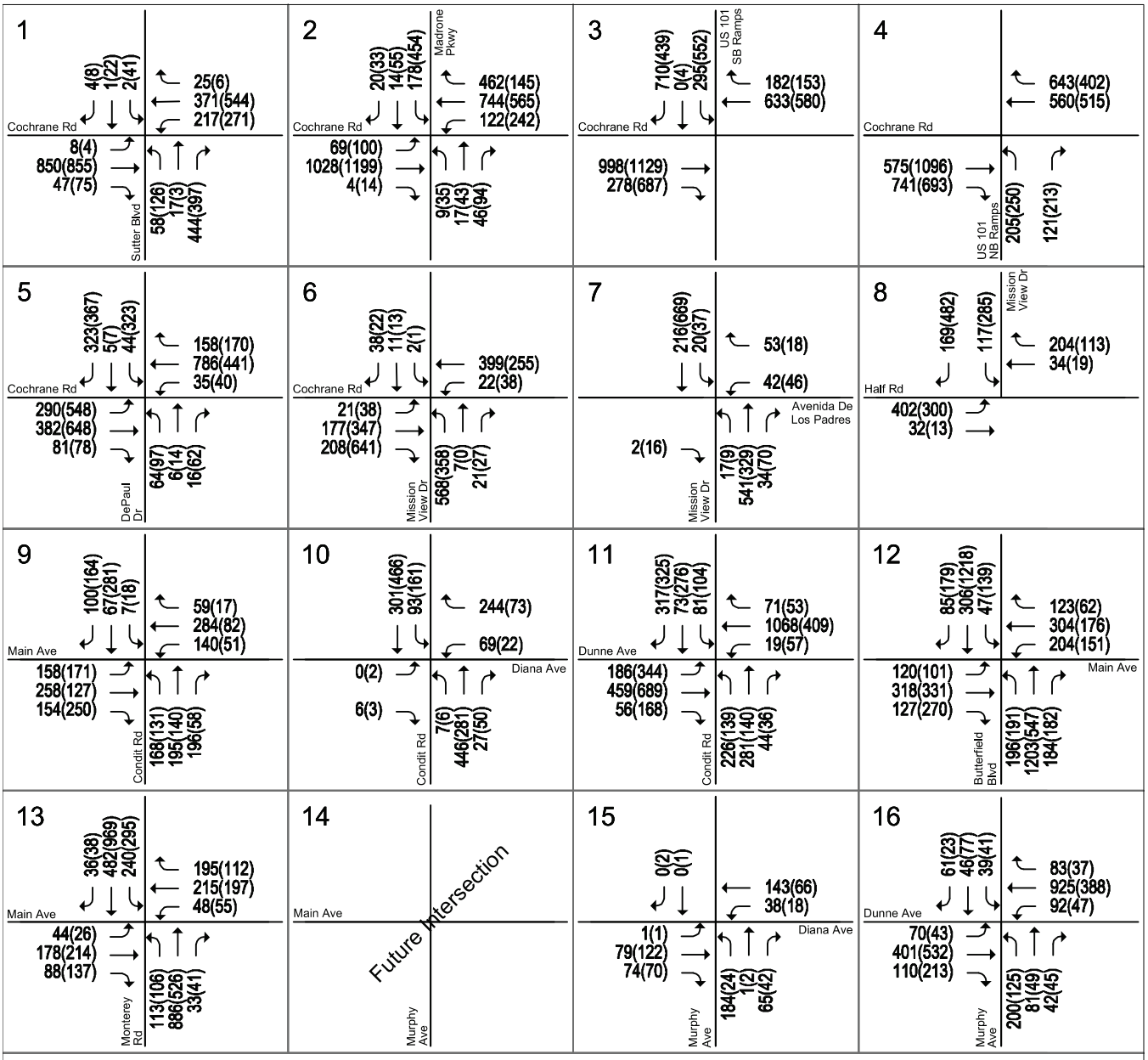


*Figure is not OCR compatible.

Figure 16
Year 2035 Cumulative with Project Traffic Volumes



LEGEND:

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

*Figure is not OCR compatible.

Year 2035 Cumulative with Project Traffic Volumes 1-21-26

Figure 17
Year 2050 General Plan with Project Traffic Volumes

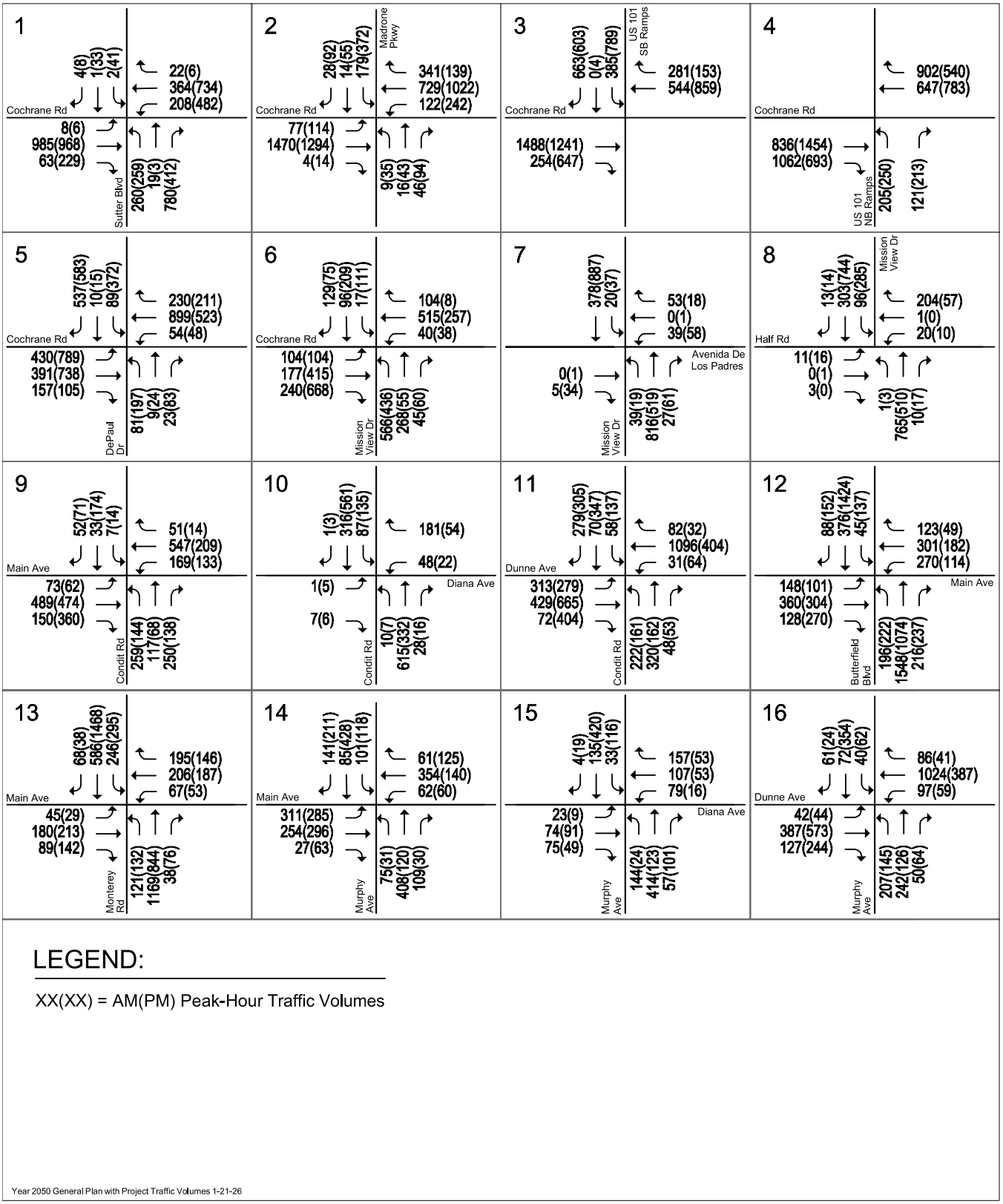


*Figure is not OCR compatible.

- Tennant Avenue and Butterfield Boulevard
- Cochrane Road Freeway Zone: from Madrone Parkway/Cochrane Plaza to Cochrane Road/DePaul Drive
- Dunne Avenue Freeway Zone: from Walnut Grove Drive/East Dunne Avenue to Condit Road/East Dunne Avenue
- Tennant Avenue Freeway Zone: from Butterfield Boulevard/Tennant Avenue to Condit Road/Tennant Avenue

The correlations between delay and level of service for signalized and unsignalized intersections are shown in Tables 4 and 5, respectively.

Definition of Adverse Intersection Operations Effects

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

1. The level of service at the intersection degrades from an acceptable level (LOS D or LOS E as identified above) under no project conditions to an unacceptable level (LOS E or F) under project conditions, or

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

An exception to this rule applies when the addition of project traffic reduces the 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.

Signal Warrants

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

Definition of Adverse Unsignalized Intersection Operations Effects

Unsignalized intersections within the City of Morgan Hill have a minimum operating level of LOS D, with the exception of those intersections located within Downtown or within Freeway Zones as identified above. According to the City of Morgan Hill level of service guidelines, a development is said to have a significant adverse effect on traffic conditions at an unsignalized intersection if, for either peak hour the addition of project traffic causes the worst approach delay to degrade to LOS E or F ***and*** the traffic volumes at the intersection are sufficiently high to satisfy the peak hour volume warrant.

Table 4
Signalized Intersection Level of Service Definitions Based on Control Delay

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

Sources: Transportation Research Board, *2000 Highway Capacity Manual* (Santa Clara County and City of Gilroy adopted level of service methodology). *Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

Table 5
Unsignalized Intersection Level of Service Definitions Based on Control Delay

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

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

Intersection Operations Analysis

The results of the level of service and signal warrant analyses are described below. The existing and Year 2035 cumulative conditions were analyzed on the existing roadway networks, while Year 2050 General Plan conditions were analyzed on the planned General Plan roadway network. Therefore, the reported delay at some intersections may not be directly proportional to the growth in traffic volumes due to changes in the roadway network.

Existing and Existing Plus Project Intersection Operations Analysis

The results of the intersection level of service and signal warrant analyses under Existing and Existing Plus Project conditions are summarized in Table 6. The level of service calculation sheets are included in Appendix D. The peak-hour signal warrant sheets are contained in Appendix E.

Level of Service Analysis

The results of the level of service analysis indicate that all study intersections are projected to operate at acceptable levels of service during each of the peak hours analyzed under Existing and Existing Plus Project conditions.

Signal Warrant Analysis

The results of the signal warrant analysis indicate that the following unsignalized intersection is projected to have traffic volumes during at least one peak hour under Existing and Existing Plus Project conditions that would meet thresholds warranting signalization:

10. Condit Road and Diana Avenue (AM Peak Hour)

All other unsignalized study intersections are projected to have traffic volumes under Existing and Existing Plus Project conditions that fall below the thresholds warranting signalization.

Adverse Intersection Operations

Based on the City's operating standards, the proposed project would not have an adverse effect on operations at any of the study intersections under Existing Plus Project conditions.

Year 2035 Cumulative with Project Intersection Operations Analysis

The results of the intersection level of service and signal warrant analyses under Year 2035 Cumulative without and with project conditions are summarized in Table 7.

Level of Service Analysis

The results of the level of service analysis indicate that all study intersections are projected to operate at acceptable levels of service during each of the peak hours analyzed under Year 2035 Cumulative without and with project conditions.

Table 6
Existing Plus Project Intersection Levels of Service and Signal Warrant Checks

Int. #	Intersection	LOS Standard	Existing Control	Peak Hour	Count Date	Existing			Existing Plus Project				
						Warrant Met?	Delay[1]	LOS	Warrant Met?	Delay[1]	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Sutter Boulevard and Cochrane Road	D	Signal	AM	03/07/23	--	16.9	B	--	17.0	B	0.1	0.002
				PM	03/07/23	--	17.8	B	--	17.9	B	0.0	0.003
2	Madrone Parkway/Cochrane Plaza and Cochrane Road	E	Signal	AM	09/26/23	--	19.6	B	--	19.5	B	-0.1	0.003
				PM	09/26/23	--	33.7	C	--	33.6	C	-0.1	0.002
3	US 101 SB Ramps and Cochrane Road	E	Signal	AM	09/26/23	--	12.8	B	--	12.9	B	0.1	0.007
				PM	09/26/23	--	15.9	B	--	16.4	B	0.5	0.021
4	US 101 NB Ramps and Cochrane Road	E	Signal	AM	09/21/23	--	8.1	A	--	8.0	A	0.0	0.016
				PM	09/21/23	--	10.5	B	--	10.4	B	0.0	0.016
5	De Paul Drive and Cochrane Road	E	Signal	AM	09/21/23	--	17.8	B	--	17.9	B	0.3	0.029
				PM	09/21/23	--	22.8	C	--	23.0	C	1.2	0.027
6	Mission View Drive and Cochrane Road	D	Signal	AM	09/21/23	--	20.2	C	--	20.2	C	0.2	0.004
				PM	09/21/23	--	16.0	B	--	16.3	B	5.2	-0.050
7	Mission View Drive and Avenida De Los Padres	D	OWSC	AM	09/21/23	No	12.6	B	No	12.7	B	N/A	N/A
				PM	09/21/23	No	13.6	B	No	13.9	B	N/A	N/A
8	Mission View Drive and Half Road	D	AWSC	AM	09/21/23	No	9.4	A	No	9.5	A	N/A	N/A
				PM	09/21/23	No	10.3	B	No	10.4	B	N/A	N/A
9	Condit Road and Main Avenue	D	Signal	AM	09/26/23	--	35.3	D	--	35.8	D	0.5	0.008
				PM	09/26/23	--	24.6	C	--	24.8	C	0.3	0.008
10	Condit Road and Diana Avenue	D	TWSC	AM	10/17/24	**Yes**	17.8	C	**Yes**	17.9	C	N/A	N/A
				PM	10/17/24	No	12.0	B	No	12.1	B	N/A	N/A
11	Condit Road and Dunne Avenue	E	Signal	AM	09/19/23	--	36.4	D	--	36.5	D	0.1	0.002
				PM	09/19/23	--	36.0	D	--	36.0	D	0.0	0.003
12	Butterfield Boulevard and Main Avenue	D	Signal	AM	09/19/23	--	33.4	C	--	33.5	C	0.2	0.002
				PM	09/19/23	--	36.5	D	--	36.6	D	0.2	0.003
13	Monterey Road and Main Avenue	F	Signal	AM	09/26/23	--	43.7	D	--	43.8	D	0.1	0.003
				PM	09/26/23	--	39.0	D	--	39.2	D	0.1	0.003
14	Murphy Avenue and Main Avenue (Future)	D	Future	AM	--	--	--	--	--	--	--	--	--
				PM	--	--	--	--	--	--	--	--	--
15	Murphy Avenue and Diana Avenue	D	OWSC	AM	10/17/24	No	11.5	B	No	11.5	B	N/A	N/A
				PM	10/17/24	No	9.5	A	No	9.5	A	N/A	N/A
16	Murphy Avenue and Dunne Avenue	D	Signal	AM	09/21/23	--	20.8	C	--	20.8	C	0.0	0.000
				PM	09/21/23	--	20.3	C	--	20.3	C	0.0	0.000

Notes:
[1]The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled movement with the highest delay.
Bold indicates unacceptable level of service and/or signal warrant met.
AWSC = all-way stop-controlled; TWSC = two-way stop-controlled; OWSC = one-way stop-controlled; RAB = roundabout

Table 7
Year 2035 Cumulative Intersection Levels of Service and Signal Warrant Checks

Int. #	Intersection	LOS Standard	2035 Control	Peak Hour	Year 2035 Cumulative without Project			Year 2035 Cumulative with Project				
					Warrant Met?	Delay[1]	LOS	Warrant Met?	Delay[1]	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Sutter Boulevard and Cochrane Road	D	Signal	AM	--	18.4	B	--	18.4	B	0.1	0.002
				PM	--	18.7	B	--	18.7	B	0.0	0.003
2	Madrone Parkway/Cochrane Plaza and Cochrane Roa	E	Signal	AM	--	17.9	B	--	17.9	B	0.0	0.000
				PM	--	35.1	D	--	35.0	D	-0.1	0.002
3	US 101 SB Ramps and Cochrane Road	E	Signal	AM	--	13.9	B	--	14.0	B	0.1	0.007
				PM	--	18.4	B	--	19.0	B	0.7	0.020
4	US 101 NB Ramps and Cochrane Road	E	Signal	AM	--	7.5	A	--	7.4	A	0.0	0.016
				PM	--	9.8	A	--	9.8	A	0.1	0.016
5	De Paul Drive and Cochrane Road	E	Signal	AM	--	19.6	B	--	19.4	B	-0.4	0.029
				PM	--	28.0	C	--	28.1	C	0.4	0.018
6	Mission View Drive and Cochrane Road	D	Signal	AM	--	27.3	C	--	27.7	C	0.7	0.003
				PM	--	20.2	C	--	20.6	C	0.7	0.009
7	Mission View Drive and Avenida De Los Padres	D	OWSC	AM	No	17.5	C	No	17.7	C	N/A	N/A
				PM	No	27.7	D	No	28.6	D	N/A	N/A
8	Mission View Drive and Half Road	D	AWSC	AM	No	12.6	B	No	12.8	B	N/A	N/A
				PM	**Yes**	14.7	B	**Yes**	15.2	C	N/A	N/A
9	Condit Road and Main Avenue	D	Signal	AM	--	41.9	D	--	42.5	D	0.5	0.008
				PM	--	36.8	D	--	37.9	D	1.1	0.008
10	Condit Road and Diana Avenue	D	TWSC	AM	**Yes**	31.3	D	**Yes**	31.8	D	N/A	N/A
				PM	**Yes**	18.8	C	**Yes**	18.9	C	N/A	N/A
11	Condit Road and Dunne Avenue	E	Signal	AM	--	38.5	D	--	38.5	D	0.1	0.002
				PM	--	36.9	D	--	36.9	D	0.1	0.003
12	Butterfield Boulevard and Main Avenue	D	Signal	AM	--	36.4	D	--	36.5	D	0.2	0.002
				PM	--	38.5	D	--	38.6	D	0.3	0.003
13	Monterey Road and Main Avenue	F	Signal	AM	--	43.8	D	--	43.9	D	0.2	0.003
				PM	--	40.1	D	--	40.2	D	0.2	0.003
14	Murphy Avenue and Main Avenue (Future)	D	Future	AM	--	--	--	--	--	--	--	--
				PM	--	--	--	--	--	--	--	--
15	Murphy Avenue and Diana Avenue	D	OWSC	AM	No	12.9	B	No	12.9	B	N/A	N/A
				PM	No	9.9	A	No	9.9	A	N/A	N/A
16	Murphy Avenue and Dunne Avenue	D	Signal	AM	--	21.4	C	--	21.4	C	0.0	0.000
				PM	--	20.8	C	--	20.8	C	0.0	0.000

Notes:
[1]The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled movement with the highest delay.
Bold indicates unacceptable level of service and/or signal warrant met.
AWSC = all-way stop-controlled; TWSC = two-way stop-controlled; OWSC = one-way stop-controlled

Signal Warrant Analysis

The results of the signal warrant analysis indicate that the following two unsignalized intersections are projected to have traffic volumes during at least one peak hour under Year 2035 Cumulative without and with project conditions that would meet thresholds warranting signalization:

8. Mission View Drive and Half Road (With and Without Project – PM Peak Hour)
10. Condit Road and Diana Avenue (With and Without – AM and PM Peak Hours)

All other unsignalized study intersections are projected to have traffic volumes under Year 2035 Cumulative without and with project conditions that fall below the thresholds that warrant signalization.

Adverse Intersection Operations

Based on the City's operating standards, the proposed project would not have an adverse effect on operations at any of the study intersections under Year 2035 Cumulative Plus Project conditions.

Year 2050 General Plan with Project Intersection Operations Analysis

The results of the intersection level of service and signal warrant analyses under Year 2050 General Plan No Project and with Project conditions are summarized in Table 8.

Level of Service Analysis

The results of the level of service analysis indicate that the following five intersections would operate at unacceptable levels of service during at least one peak hour under Year 2050 General Plan No Project and with Project conditions, respectively, when measured against the City of Morgan Hill's level of service standards:

7. Mission View Drive and Avenida De Los Padres (Without and With Project – AM and PM Peak Hours)
8. Mission View Drive and Half Road (Without and With Project – AM and PM Peak Hours)
9. Condit Road and Main Avenue (Without and With Project – PM Peak Hour)
14. Murphy Avenue and Main Avenue (Without and With Project – AM and PM Peak Hours)
15. Murphy Avenue and Diana Avenue (Without and With Project – AM and PM Peak Hours)

All of the remaining study intersections are projected to operate at acceptable levels of service during each of the peak hours analyzed under Year 2050 General Plan No Project and with Project conditions.

Signal Warrant Analysis

The results of the signal warrant analysis indicate that the following four intersections are projected to have traffic volumes during at least one peak hour under Year 2050 General Plan No Project and with Project conditions that would meet thresholds warranting signalization:

8. Mission View Drive and Half Road (Without and With Project – AM Peak Hour)
10. Condit Road and Diana Avenue (Without and With Project – AM and PM Peak Hours)
14. Murphy Avenue and Main Avenue (Without and With Project – AM and PM Peak Hours)
15. Murphy Avenue and Diana Avenue (Without and With Project – AM Peak Hour)

All other unsignalized study intersections are projected to have traffic volumes under Year 2050 General Plan No Project and Year 2050 General Plan Plus Project conditions that fall below the thresholds that warrant signalization.

Table 8
Year 2050 General Plan Intersection Levels of Service and Signal Warrant Checks

Int. #	Intersection	LOS Standard	Control	Peak Hour	Year 2050 General Plan No Project			Year 2050 General Plan with Project				
					Warrant Met?	Delay[1]	LOS	Warrant Met?	Delay[1]	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Sutter Boulevard and Cochrane Road	D	Signal	AM	--	27.9	C	--	28.0	C	0.1	0.001
				PM	--	22.4	C	--	22.5	C	0.1	0.002
2	Madrone Parkway/Cochrane Plaza and Cochrane Road	E	Signal	AM	--	17.8	B	--	17.8	B	0.0	0.001
				PM	--	32.5	C	--	32.4	C	-0.1	0.002
3	US 101 SB Ramps and Cochrane Road	E	Signal	AM	--	14.8	B	--	14.9	B	0.2	0.006
				PM	--	23.2	C	--	24.3	C	1.6	0.019
4	US 101 NB Ramps and Cochrane Road	E	Signal	AM	--	6.8	A	--	6.9	A	0.2	0.016
				PM	--	9.1	A	--	9.1	A	0.2	0.015
5	De Paul Drive and Cochrane Road	E	Signal	AM	--	23.7	C	--	23.6	C	0.0	0.027
				PM	--	33.2	C	--	34.1	C	1.3	0.017
6	Mission View Drive and Cochrane Road	D	Signal	AM	--	19.5	B	--	19.5	B	0.1	0.004
				PM	--	20.4	C	--	20.5	C	0.2	0.005
7	Mission View Drive and Avenida De Los Padres	D	OWSC	AM	No	**35.3**	**E**	No	**36.3**	**E**	**N/A**	**N/A**
				PM	No	**110.0**	**F**	No	**118.0**	**F**	**N/A**	**N/A**
8	Mission View Drive and Half Road	D	AWSC	AM	**Yes**	**59.0**	**F**	**Yes**	**60.4**	**F**	**N/A**	**N/A**
				PM	No	**45.2**	**E**	No	**48.0**	**E**	**N/A**	**N/A**
9	Condit Road and Main Avenue	D	Signal	AM	--	40.9	D	--	41.2	D	0.3	0.004
				PM	--	**55.3**	**E**	--	**56.4**	**E**	**1.5**	**0.005**
10	Condit Road and Diana Avenue	D	TWSC	AM	**Yes**	33.9	D	**Yes**	34.1	D	N/A	N/A
				PM	**Yes**	21.7	C	**Yes**	21.8	C	N/A	N/A
11	Condit Road and Dunne Avenue	E	Signal	AM	--	40.9	D	--	40.9	D	0.0	0.001
				PM	--	35.9	D	--	35.9	D	0.0	0.001
12	Butterfield Boulevard and Main Avenue	D	Signal	AM	--	42.7	D	--	42.9	D	0.4	0.002
				PM	--	36.1	D	--	36.3	D	0.3	0.003
13	Monterey Road and Main Avenue	F	Signal	AM	--	45.0	D	--	45.2	D	0.3	0.003
				PM	--	41.2	D	--	41.4	D	0.3	0.003
14	Murphy Avenue and Main Avenue (Future)	D	AWSC	AM	**Yes**	**67.1**	**F**	**Yes**	**68.0**	**F**	**N/A**	**N/A**
				PM	**Yes**	**76.0**	**F**	**Yes**	**77.8**	**F**	**N/A**	**N/A**
15	Murphy Avenue and Diana Avenue	D	OWSC	AM	**Yes**	**>120**	**F**	**Yes**	**>120**	**F**	**N/A**	**N/A**
				PM	No	**50.1**	**F**	No	**51.1**	**F**	**N/A**	**N/A**
16	Murphy Avenue and Dunne Avenue	D	Signal	AM	--	22.8	C	--	22.9	C	0.0	0.001
				PM	--	27.0	C	--	27.0	C	0.0	0.001

Notes:
[1]The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled movement with the highest delay.
Bold indicates unacceptable level of service and/or signal warrant met.
AWSC = all-way stop-controlled; TWSC = two-way stop-controlled; OWSC = one-way stop-controlled

Adverse Intersection Operations

Based on the City's operating standards, the proposed project would have an adverse effect on intersection operations at the following three study intersections under Year 2050 General Plan with Project conditions:

8. Mission View Drive and Half Road
14. Murphy Avenue and Main Avenue
15. Murphy Avenue and Diana Avenue

Adverse Intersection Operations Effects and Potential Improvements

This section discusses the adverse intersection operation effects identified under Year 2050 General Plan with Project conditions. Included are descriptions of the adverse effects on intersection operations and potential improvement measures that may be included as part of the project's Conditions of Approval. However, the identified roadway operations and improvements are not required, nor are they considered project impacts per CEQA guidelines.

8. Mission View Drive and Half Road

This intersection is projected to operate at an unacceptable LOS F during both the AM and PM peak hours under both Year 2050 General Plan No Project and with Project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during the AM peak hour under Year 2050 General Plan No Project and with Project conditions that meet thresholds warranting signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The TMP identifies the need for a new traffic signal as a Tier 2 intersection project. Implementing this improvement would improve the intersection's level of service to an acceptable LOS C and B during the AM and PM peak hours, respectively, under Year 2050 General Plan with Project conditions. The project applicant should coordinate with City staff to determine whether the project should make a monetary contribution to the future traffic signal. The project contribution could consist of payment of the City's TIF.

14. Murphy Avenue and Main Avenue

This intersection is projected to operate at an unacceptable LOS F during both the AM and PM peak hours under both Year 2050 General Plan No Project and with Project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during both the AM and PM peak hours under Year 2050 General Plan No Project and with Project conditions that meet thresholds warranting signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of implementing a traffic signal at the intersection. The TMP identifies the installation of the traffic signal, or a single-lane roundabout, if right-of-way can be acquired as a Tier 3 intersection project. Implementing this improvement would improve the intersection's level of service to an acceptable LOS D or better during both the AM and PM peak hours under Year 2050 General Plan with Project conditions. The project applicant should coordinate with City staff to determine whether the project should make a monetary contribution to the future signal or roundabout at the intersection. The project contribution could consist of payment of the City's TIF.

15. Murphy Avenue and Diana Avenue

This intersection is projected to operate at an unacceptable LOS E or F during both the AM and PM peak hours under both Year 2050 General Plan No Project and with Project conditions. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes during the AM peak hour under Year 2050 General Plan No Project and with Project conditions that meet thresholds warranting signalization. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

The necessary improvement to improve operations at this intersection would consist of the installation of a traffic signal at the intersection. The TMP identifies the implementation of the traffic signal, or a single-lane roundabout, if right-of-way can be acquired as a Tier 3 intersection project. Implementing this improvement would improve the intersection's level of service to an acceptable LOS C or better during both the AM and PM peak hours under Year 2050 General Plan with Project conditions. The project applicant should coordinate with City staff to determine whether the project should make a monetary contribution to the future signal or roundabout at the intersection. The project contribution could consist of payment of the City's TIF.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to the left-turn movements. The queuing analysis is presented for informational purposes only, since the City of Morgan Hill has not defined a policy related to queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:
P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles for a particular left-turn movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections is evaluated based on the delay experienced at the specific study turn movement.

The intersection queuing analysis indicates that all study intersections currently have sufficient vehicle storage capacity to accommodate maximum vehicle queues under existing conditions and would continue to do so under existing plus project conditions during the AM and PM peak hours.

The vehicle queue estimates and a tabulated summary of the findings are provided in Table 9. The queue length calculations are included in Appendix F.

Table 9
Queuing Analysis Summary

Measurement	DePaul Drive/Cochrane Road			
	Northbound Left		Westbound Left	
	NBL AM	NBL PM	WBL AM	WBL PM
Existing Conditions				
Cycle Length (sec)[1]	65	100	65	100
Lanes	2	2	2	2
Volume (vph)	5	19	12	21
Volume (vphpl)	3	10	6	11
95th %. Queue (veh/ln.)	1	1	1	1
95th %. Queue (ft./ln)[2]	25	25	25	25
Storage (ft./ ln.)	250	250	100	100
Adequate (Y/N)	YES	YES	YES	YES
Existing Plus Project Conditions				
Cycle Length (sec)[1]	65	100	65	100
Lanes	2	2	2	2
Volume (vph)	46	47	16	35
Volume (vphpl)	23	24	8	18
95th %. Queue (veh/ln.)	2	2	1	2
95th %. Queue (ft./ln)[2]	50	50	25	50
Storage (ft./ ln.)	250	250	100	100
Adequate (Y/N)	YES	YES	YES	YES

Notes:
[1] Cycle lengths for signalized intersections, and control delays for unsignalized intersections.
[2] Assumes 25 feet per vehicle queued
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

Freeway Segment Evaluation

The City is still required to conform to the requirements of the Valley Transit Authority (VTA), which establishes a uniform program for evaluating the transportation impacts of land-use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies, as outlined in the *VTA Transportation Impact Analysis Guidelines*, were completed. However, this analysis is presented for informational purposes only. The following 14 freeway segments were evaluated:

Study Freeway Segments

1. US 101 from Masten Avenue to San Martin Avenue
2. US 101 from San Martin Avenue to Tennant Avenue
3. US 101 from Tennant Avenue to East Dunne Avenue
4. US 101 from East Dunne to Cochrane Road
5. US 101 from Cochrane Road to Coyote Creek Golf Drive
6. US 101 Coyote Creek Golf Drive to Bailey Avenue
7. US 101 from Bailey Avenue to SR 85
8. US 101 from SR 85 to Bailey Avenue
9. US 101 from Bailey Avenue to Coyote Creek Golf Drive
10. US 101 from Coyote Creek Golf Drive to Cochrane Road
11. US 101 from Cochrane Road to East Dunne Avenue
12. US 101 from East Dunne Avenue to Tennant Avenue
13. US 101 from Tennant Avenue to San Martin Avenue
14. US 101 from San Martin Avenue to Masten Avenue

Freeway Segment Level of Service Methodology

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

D = V / S
Where:
D= density, in vehicles per mile per lane (vpmpl)
V= peak hour volume, in vehicles per hour per lane (vphpl)
S= average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to the level of service as shown in Table 10. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Freeway Segment Analysis

The results of the CMP freeway level of service analysis under existing plus project conditions are summarized in Table 11. Traffic volumes on the study freeway segments under existing plus project conditions were estimated by adding project trips to the existing volumes obtained from the 2018 CMP Monitoring and Conformance Report.

The results show that directional mixed-flow lanes and one directional HOV lane on 10 of the 14 freeway segments analyzed are projected to operate at an unacceptable LOS F during at least one peak hour under existing conditions and would continue to operate at LOS F conditions with the addition of traffic due to proposed project. All other freeway segments analyzed operate at LOS E or better conditions during the AM and PM peak hours.

Table 10
Freeway Level of Service Definitions Based on Density

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

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

Improvement of freeway segment operations would require freeway widening to construct additional through lanes, thereby increasing freeway capacity. VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along US 101 between Cochrane Road and Whipple Avenue. The planned improvements consist of the conversion of the existing HOV lane to an express lane and the construction of a second express lane in each direction on US 101. These improvements would increase the capacity of the freeway and help to address the deficiency in freeway operations. However, it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in the acquisition and cost of right-of-way.

Table 11
Freeway Segment Levels of Service

				Existing Plus Project											Project Trips			
				Mixed-Flow Lane					HOV Lane						Mixed-Flow Lane		HOV Lane	
#	Freeway Segment	Direction	Peak Hour	Speed[1] (mi/h)	Capacity (pc/hr/ln)	Volume (pc/hr/ln)	Density (pc/hr/ln)	LOS	Speed[1] (mi/h)	Capacity (vph)	Volume (pc/hr/ln)	Density (pc/hr/ln)	LOS	Volume (pc/hr/ln)	% of Capacity	Volume (pc/hr/ln)	% of Capacity
1	US 101 from Masten Avenue to San Martin Avenue	NB	AM	34.20	2,300	1,805	53	E	--	--	--	--	--	1	0.0	--	--
		NB	PM	51.80	2,300	1,988	38	D	--	--	--	--	--	2	0.1	--	--
2	US 101 from San Martin Avenue to Tennant Avenue	NB	AM	10.40	2,300	862	**83**	**F**	--	--	--	--	--	1	0.0	--	--
		NB	PM	60.00	2,300	1,784	30	D	--	--	--	--	--	2	0.1	--	--
3	US 101 from Tennant Avenue to East Dunne Avenue	NB	AM	9.40	2,300	797	**85**	**F**	--	--	--	--	--	1	0.0	--	--
		NB	PM	59.80	2,300	1,795	30	D	--	--	--	--	--	2	0.1	--	--
4	US 101 from East Dunne Avenue to Cochrane Road	NB	AM	21.00	2,300	1,400	**67**	**F**	--	--	--	--	--	1	0.0	--	--
		NB	PM	61.60	2,300	1,676	27	D	--	--	--	--	--	2	0.1	--	--
5	US 101 from Cochrane Road to Coyote Creek Golf Drive	NB	AM	22.20	2,300	1,453	**65**	**F**	71.41	1,650	817	11.0	B	7	0.3	4	0.2
		NB	PM	64.20	2,300	1,375	21	C	72.66	1,650	624	9.0	A	5	0.2	2	0.1
6	US 101 from Coyote Creek Golf Drive to Bailey Avenue	NB	AM	32.20	2,300	1,765	55	E	75.29	1,650	--[2]	--[2]	--[2]	8	0.4	0	0.0
		NB	PM	64.00	2,300	1,408	22	C	76.15	1,650	--[2]	--[2]	--[2]	6	0.2	0	0.0
7	US 101 from Bailey Avenue to SR 85	NB	AM	37.60	2,300	1,879	50	E	65.21	1,650	1,334	20.0	C	7	0.3	5	0.3
		NB	PM	63.40	2,300	1,492	24	C	72.91	1,650	578	8.0	A	5	0.2	2	0.1
8	US 101 from SR 85 to Bailey Avenue	SB	AM	62.40	2,300	1,604	26	D	73.82	1,650	390	5.0	A	3	0.1	1	0.1
		SB	PM	16.00	2,300	1,182	**74**	**F**	39.99	1,650	1,761	44.0	D	6	0.3	9	0.5
9	US 101 from Bailey Avenue to Coyote Creek Golf Drive	SB	AM	64.00	2,300	1,405	22	C	73.79	1,650	396	5.0	A	3	0.1	1	0.1
		SB	PM	14.80	2,300	1,121	**76**	**F**	41.99	1,650	1,758	42.0	D	6	0.3	10	0.6
10	US 101 from Coyote Creek Golf Drive to Cochrane Road	SB	AM	62.80	2,300	1,561	25	C	63.14	1,650	1,423	23.0	C	2	0.1	2	0.1
		SB	PM	12.60	2,300	1,000	**79**	**F**	21.57	1,650	1,664	**77.0**	**F**	6	0.3	10	0.6
11	US 101 from Cochrane Road to East Dunne Avenue	SB	AM	62.00	2,300	1,641	26	D	--	--	--	--	--	2	0.1	--	--
		SB	PM	25.00	2,300	1,548	**62**	**F**	--	--	--	--	--	1	0.1	--	--
12	US 101 from East Dunne Avenue to Tennant Avenue	SB	AM	63.00	2,300	1,539	24	C	--	--	--	--	--	2	0.1	--	--
		SB	PM	27.00	2,300	1,613	**60**	**F**	--	--	--	--	--	1	0.1	--	--
13	US 101 from Tennant Avenue to San Martin Avenue	SB	AM	63.00	2,300	1,539	24	C	--	--	--	--	--	2	0.1	--	--
		SB	PM	25.40	2,300	1,562	**62**	**F**	--	--	--	--	--	1	0.1	--	--
14	US 101 from San Martin Avenue to Masten Avenue	SB	AM	60.00	2,300	1,784	30	D	--	--	--	--	--	2	0.1	--	--
		SB	PM	37.80	2,300	1,877	50	E	--	--	--	--	--	1	0.1	--	--

Notes:
[1]Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018.
[2]Speed exceeds the bound of the equation used to derive volume and density.
Bold indicates unacceptable LOS.

5.
Other Transportation Issues

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

- Vehicular site access and on-site circulation review
- A review of the required parking spaces
- Potential impacts to pedestrian, bicycle, and transit facilities
- Freeway ramp queuing analysis

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

Site Access and Circulation

A review of the project site plan was performed to determine if adequate site access and on-site circulation would be provided and to identify any access or circulation issues that should be improved. The evaluation of site access and circulation is based on the site plan prepared by Kier + Wright in November 2025. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

DePaul Drive would provide the primary connection to local and regional roadways. Access to the project site will be provided via two full access driveways along DePaul Drive. The 26-foot wide northerly driveway would be located approximately 860 feet south of Cochrane Road and would create a new westerly leg across from the existing driveway that serves DePaul Health Center. The 20-foot wide southerly driveway would be located approximately 680 feet south of the northerly driveway, at the southeast corner of the project site.

Site Access Point Operations

Traffic operations analyses at each of the project entrances were completed. The access points were evaluated for adequacy to serve the estimated project traffic. The gross project trips at the project entrances are shown in Figure 18.

As shown on Figure 18, all inbound vehicle trips would arrive via southbound DePaul Drive and would make southbound right-turns into project driveways. The project access points along DePaul Drive would serve at most 62 inbound trips during the PM peak hour, or between one to two trips per minute. No inbound queues are anticipated at the project driveways given the minimal number of trips and lack of conflicting traffic.

All outbound project trips would make left-turns onto northbound DePaul Drive. The project access points along DePaul Drive would serve at most 55 outbound trips during the AM peak hour, or approximately one trip per minute. Under existing plus project conditions, DePaul Drive is projected to carry at most approximately 92 peak-hour trips in the southbound direction and 66 trips in the northbound direction. With minimal conflicting volumes, outbound queues at each of the project entrances along DePaul Drive should be minimal with less than two vehicles.

DePaul Health Center Driveway

The proposed northerly project driveway would form a new west leg at the existing driveway intersection serving DePaul Health Center. Field observations conducted August 7, 2025 and August 12, 2025 indicated minimal inbound or outbound vehicular activity at the DePaul Health Center driveway along DePaul Drive during AM and PM peak-hours. Additionally, no more than 10 vehicles were parked on-site at DePaul Health Center during the AM peak-hour and no more than 20 vehicles were parked on-site during the PM peak-hour.

Based on observed vehicular activity at the driveway and on-site parking occupancy at DePaul Health Center, the proposed project would have minimal effect on vehicle operations at the DePaul Health Center driveway.

Sight Distance at Site Access Points

Adequate sight distance (sight distance triangles) in accordance with the American Association of State Highway Transportation Officials (AASHTO) standards should be provided at the unsignalized site access. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to locate sufficient gaps in traffic.

The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. DePaul Drive has a posted speed limit of 35 miles per hour (mph). The AASHTO stopping sight distances for facilities with a posted speed limit of 35 mph is 250 feet. Thus, a driver exiting the proposed project access points on DePaul Drive must be able to see 250 feet to the north and south.

Assembly Bill 413

Assembly Bill 413 (AB 413) is a California state law that prohibits the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk, or within 15 feet of any crosswalk where a curb extension is present. The vehicle approach side refers to the side of the crosswalk where vehicles first encounter it as they travel along the roadway, ensuring that drivers have a clear view of pedestrians preparing to cross. This regulation is intended to maintain visibility for both pedestrians and drivers, reducing potential conflicts and improving safety at crossing locations.

Figure 18
Gross Project Trips at Site Access Points

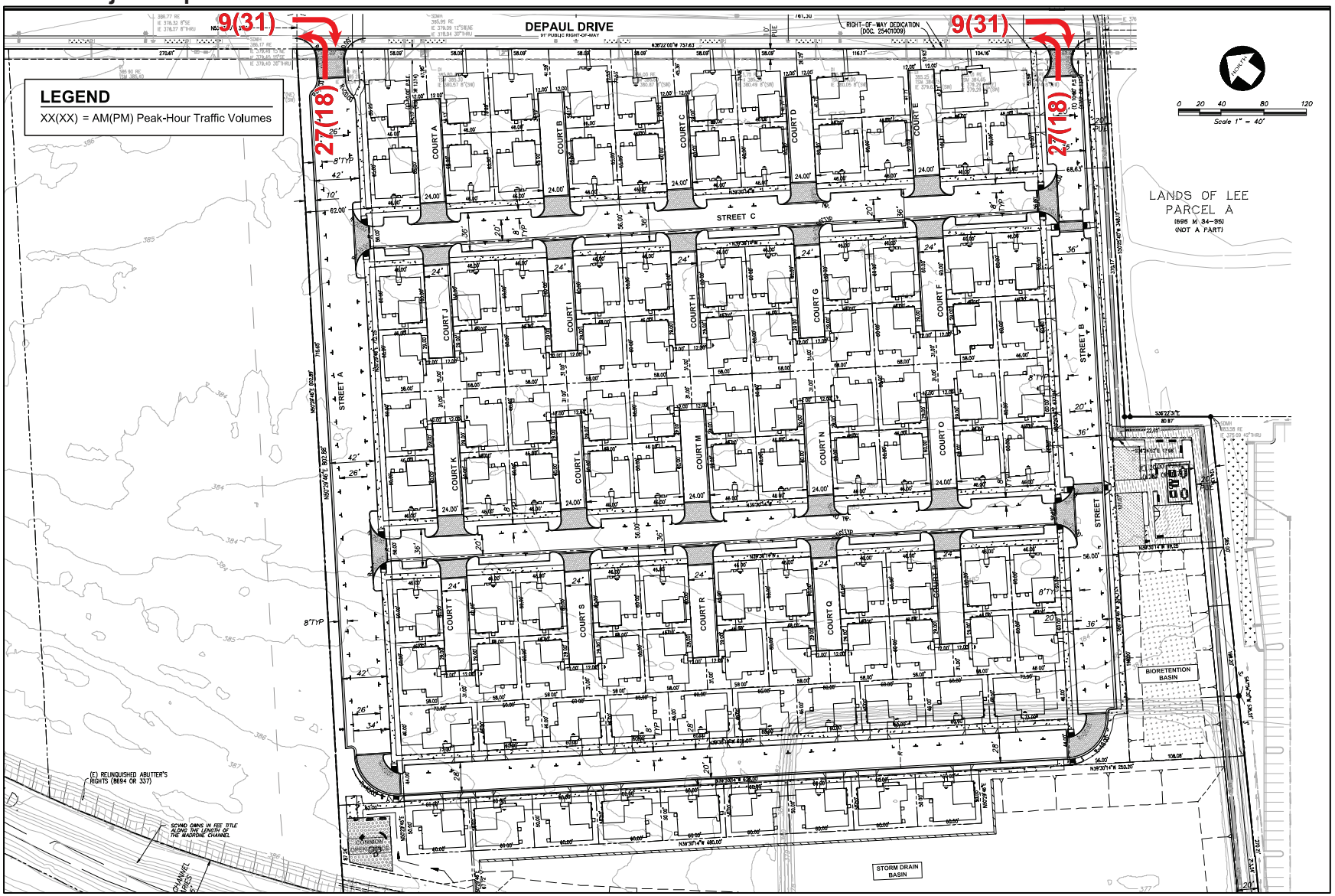


*Figure is not OCR compatible.

Recommendation: The project driveways should be free and clear of obstructions, ensuring a minimum clear sight distance of 250 feet along DePaul Drive. Furthermore, parking should be prohibited for 20 feet on either side of the project entrances on DePaul Drive in accordance with AB 413. This will help maintain clear sight lines and enhance safety at these access points.

On-Site Circulation

An internal private street network would provide access to each of the residential units from the proposed entrances along DePaul Drive. Most internal roadways will include on-street parallel parking. The internal streets would provide continuous access to each area of residential units.

A network of roadways (labeled “Streets” on the site plan) will provide primary access to driveways on DePaul Drive. These roadways are shown to be 20-26 feet wide. Direct access to each single-family residential unit will be provided along minor roadways (labeled “Courts” on the site plan) measuring 24 feet wide.

The proposed internal roadway widths would be adequate for two-way travel and would promote reduced travel speeds within the site. However, the straight nature of the internal roadways could result in drivers traveling at greater speeds than recommended. Therefore, it may be desirable to implement speed-reducing measures along the internal roadways. These measures could include the installation of speed bumps/humps along the internal roadways and/or bulb-outs at intersections and mid-block.

Emergency Vehicle Access and Circulation

The project site should be designed following City of Morgan Hill design standards and provide adequate width and turn-radii at and along all drive/parking aisles to allow for two-way circulation and adequate circulation of larger vehicles (such as emergency trucks, garbage truck, and delivery trucks) throughout the project site. Adhering to the City of Morgan Hill standards and requirements, and implementing the above recommendations, the proposed site access points and layout of the surface parking areas would be adequate to accommodate the circulation of both passenger and emergency vehicles.

The 26-foot-wide internal roadway would provide emergency vehicles (fire trucks) sufficient space to access each of the residential units on-site. There are several dead-end drive aisles that would not provide sufficient space for emergency vehicles to turn around. However, the dead-ends will be located along short segments of roadways. Thus, vehicles would be able to back out of the roadways.

Parking Requirements and Compliance

City Requirements

Based on Tables 18.72-2 and 18.72-3 of Section 18.72.030 of the Morgan Hill City Code, single-family detached residential units are required to provide two covered parking spaces per unit, and one guest parking space is required for every four residential units.

Based on these requirements, the project would be required to provide a total minimum of 236 parking spaces consisting of 210 covered spaces and 26 guest parking spaces.

The project is proposing to provide 210 garage parking spaces and up to 154 on-street parking spaces along internal roadways for the single-family residential units. Therefore, the project would provide a total of 364 parking spaces, which would exceed the City’s parking requirements.

Pedestrian, Bicycle, and Transit Analyses

Pedestrian Facilities

The project is located in a primarily underdeveloped area where continuous sidewalks along surrounding streets are lacking, limiting connections to existing facilities.

Pedestrian generators in the project vicinity include Cochrane Commons Shopping Center, Live Oak High School and bus stops along Cochrane Road. A continuous sidewalk is provided along the west side of DePaul Drive south of Cochrane Road, including along the project frontage. Crosswalks with protected pedestrian phasing are provided along all four legs of the DePaul Drive and Cochrane Road intersection. The above facilities provide a continuous pedestrian route between the project site, Cochrane Commons Shopping Center, and bus stops along Cochrane Road.

However, there are no sidewalks along the entire east side of DePaul Drive. Many roadways to the south and east of the project site, including Mission View Drive, Half Road, Condit Road, and Main Avenue also have discontinuous sidewalks. As a result, there is currently no continuous pedestrian route between the project site and Live Oak High School, located less than one mile southeast of the project site.

Pedestrian access to areas west of US-101 are accessible via sidewalks along the north side of Cochrane Road. There are currently no sidewalks along the south side of Cochrane Road between US-101 southbound and northbound ramps.

Project's Effect on Pedestrian Facilities

The Morgan Hill TMP identifies Tier 2 pedestrian safety improvements that consist of the following:

- Cochrane Road between Monterey Road and Mission View Drive - Fill sidewalk gaps and enhance existing crossings at US 101 ramps
- Mission View Drive between Half Road and Cochrane Road – Fill sidewalk gaps

The project as proposed would not conflict with the TMP goals or policies, or any of the planned pedestrian network improvements such as those listed above.

Bicycle Facilities

In the project vicinity, bike lanes are currently provided on Cochrane Road between Monterey Road and Peet Road, and Mission View Drive. The northbound approach (south leg) of the DePaul Drive and Cochrane Road intersection also includes a 230-foot long bike lane between the right-turn pocket and through-movement lane.

The Madrone Channel Trail is a Class I bike trail for pedestrians and bicyclists which runs along the east side of US 101 from Tennant Avenue to Cochrane Road. The trail is accessible via a trailhead located east of the US-101 northbound off-ramp at Cochrane Road, approximately ¼-mile walking distance from the project site.

Several local streets (including most of DePaul Drive) do not include designated bicycle infrastructure, requiring cyclists to share lanes with vehicles.

Project's Effect on Bicycle Facilities

The Bikeway + Trail Network map contained in the City of Morgan Hill General Plan shows the following potential Class I bike trails in the project vicinity:

- On the east side of US 101 from Burnett Avenue to Cochrane Road, connecting to the Madrone Channel Trail
- Along Mission View Drive from Burnett Avenue to Tennant Avenue

In addition, the Morgan Hill TMP identifies Tier 2 bicycle safety improvements that consist of the following:

- Cochrane Road between Monterey Road and Mission View Drive - Install Class II bike lanes (preferred Class IV) and enhance existing crossings at US 101 ramps
- Mission View Drive between Half Road and Cochrane Road – Install Class II bike lanes (*constructed*)

The project as proposed would not conflict with the TMP goals or policies, or any of the planned bicycle network improvements such as those listed above.

Transit Services

The project site is directly served by VTA Local Bus Route 87, with bus stops located at the DePaul Drive and Cochrane Road intersection in the project vicinity.

The Route 87 eastbound and westbound bus stops along Cochrane Road are located east and west of DePaul Drive. Both stops are approximately 800 feet walking distance of the project site, and continuous pedestrian routes from the project site are provided via existing sidewalks and crosswalks. In addition, Express Route 121 also provides service along Cochrane Road west of US 101. These two bus routes provide a connection to the Morgan Hill Caltrain Station.

Project's Effect on Transit Services

The Morgan Hill Community-Based Transportation Plan (May 2021) identifies possible improvements to transportation options and services, public transportation amenities, and public transportation improvements within Morgan Hill. Additionally, VTA's Valley Transportation Plan (VTP) 2050 is the countywide long-range transportation plan for Santa Clara County which identifies priority transportation projects.

The project as proposed would not conflict with the goals or any proposed improvements of the Morgan Hill Community-Based Transportation Plan or the VTP 2050.

Freeway Ramp Analyses

Freeway On-Ramp Queuing Analysis

An analysis of metered freeway ramps providing access to the project site was conducted to evaluate the impact of project-generated traffic on queues at the study freeway on-ramps. It should be noted that freeway ramp evaluations are not required under the City's transportation analysis guidelines, nor are there established methodologies or significance criteria for analyzing impacts to freeway ramps.

Field observations confirmed the following meter operations at the study ramps:

- US 101 northbound diagonal on-ramp from westbound Cochrane Road – meter active during the AM peak hour
- US 101 southbound loop on-ramp from westbound Cochrane Road – meter inactive during both AM and PM peak hours

Freeway on-ramps that are not metered were not evaluated, as these ramps do not experience measurable queues. The freeway on-ramp counts are included in Appendix B.

The analysis indicates that project traffic would not lengthen the projected 15-minute interval queue lengths at the subject northbound Cochrane Road on-ramp under existing plus project conditions. Short vehicle queues may occur whenever multiple vehicles arrive simultaneously, however, the queues dissipate during the 15-minute intervals because the demand volume is less than the service rate of the freeway ramp meters during peak hours.

The freeway on-ramp queuing calculations are included in Appendix G.

Freeway Off-Ramp Queuing Analysis

A queuing analysis was completed for the following freeway off-ramps:

- US 101 northbound off-ramp to Cochrane Road
- US 101 southbound off-ramp to Cochrane Road

The results of the analysis (see Table 12) show that the 95th percentile queue lengths at each of the US 101 off-ramps to Cochrane Road are projected to be accommodated entirely on the ramps and would not extend back and disrupt the freeway mainline. The freeway off-ramp queuing calculations are included in Appendix G.

Table 12
Freeway Off-Ramp Vehicle Queuing Analysis

Scenario	Peak Hour	Total Ramp Queue Lengths (feet) [1]	
		US 101 SB Ramps and Cochrane	US 101 NB Ramps and Cochrane
Storage		**2,700**	**2,700**
Existing	AM	625	325
	PM	775	375
Existing Plus Project	AM	625	325
	PM	825	375
Year 2035 Cumulative without Project	AM	800	325
	PM	950	400
Year 2035 Cumulative with Project	AM	800	350
	PM	1,000	450
Year 2050 General Plan No Project	AM	825	400
	PM	1,275	450
Year 2050 General Plan with Project	AM	850	425
	PM	1,350	450
Maximum		**1,350**	**450**
Storage - Maximum		**1,350**	**2,250**

Notes:
[1] Queue lengths were obtained from Traffix assuming 25 feet per vehicle.

6. Conclusions

The potential impacts of the project were evaluated in accordance with the California Environmental Quality Act (CEQA) guidelines. A supplemental traffic operations analysis was also completed to demonstrate the project's consistency with the Morgan Hill General Plan goals and policies. The traffic operations analysis supplements the CEQA-required VMT analysis. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Analysis

The results of the VMT analysis using the VTA's VMT Evaluation Tool indicate that the existing VMT for residential uses in the project vicinity is 31.24 VMT per capita. The results also indicate that the project is projected to generate VMT per capita (30.47), which would be greater than the City of Morgan Hill impact threshold of 24.64 VMT per capita. Per the VMT tool, the maximum VMT reduction possible for this project would be to 24.99. Therefore, the project would result in an impact deemed significant and unavoidable on the transportation system based on the City of Morgan Hill impact criteria.

VMT Impacts and Mitigation

Using City of Morgan Hill impact thresholds, the project would need to implement VMT reduction measures to achieve a 19% reduction (30.47 to 24.64) in its VMT per capita for the proposed residential uses to reduce its impact to less than significant levels. However, per the VMT tool and based on a selection of Transportation Demand Management (TDM) measures applicable to the project, the maximum reduction possible is 26.32 (13.6%). The proposed TDM measures selected from the VMT tool and associated VMT reductions are listed below and described in Table 1.

- TP01 School Pool Programs = 8.3% reduction
- TP02 Bike Share Programs) = 1.7% reduction
- TP18 Travel Behavior Change Program = 3.6% reduction

Further reductions in VMT are not likely feasible for residential projects due to the limited alternative modes of transportation and supporting employment land uses within the City. Therefore, per City of Morgan Hill VMT policies and impact thresholds, the proposed project's VMT impact must be deemed significant and unavoidable.

Traffic Operations Analysis

Project Trip Generation

Based on the recommended rates and the size of the proposed project, it is estimated that the proposed project would generate 990 daily trips, with 74 trips (19 inbound and 55 outbound) occurring during the AM peak hour and 99 trips (62 inbound and 37 outbound) occurring during the PM peak hour.

Intersection Operations Analyses

Based on the City's operating standards, the proposed project would have an adverse effect on operations at the following 3 intersections during at least one peak hour under at least one of the study conditions:

8. Mission View Drive and Half Road
14. Murphy Avenue and Main Avenue
15. Murphy Avenue and Diana Avenue

Adverse Intersection Operations Effects and Potential Improvements

This section discusses the potential improvement measures that may be included as part of the project's Conditions of Approval. However, the identified roadway operations and improvements are not required, nor are they considered project impacts per CEQA guidelines. Note that the improvement measures would be applicable to each of the study conditions for which an adverse effect identified.

8. Mission View Drive and Half Road (Year 2050)

The necessary improvement to improve operations at this intersection would consist of implementing a traffic signal. The TMP identifies the need for a new traffic signal as a Tier 2 intersection project. Implementing this improvement would improve the intersection's level of service to an acceptable LOS C and B during the AM and PM peak hours, respectively, under Year 2050 General Plan with Project conditions. The project applicant should coordinate with City staff to determine whether the project should make a monetary contribution to the future traffic signal. The project contribution could consist of payment of the City's TIF.

14. Murphy Avenue and Main Avenue (Year 2050)

The necessary improvement to improve operations at this intersection would consist of implementing a traffic signal at the intersection. The TMP identifies the installation of the traffic signal, or a single-lane roundabout, if right-of-way can be acquired as a Tier 3 intersection project. Implementing this improvement would improve the intersection's level of service to an acceptable LOS D or better during both the AM and PM peak hours under Year 2050 General Plan with Project conditions. The project applicant should coordinate with City staff to determine whether the project should make a monetary contribution to the future signal or roundabout at the intersection. The project contribution could consist of payment of the City's TIF.

15. Murphy Avenue and Diana Avenue (Year 2050)

The necessary improvement to improve operations at this intersection would consist of the installation of a traffic signal at the intersection. The TMP identifies the implementation of the traffic signal, or a single-lane roundabout, if right-of-way can be acquired as a Tier 3 intersection project. Implementing this improvement would improve the intersection's level of service to an acceptable LOS C or better during both the AM and PM peak hours under Year 2050 General Plan with Project conditions. The project applicant should coordinate with City staff to determine whether the project

should make a monetary contribution to the future signal or roundabout at the intersection. The project contribution could consist of payment of the City's TIF.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to the left-turn movements. The queuing analysis is presented for informational purposes only, since the City of Morgan Hill has not defined a policy related to queuing.

The intersection queuing analysis indicates that all study intersections currently have sufficient vehicle storage capacity to accommodate maximum vehicle queues under existing conditions and would continue to do so under existing plus project conditions during the AM and PM peak hours.

Freeway Segment Analysis

The results of the freeway level of service analysis show that directional mixed-flow lanes and one directional HOV lane on 10 of the 14 freeway segments analyzed are projected to operate at an unacceptable LOS F during at least one peak hour under existing conditions and would continue to operate at LOS F conditions with the addition of traffic due to proposed project.

Improvement of freeway segment operations would require freeway widening to construct additional through lanes, thereby increasing freeway capacity. VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along US 101 between Cochrane Road and Whipple Avenue. The planned improvements consist of the conversion of the existing HOV lane to an express lane and the construction of a second express lane in each direction on US 101. These improvements would increase the capacity of the freeway and help to address the deficiency in freeway operations. However, it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in the acquisition and cost of right-of-way.

Other Transportation Issues

Site Access

Access to the project site will be provided via two access points along DePaul Drive. Below are the recommendations for the project site access points.

- The project driveways along DePaul Drive should be free and clear of obstructions, ensuring a minimum clear sight distance of 250 feet along DePaul Drive. Furthermore, parking should be prohibited for 20 feet on either side of the project entrances DePaul Drive in accordance with AB 413. This will help maintain clear sight lines and enhance safety at these access points.

Pedestrian, Bicycle, and Transit Analyses

Pedestrian Facilities

The Morgan Hill TMP identifies Tier 2 pedestrian safety improvements that consist of the following:

- Cochrane Road between Monterey Road and Mission View Drive - Fill sidewalk gaps and enhance existing crossings at US 101 ramps
- Mission View Drive between Half Road and Cochrane Road – Fill sidewalk gaps

The project as proposed would not conflict with the TMP goals or policies, or any of the planned pedestrian network improvements such as those listed above.

Bicycle Facilities

The Bikeway + Trail Network map contained in the City of Morgan Hill General Plan shows the following potential Class I bike trails in the project vicinity:

- On the east side of US 101 from Burnett Avenue to Cochrane Road, connecting to the Madrone Channel Trail
- Along Mission View Drive from Burnett Avenue to Tennant Avenue

In addition, the Morgan Hill TMP identifies Tier 2 bicycle safety improvements that consist of the following:

- Cochrane Road between Monterey Road and Mission View Drive - Install Class II bike lanes (preferred Class IV) and enhance existing crossings at US 101 ramps
- Mission View Drive between Half Road and Cochrane Road – Install Class II bike lanes (*constructed*)

The project as proposed would not conflict with the TMP goals or policies, or any of the planned bicycle network improvements such as those listed above.

Transit Services

The Morgan Hill Community-Based Transportation Plan (May 2021) identifies possible improvements to transportation options and services, public transportation amenities, and public transportation improvements within Morgan Hill. Additionally, VTA's Valley Transportation Plan (VTP) 2050 is the countywide long-range transportation plan for Santa Clara County which identifies priority transportation projects.

The project as proposed would not conflict with the goals or any proposed improvements of the Morgan Hill Community-Based Transportation Plan or the VTP 2050.

Freeway Ramp Analysis

Freeway On-Ramp Queuing Analysis

The results of the analysis indicate that the proposed project would have a minimal impact to on-ramp queuing during peak hours at the US 101 northbound loop and southbound diagonal on-ramps from westbound Cochrane Road. Short vehicle queues may occur whenever multiple vehicles arrive simultaneously, however, the queues dissipate during the 15-minute intervals because the demand volume is less than the service rate of the freeway ramp meters during peak hours.

Freeway Off-Ramp Queuing Analysis

The results of the analysis show that the 95th percentile queue lengths at the study freeway on-ramps are projected to be accommodated entirely on the ramp and would not extend back and disrupt operations on the freeway mainline.

Parking Requirements and Compliance

The City of Morgan Hill parking requirements state that single-family attached residential units are required to provide two covered parking spaces per unit, and that one guest parking space is required for every four residential units. Based on these requirements, the project site is required to provide 236 parking spaces (210 covered spaces and 26 guest spaces). The project proposes 210 garage parking spaces and up to 154 on-street parking spaces along internal roadways, totaling to 364 parking spaces and thus exceeding the City's parking requirements.

DePaul Residential Development
Technical Appendices

April 3, 2026

Appendix A

VTA VMT Evaluation Tool Output Sheets

TP01

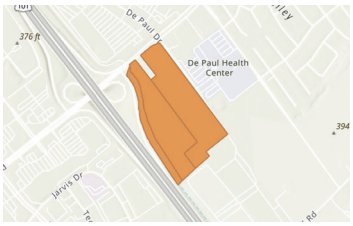
Project Details

Timestamp of Analysis	April 01, 2026, 05:07:51 PM
Project Name	DePaul Residences
Project Description	105 detached single-family homes. - w mitigation

Project Location Map

Jurisdiction: Morgan Hill

APN	TAZ
72831001	333
72831014	333
72831016	333



Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	TAZ
Baseline Year	2019

Project Land Use

Residential:

Single Family DU:	105
Multifamily DU:	
Total DUs:	105

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %

Parking:

Motor Vehicle Parking:

Bicycle Parking:

Proximity to Transit Screening

Inside a transit priority area? No (Fail)

Santa Clara Countywide VMT Evaluation Tool - Version 2.1 - Report

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	24.64
VMT Threshold Description 1 / Threshold Value 1:	Citywide Threshold (-0%) / 24.64
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	31.24	30.47	27.95
Low VMT Screening Analysis	No (Fail)	No (Fail)	No (Fail)

Santa Clara Countywide VMT Evaluation Tool - Version 2.1 - Report

Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	2.04
With Project Residential Density:	2.4

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.56
With Project Residential Diversity Index:	0.52

PC03 Affordable Housing

PC04 Increase Employment Density

Existing Employment Density:	10.08
With Project Employment Density:	10.08

Santa Clara Countywide VMT Evaluation Tool - Version 2.1 - Report

Tier 4 TDM Programs

TP01 School Pool Programs

School Pool Program Percent of Expected Participant Households:	100 %

*Images on this page are not OCR compatible.

TP01+TP02

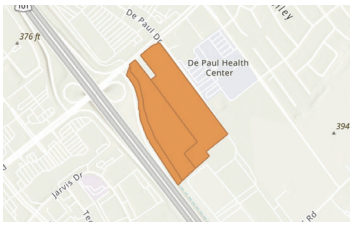
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Project Name	DePaul Residences
Project Description	105 detached single-family homes. - w mitigation

Project Location Map

Jurisdiction: Morgan Hill

APN	TAZ
72831001	333
72831014	333
72831016	333



Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	TAZ
Baseline Year	2019

Project Land Use

Residential:

Single Family DU:	105
Multifamily DU:	
Total DUs:	105

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %

Parking:

Motor Vehicle Parking:

Bicycle Parking:

Proximity to Transit Screening

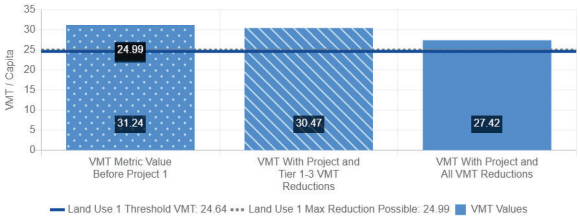
Inside a transit priority area? No (Fail)

Santa Clara Countywide VMT Evaluation Tool - Version 2.1 - Report

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	24.64
VMT Threshold Description 1 / Threshold Value 1:	Citywide Threshold (-0%) / 24.64
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	31.24	30.47	27.42
Low VMT Screening Analysis	No (Fail)	No (Fail)	No (Fail)



Santa Clara Countywide VMT Evaluation Tool - Version 2.1 - Report

Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	2.04
With Project Residential Density:	2.4

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.56
With Project Residential Diversity Index:	0.52

PC03 Affordable Housing

PC04 Increase Employment Density

Existing Employment Density:	10.08
With Project Employment Density:	10.08

*Images on this page are not OCR compatible.

Santa Clara Countywide VMT Evaluation Tool - Version 2.1 - Report

Tier 4 TDM Programs

TP01 School Pool Programs

School Pool Program Percent of Expected Participant Households:	100 %

TP02 Bike Share Programs

Percent Change in Bike Trips:	6%

TP01+TP02+TP18

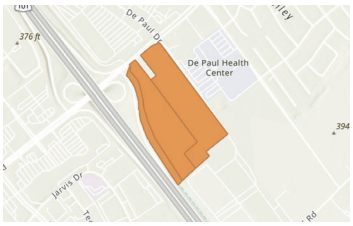
Project Details

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Project Name	DePaul Residences
Project Description	105 detached single-family homes. - w mitigation

Project Location Map

Jurisdiction: Morgan Hill

APN	TAZ
72831001	333
72831014	333
72831016	333



Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	TAZ
Baseline Year	2019

Project Land Use

Residential:

Single Family DU:	105
Multifamily DU:	
Total DUs:	105

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %

Parking:

Motor Vehicle Parking:

Bicycle Parking:

Proximity to Transit Screening

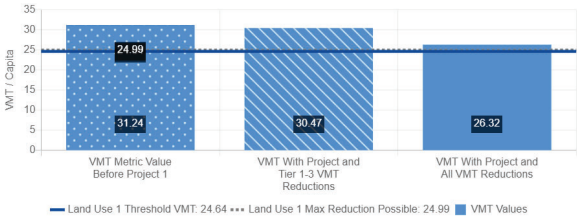
Inside a transit priority area? No (Fail)

Santa Clara Countywide VMT Evaluation Tool - Version 2.1 - Report

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	24.64
VMT Threshold Description 1 / Threshold Value 1:	Citywide Threshold (-0%) / 24.64
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	31.24	30.47	26.32
Low VMT Screening Analysis	No (Fail)	No (Fail)	No (Fail)



Santa Clara Countywide VMT Evaluation Tool - Version 2.1 - Report

Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	2.04
With Project Residential Density:	2.4

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.56
With Project Residential Diversity Index:	0.52

PC03 Affordable Housing

PC04 Increase Employment Density

Existing Employment Density:	10.08
With Project Employment Density:	10.08

*Images on this page are not OCR compatible.

Santa Clara Countywide VMT Evaluation Tool - Version 2.1 - Report

Tier 4 TDM Programs

TP01 School Pool Programs

School Pool Program Percent of Expected Participant Households:	100 %

TP02 Bike Share Programs

Percent Change in Bike Trips:	6%

TP18 Voluntary Travel Behavior Change Program

Percent of Behavior Program Participants :	100 %

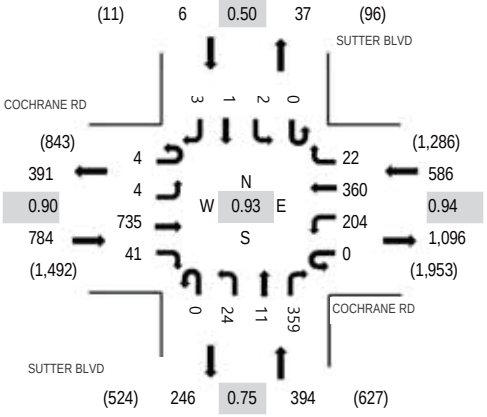
Appendix B

Traffic Counts

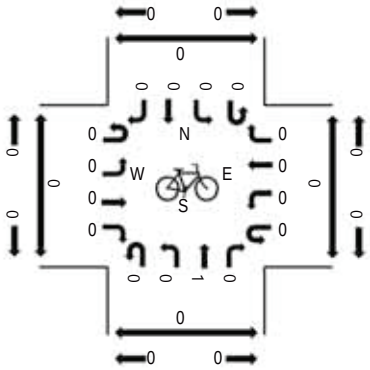
(303) 216-2439
www.alltrafficdata.net

Location: 2 SUTTER BLVD & COCHRANE RD AM
Date: Tuesday, March 7, 2023
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

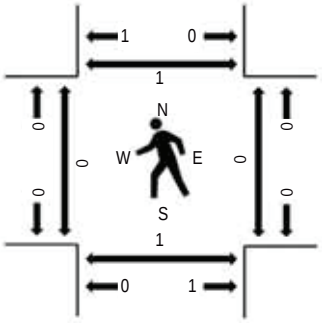
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				SUTTER BLVD Northbound				SUTTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	1	200	11	0	43	77	2	0	8	5	119	0	0	0	1	468	1,770	0	0	0	1
7:15 AM	1	1	158	5	0	53	103	4	0	5	1	90	0	2	0	1	424	1,734	0	0	0	0
7:30 AM	1	0	174	13	0	49	81	8	0	5	1	71	0	0	0	0	403	1,718	0	0	0	0
7:45 AM	1	2	203	12	0	59	99	8	0	6	4	79	0	0	1	1	475	1,733	0	0	1	0
8:00 AM	0	4	165	6	3	66	111	6	0	14	0	56	0	0	0	1	432	1,646	0	0	0	0
8:15 AM	0	2	161	13	0	49	102	15	0	5	4	56	0	0	0	1	408		0	0	0	0
8:30 AM	0	2	181	13	0	58	103	13	0	5	3	40	0	0	0	0	418		0	0	0	0
8:45 AM	0	0	156	5	0	68	96	10	0	13	0	37	0	2	0	1	388		0	0	0	0

Peak Rolling Hour Flow Rates

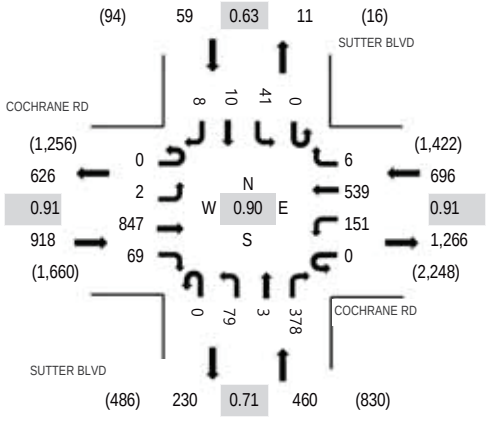
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	1	0	3	2	0	0	0	0	0	0	0	0	0	13
Lights	3	4	709	40	0	199	346	21	0	24	11	344	0	2	1	3	1,707
Mediums	1	0	19	0	0	2	12	1	0	0	0	15	0	0	0	0	50
Total	4	4	735	41	0	204	360	22	0	24	11	359	0	2	1	3	1,770

*Images on this page are not OCR compatible.

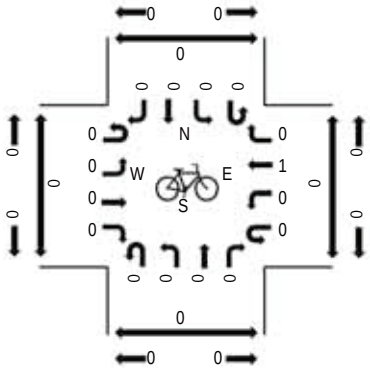
(303) 216-2439
www.alltrafficdata.net

Location: 2 SUTTER BLVD & COCHRANE RD PM
Date: Tuesday, March 7, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

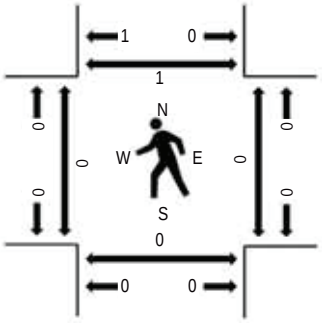
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				SUTTER BLVD Northbound				SUTTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	206	14	0	43	144	1	0	24	1	99	0	10	3	1	546	2,092	0	0	0	1
4:15 PM	4	0	168	16	1	39	113	2	0	19	1	74	0	4	3	1	445	2,129	0	0	0	0
4:30 PM	0	0	219	13	0	42	133	2	0	23	1	145	0	6	3	5	592	2,133	0	0	0	0
4:45 PM	0	1	212	23	0	43	127	2	0	15	1	71	0	10	3	1	509	1,975	0	0	0	1
5:00 PM	0	1	230	21	0	31	147	1	0	22	1	105	0	20	2	2	583	1,914	0	0	0	0
5:15 PM	0	0	186	12	0	35	132	1	0	19	0	57	0	5	2	0	449		0	0	0	0
5:30 PM	0	0	155	13	0	39	144	0	0	16	0	59	0	5	1	2	434		0	0	0	2
5:45 PM	0	0	143	23	1	61	138	0	0	23	0	54	0	3	1	1	448		0	0	0	1

Peak Rolling Hour Flow Rates

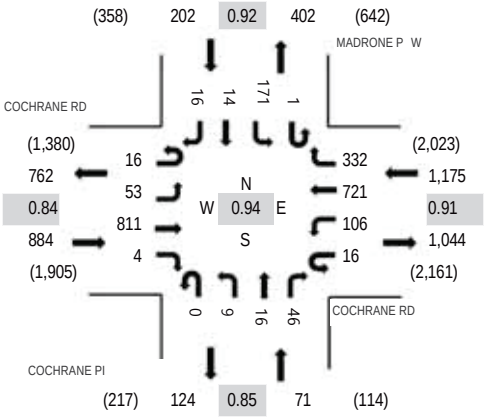
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	5
Lights	0	2	838	69	0	151	532	6	0	78	3	373	0	40	9	8	2,109
Mediums	0	0	5	0	0	0	7	0	0	1	0	4	0	1	1	0	19
Total	0	2	847	69	0	151	539	6	0	79	3	378	0	41	10	8	2,133

*Images on this page are not OCR compatible.

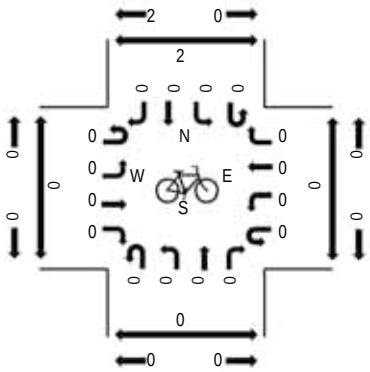
(303) 216-2439
www.alltrafficdata.net

Location: 37 COCHRANE PI & COCHRANE RD AM
Date: Tuesday, Se te er 26, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

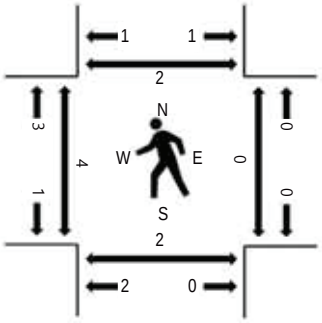
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				COCHRANE PI Northbound				MADRONE P W Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	13	297	3	1	12	117	39	0	1	2	5	0	27	1	5	524	2,082	0	0	1	1
7:15 AM	7	10	242	0	1	21	158	35	0	3	1	3	0	22	5	3	511	2,179	0	0	0	0
7:30 AM	2	14	237	1	9	8	114	57	0	0	5	9	0	32	4	11	503	2,248	0	0	0	1
7:45 AM	3	9	217	3	1	25	181	44	0	0	5	11	0	39	2	4	544	2,332	1	0	1	0
8:00 AM	5	13	200	0	6	27	191	105	0	2	5	12	0	41	6	8	621	2,318	2	0	0	1
8:15 AM	2	10	191	0	4	20	172	109	0	3	4	14	0	47	4	0	580		1	0	0	1
8:30 AM	6	21	203	1	5	34	177	74	0	4	2	9	1	44	2	4	587		0	0	1	0
8:45 AM	2	6	183	3	3	27	190	56	0	1	2	11	0	35	8	3	530		1	0	0	1

Peak Rolling Hour Flow Rates

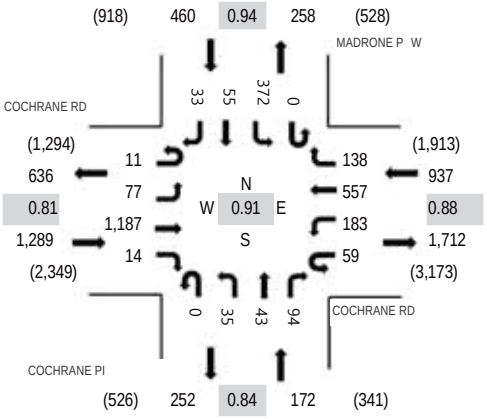
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	10	0	0	0	9	1	0	0	0	0	0	4	0	0	24
Lights	16	53	770	4	16	105	685	324	0	9	16	46	1	161	14	16	2,236
Mediums	0	0	31	0	0	1	27	7	0	0	0	0	0	6	0	0	72
Total	16	53	811	4	16	106	721	332	0	9	16	46	1	171	14	16	2,332

*Images on this page are not OCR compatible.

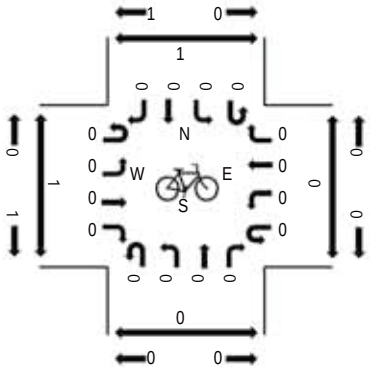
(303) 216-2439
www.alltrafficdata.net

Location: 37 COCHRANE PI & COCHRANE RD PM
Date: Tuesday, Se te er 26, 2023
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

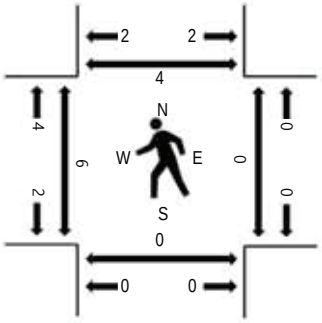
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				COCHRANE PI Northbound				MADRONE P W Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	6	16	308	4	10	42	153	35	0	9	16	27	0	99	11	12	748	2,858	1	0	0	1
4:15 PM	1	21	269	3	20	53	122	35	0	10	11	28	0	99	8	7	687	2,825	1	0	0	1
4:30 PM	0	16	380	2	11	47	151	32	0	4	6	18	0	99	11	9	786	2,848	2	0	0	1
4:45 PM	4	24	230	5	18	41	131	36	0	12	10	21	0	75	25	5	637	2,676	2	0	0	1
5:00 PM	3	16	295	3	14	51	131	35	0	11	17	20	1	104	8	6	715	2,663	1	0	0	0
5:15 PM	3	26	245	13	21	53	155	36	0	9	2	23	1	99	12	12	710		3	0	0	0
5:30 PM	5	21	206	7	17	42	115	30	0	14	15	24	0	98	13	7	614		2	0	0	0
5:45 PM	2	23	182	10	22	52	164	38	0	10	9	15	0	76	10	11	624		0	0	0	1

Peak Rolling Hour Flow Rates

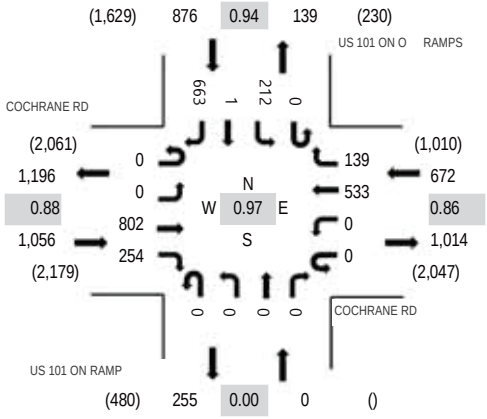
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	8	0	0	0	0	0	0	2	0	0	15
Lights	11	76	1,163	14	59	181	537	137	0	35	43	93	0	368	55	33	2,805
Mediums	0	1	19	0	0	2	12	1	0	0	0	1	0	2	0	0	38
Total	11	77	1,187	14	59	183	557	138	0	35	43	94	0	372	55	33	2,858

*Images on this page are not OCR compatible.

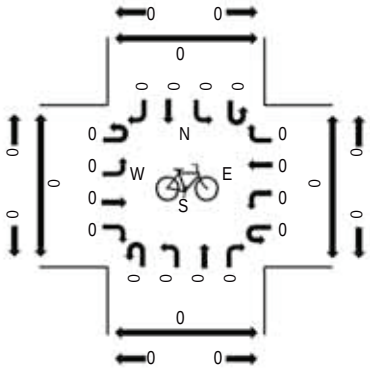
(303) 216-2439
www.alltrafficdata.net

Location: 57 US 101 ON RAMP & COCHRANE RD AM
Date: Tuesday, Se te er 26, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

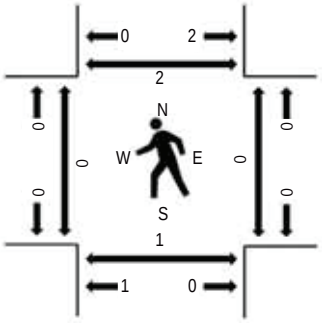
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				US 101 ON RAMP Northbound				US 101 ON O RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	282	47	0	0	32	14	0	0	0	0	0	30	0	139	544	2,256	0	0	0	0
7:15 AM	1	0	225	42	0	0	60	23	0	0	0	0	0	24	0	169	544	2,381	0	0	1	1
7:30 AM	0	0	204	76	0	0	62	27	0	0	0	0	0	34	0	124	527	2,500	0	0	1	0
7:45 AM	0	0	212	64	0	0	90	41	0	0	0	0	0	66	0	168	641	2,604	0	0	0	0
8:00 AM	0	0	199	52	0	0	159	36	0	0	0	0	0	50	0	173	669	2,562	0	0	0	0
8:15 AM	0	0	208	68	0	0	143	27	0	0	0	0	0	45	0	172	663		0	0	0	1
8:30 AM	0	0	183	70	0	0	141	35	0	0	0	0	0	51	1	150	631		0	0	1	1
8:45 AM	0	0	186	60	0	0	93	27	0	0	0	0	0	48	0	185	599		0	0	0	0

Peak Rolling Hour Flow Rates

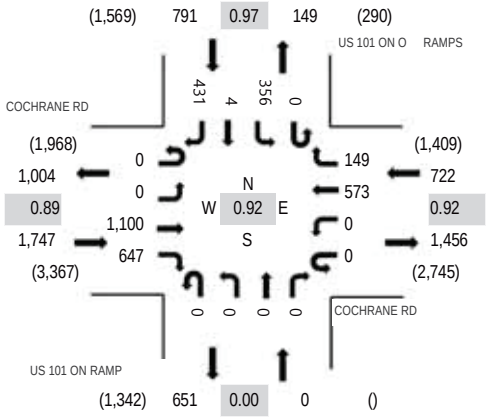
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	13	0	0	5	3	0	0	0	0	0	4	0	5	31
Lights	0	0	776	227	0	0	511	134	0	0	0	0	0	200	1	638	2,487
Mediums	0	0	25	14	0	0	17	2	0	0	0	0	0	8	0	20	86
Total	0	0	802	254	0	0	533	139	0	0	0	0	0	212	1	663	2,604

*Images on this page are not OCR compatible.

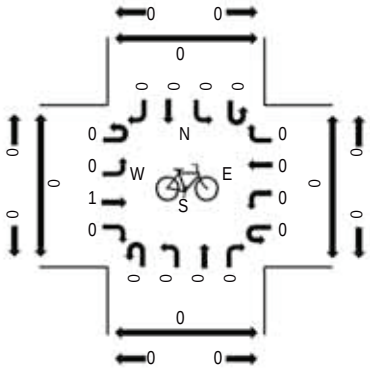
(303) 216-2439
www.alltrafficdata.net

Location: 57 US 101 ON RAMP & COCHRANE RD PM
Date: Tuesday, Se te er 26, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

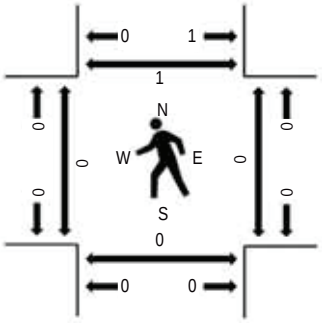
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				US 101 ON RAMP Northbound				US 101 ON O RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	298	162	0	0	136	28	0	0	0	0	0	66	0	121	811	3,205	0	0	0	1
4:15 PM	0	0	210	212	0	0	157	40	0	0	0	0	0	84	1	84	788	3,245	0	0	0	0
4:30 PM	0	0	322	173	0	0	148	35	0	0	0	0	0	95	0	111	884	3,260	0	0	0	0
4:45 PM	0	0	239	139	0	0	130	34	0	0	0	0	0	83	4	93	722	3,144	0	0	0	1
5:00 PM	0	0	294	180	0	0	147	35	0	0	0	0	0	82	0	113	851	3,140	0	0	0	0
5:15 PM	0	0	245	155	0	0	148	45	0	0	0	0	0	96	0	114	803		0	0	0	0
5:30 PM	0	0	226	180	0	0	116	33	0	0	0	0	0	112	0	101	768		0	0	0	0
5:45 PM	0	0	196	136	0	0	137	40	0	0	0	0	0	97	0	112	718		0	0	0	1

Peak Rolling Hour Flow Rates

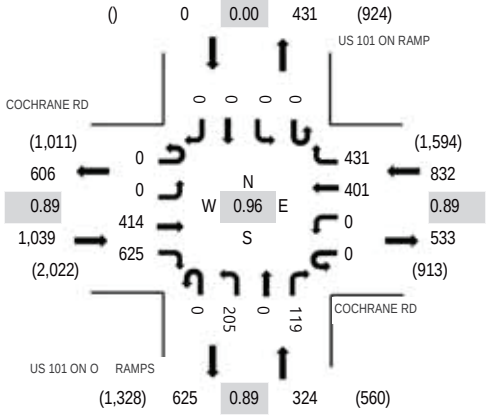
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	5	0	0	4	1	0	0	0	0	0	3	0	0	16
Lights	0	0	1,083	639	0	0	560	145	0	0	0	0	0	351	4	425	3,207
Mediums	0	0	14	3	0	0	9	3	0	0	0	0	0	2	0	6	37
Total	0	0	1,100	647	0	0	573	149	0	0	0	0	0	356	4	431	3,260

*Images on this page are not OCR compatible.

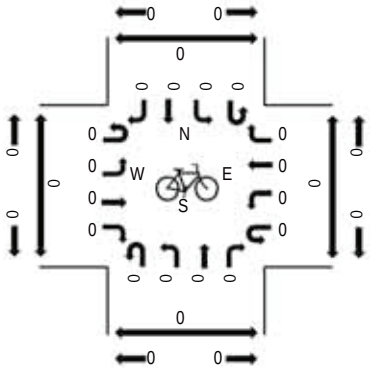
(303) 216-2439
www.alltrafficdata.net

Location: 56 US 101 ON OFF RAMPS & COCHRANE RD AM
Date: Thursday, Se te er 21, 2023
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

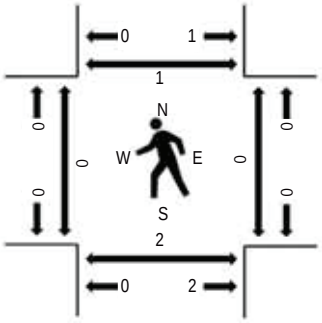
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				US 101 ON O RAMPS Northbound				US 101 ON RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	40	262	0	0	41	187	0	6	0	8	0	0	0	0	544	2,103	0	0	0	0
7:15 AM	0	0	47	207	0	0	58	145	0	25	1	16	0	0	0	0	499	2,128	0	0	1	0
7:30 AM	0	0	64	197	0	0	72	158	0	27	0	19	0	0	0	0	537	2,195	0	0	0	0
7:45 AM	0	0	91	169	0	0	93	89	0	54	0	27	0	0	0	0	523	2,146	0	0	1	0
8:00 AM	0	0	106	130	0	0	133	109	0	59	0	32	0	0	0	0	569	2,073	0	0	0	0
8:15 AM	0	0	153	129	0	0	103	75	0	65	0	41	0	0	0	0	566		0	0	1	1
8:30 AM	0	0	109	112	0	0	91	97	0	43	0	36	0	0	0	0	488		0	0	0	0
8:45 AM	0	0	84	122	0	0	80	63	0	61	0	40	0	0	0	0	450		0	0	1	0

Peak Rolling Hour Flow Rates

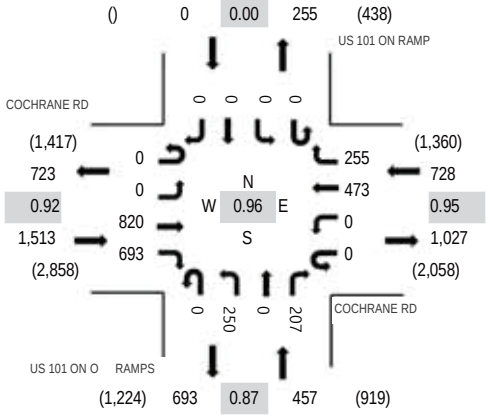
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	19	0	0	4	7	0	3	0	1	0	0	0	0	37
Lights	0	0	398	583	0	0	383	416	0	198	0	113	0	0	0	0	2,091
Mediums	0	0	13	23	0	0	14	8	0	4	0	5	0	0	0	0	67
Total	0	0	414	625	0	0	401	431	0	205	0	119	0	0	0	0	2,195

*Images on this page are not OCR compatible.

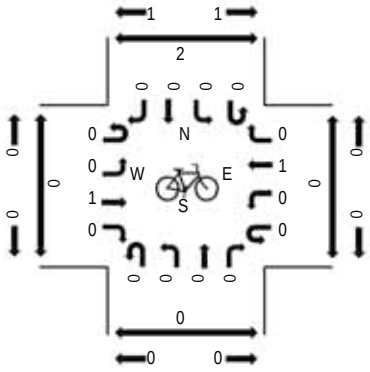
(303) 216-2439
www.alltrafficdata.net

Location: 56 US 101 ON OFF RAMPS & COCHRANE RD PM
Date: Thursday, Se te er 21, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

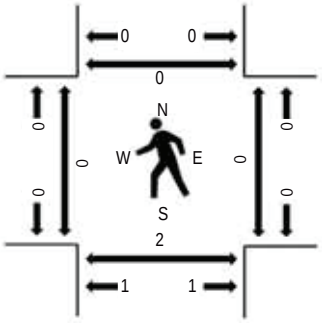
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				US 101 ON O RAMPS Northbound				US 101 ON RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	223	174	0	0	136	55	0	53	0	54	0	0	0	0	695	2,655	0	0	1	0
4:15 PM	0	0	183	128	0	0	113	58	0	61	0	63	0	0	0	0	606	2,630	0	0	0	0
4:30 PM	0	0	166	244	0	0	108	81	0	55	0	46	0	0	0	0	700	2,698	0	0	0	0
4:45 PM	0	0	199	152	0	0	129	69	0	59	0	46	0	0	0	0	654	2,583	0	0	0	0
5:00 PM	0	0	226	163	0	0	121	47	0	58	0	55	0	0	0	0	670	2,482	0	0	1	0
5:15 PM	0	0	229	134	0	0	115	58	0	78	0	60	0	0	0	0	674		0	0	1	0
5:30 PM	0	0	216	122	0	0	92	41	0	66	0	48	0	0	0	0	585		0	0	1	1
5:45 PM	0	0	192	107	0	0	108	29	0	65	0	52	0	0	0	0	553		0	0	0	0

Peak Rolling Hour Flow Rates

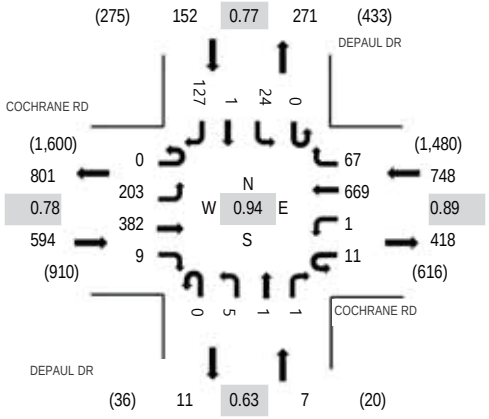
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	2	0	0	1	0	0	4	0	0	0	0	0	0	9
Lights	0	0	812	680	0	0	467	251	0	241	0	203	0	0	0	0	2,654
Mediums	0	0	6	11	0	0	5	4	0	5	0	4	0	0	0	0	35
Total	0	0	820	693	0	0	473	255	0	250	0	207	0	0	0	0	2,698

*Images on this page are not OCR compatible.

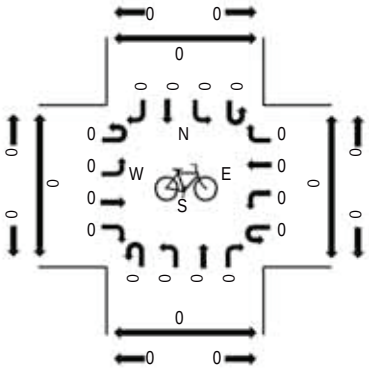
(303) 216-2439
www.alltrafficdata.net

Location: 26 DEPAUL DR & COCHRANE RD AM
Date: Thursday, Se te er 21, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

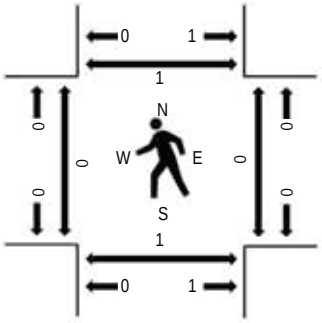
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				DEPAUL DR Northbound				DEPAUL DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	16	31	7	1	2	210	7	0	0	1	1	0	1	1	19	297	1,229	0	0	0	0
7:15 AM	0	21	36	6	1	0	186	7	0	2	1	0	0	2	0	16	278	1,333	0	0	1	0
7:30 AM	1	27	45	4	2	2	200	9	0	3	1	0	0	3	0	18	315	1,449	0	0	0	0
7:45 AM	0	50	64	3	3	0	178	19	0	0	0	1	0	5	0	16	339	1,501	0	0	0	1
8:00 AM	0	41	89	2	4	1	210	21	0	2	0	0	0	3	1	27	401	1,456	0	0	0	0
8:15 AM	0	58	132	3	2	0	144	15	0	2	0	0	0	6	0	32	394		0	0	1	0
8:30 AM	0	54	97	1	2	0	137	12	0	1	1	0	0	10	0	52	367		0	0	0	0
8:45 AM	1	58	60	3	0	0	93	12	0	1	2	1	0	14	0	49	294		0	0	0	0

Peak Rolling Hour Flow Rates

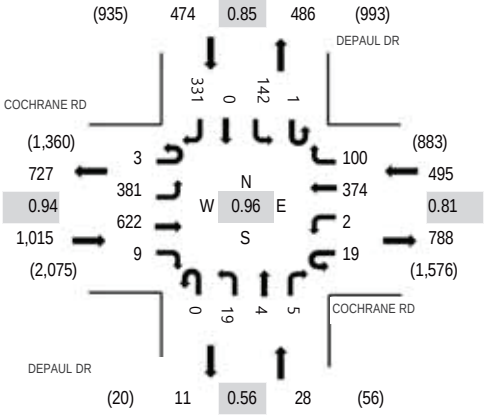
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	3	0	0	0	6	1	0	0	0	0	0	0	0	1	12
Lights	0	195	369	7	9	1	649	66	0	2	1	1	0	24	1	123	1,448
Mediums	0	7	10	2	2	0	14	0	0	3	0	0	0	0	0	3	41
Total	0	203	382	9	11	1	669	67	0	5	1	1	0	24	1	127	1,501

*Images on this page are not OCR compatible.

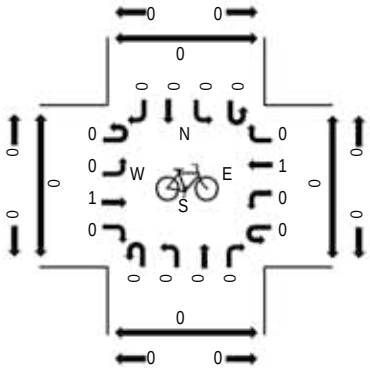
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 26 DEPAUL DR & COCHRANE RD PM
Date: Thursday, Se te er 21, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

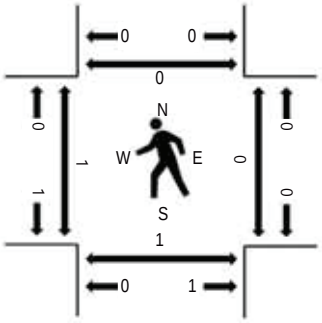
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				DEPAUL DR Northbound				DEPAUL DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	110	169	4	5	0	80	20	0	12	3	3	0	42	0	100	548	1,983	0	0	0	0
4:15 PM	0	89	141	2	2	1	85	26	0	5	0	1	1	27	0	81	461	1,951	0	0	1	0
4:30 PM	1	86	146	0	3	1	113	37	0	5	2	3	0	30	0	68	495	2,012	0	0	0	0
4:45 PM	1	76	135	3	7	1	89	27	0	5	0	1	0	32	0	102	479	1,999	1	0	0	0
5:00 PM	1	111	168	2	4	0	81	24	0	5	2	1	1	39	0	77	516	1,966	0	0	0	0
5:15 PM	0	108	173	4	5	0	91	12	0	4	0	0	0	41	0	84	522		0	0	1	0
5:30 PM	0	108	186	2	3	0	64	17	0	0	0	0	0	33	0	69	482		0	0	0	1
5:45 PM	2	104	143	0	3	0	55	27	0	2	1	1	1	29	0	78	446		1	0	0	0

Peak Rolling Hour Flow Rates

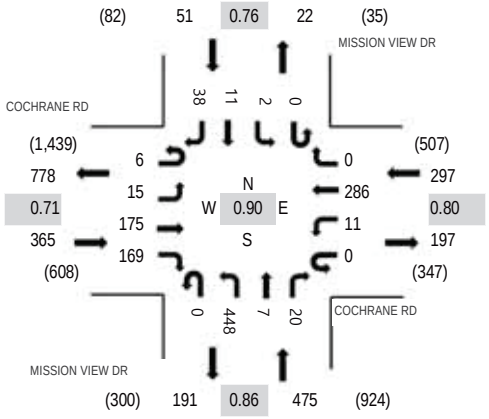
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	3	378	614	8	19	2	366	100	0	19	4	5	1	141	0	329	1,989
Mediums	0	3	7	0	0	0	7	0	0	0	0	0	0	1	0	2	20
Total	3	381	622	9	19	2	374	100	0	19	4	5	1	142	0	331	2,012

*Images on this page are not OCR compatible.

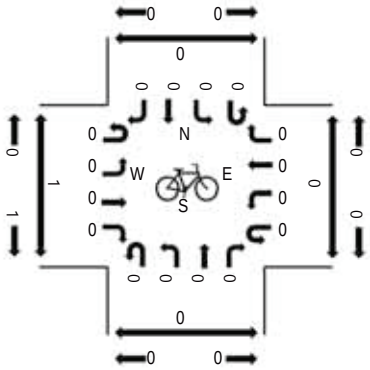
(303) 216-2439
www.alltrafficdata.net

Location: 39 MISSION VIEW DR & COCHRANE RD AM
Date: Thursday, Se te er 21, 2023
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

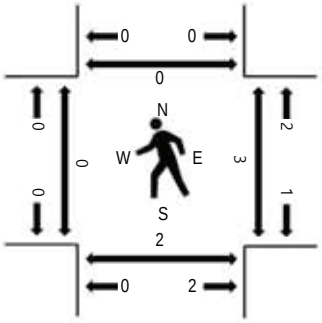
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				MISSION VIEW DR Northbound				MISSION VIEW DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	3	2	19	9	0	1	59	0	0	150	0	2	0	0	0	6	251	1,045	0	0	0	0
7:15 AM	1	1	27	9	0	0	61	1	0	124	0	3	0	0	4	11	242	1,124	0	0	0	0
7:30 AM	0	1	30	24	0	9	87	0	0	108	1	1	0	1	7	11	280	1,188	0	0	0	0
7:45 AM	0	3	40	26	0	1	62	0	0	125	1	5	0	0	1	8	272	1,177	0	0	1	0
8:00 AM	1	2	48	45	0	0	87	0	0	119	5	8	0	0	1	14	330	1,076	0	1	0	0
8:15 AM	5	9	57	74	0	1	50	0	0	96	0	6	0	1	2	5	306		0	2	1	0
8:30 AM	0	6	49	48	0	3	42	0	0	103	0	13	0	0	0	5	269		0	1	0	0
8:45 AM	1	3	34	31	0	4	39	0	0	51	0	3	0	0	0	5	171		0	0	0	0

Peak Rolling Hour Flow Rates

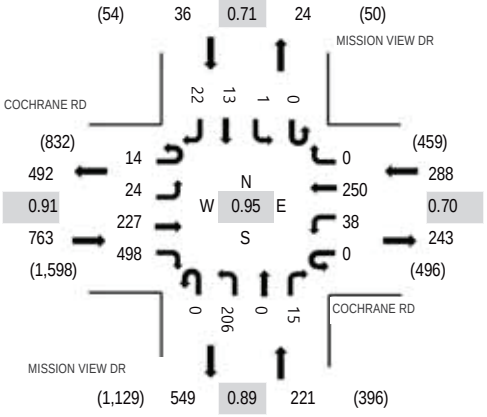
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	1	0	4	0	0	0	6	0	0	2	0	0	0	0	0	0	13
Lights	5	14	163	165	0	11	270	0	0	443	7	20	0	2	11	38	1,149
Mediums	0	1	8	4	0	0	10	0	0	3	0	0	0	0	0	0	26
Total	6	15	175	169	0	11	286	0	0	448	7	20	0	2	11	38	1,188

*Images on this page are not OCR compatible.

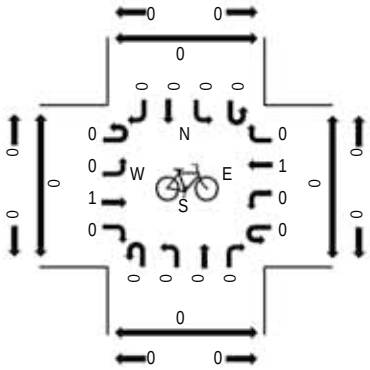
(303) 216-2439
www.alltrafficdata.net

Location: 39 MISSION VIEW DR & COCHRANE RD PM
Date: Thursday, Se te er 21, 2023
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

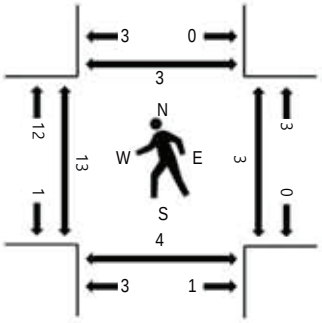
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				MISSION VIEW DR Northbound				MISSION VIEW DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	5	9	64	144	0	7	47	0	0	39	1	3	0	0	1	1	321	1,286	0	0	0	0
4:15 PM	4	5	60	116	0	8	58	0	0	59	0	3	0	0	2	6	321	1,308	9	1	1	1
4:30 PM	2	7	52	118	0	12	91	0	0	51	0	2	0	0	4	3	342	1,296	4	2	3	2
4:45 PM	5	5	52	118	0	10	54	0	0	45	0	5	0	0	1	7	302	1,267	0	0	0	0
5:00 PM	3	7	63	146	0	8	47	0	0	51	0	5	0	1	6	6	343	1,221	0	0	0	0
5:15 PM	5	4	58	140	0	7	39	0	0	40	1	6	0	0	2	7	309		4	0	0	0
5:30 PM	1	6	67	154	0	3	36	0	0	42	0	1	0	0	1	2	313		0	0	0	0
5:45 PM	9	5	50	114	0	6	26	0	0	39	0	3	0	1	1	2	256		10	0	5	1

Peak Rolling Hour Flow Rates

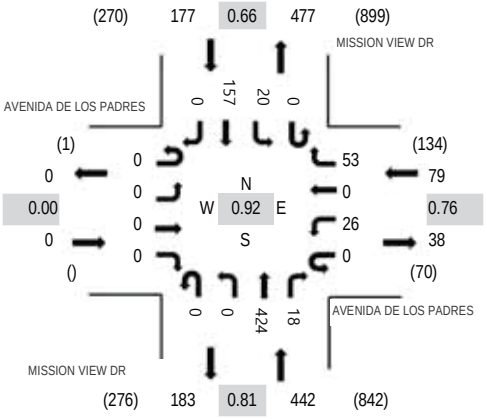
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	14	24	226	492	0	38	246	0	0	203	0	15	0	1	13	22	1,294
Mediums	0	0	1	5	0	0	3	0	0	3	0	0	0	0	0	0	12
Total	14	24	227	498	0	38	250	0	0	206	0	15	0	1	13	22	1,308

*Images on this page are not OCR compatible.

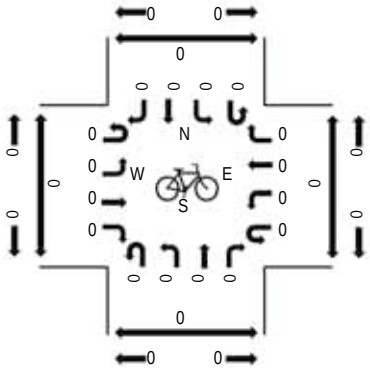
(303) 216-2439
www.alltrafficdata.net

Location: 38 MISSION VIEW DR & AVENIDA DE LOS PADRES AM
Date: Thursday, Se te er 21, 2023
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

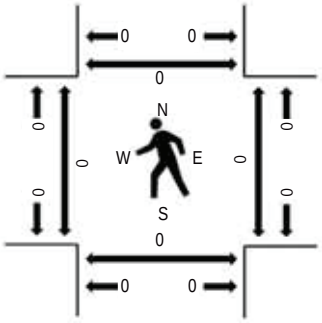
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AVENIDA DE LOS PADRES Eastbound				AVENIDA DE LOS PADRES Westbound				MISSION VIEW DR Northbound				MISSION VIEW DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	1	0	10	0	0	142	2	0	2	6	0	163	640	0	0	0	0
7:15 AM	0	0	0	0	0	7	0	11	0	0	113	3	0	2	14	0	150	659	0	0	0	0
7:30 AM	0	0	0	0	0	12	0	14	0	0	100	1	0	1	40	0	168	698	0	0	0	0
7:45 AM	0	0	0	0	0	6	0	22	0	0	102	6	0	3	20	0	159	676	0	0	0	0
8:00 AM	0	0	0	0	0	4	0	9	0	0	120	5	0	9	35	0	182	606	0	0	0	0
8:15 AM	0	0	0	0	0	4	0	8	0	0	102	6	0	7	62	0	189		0	0	0	0
8:30 AM	0	0	0	0	0	3	0	6	0	1	91	7	0	7	31	0	146		0	1	0	0
8:45 AM	0	0	0	0	0	5	0	12	0	0	37	4	0	5	26	0	89		0	2	0	0

Peak Rolling Hour Flow Rates

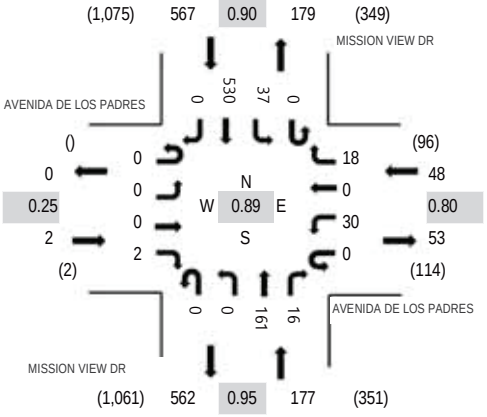
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Lights	0	0	0	0	0	25	0	53	0	0	419	18	0	20	154	0	689
Mediums	0	0	0	0	0	1	0	0	0	0	3	0	0	0	3	0	7
Total	0	0	0	0	0	26	0	53	0	0	424	18	0	20	157	0	698

*Images on this page are not OCR compatible.

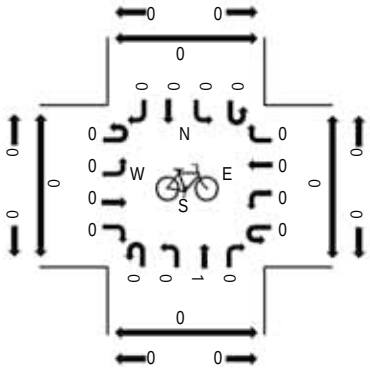
(303) 216-2439
www.alltrafficdata.net

Location: 38 MISSION VIEW DR & AVENIDA DE LOS PADRES PM
Date: Thursday, Se te er 21, 2023
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

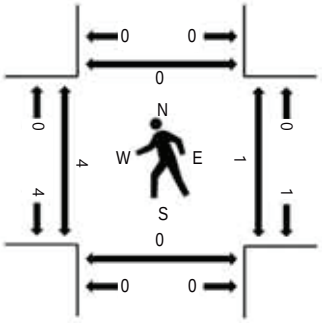
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AVENIDA DE LOS PADRES Eastbound				AVENIDA DE LOS PADRES Westbound				MISSION VIEW DR Northbound				MISSION VIEW DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	7	0	4	0	0	35	8	0	9	140	0	203	738	0	0	0	0
4:15 PM	0	0	0	0	0	6	0	5	0	0	37	7	0	9	103	0	167	759	0	13	0	0
4:30 PM	0	0	0	0	0	7	0	9	0	0	41	8	0	11	119	0	195	790	0	0	0	0
4:45 PM	0	0	0	0	0	3	0	4	0	0	41	6	0	6	113	0	173	794	0	0	0	0
5:00 PM	0	0	0	0	0	8	0	8	0	0	48	2	0	7	151	0	224	786	0	0	0	0
5:15 PM	0	0	0	0	0	9	0	3	0	0	40	3	0	12	131	0	198		4	0	0	0
5:30 PM	0	0	0	2	0	10	0	3	0	0	32	5	0	12	135	0	199		0	1	0	0
5:45 PM	0	0	0	0	0	7	0	3	0	0	36	2	0	7	110	0	165		0	10	0	0

Peak Rolling Hour Flow Rates

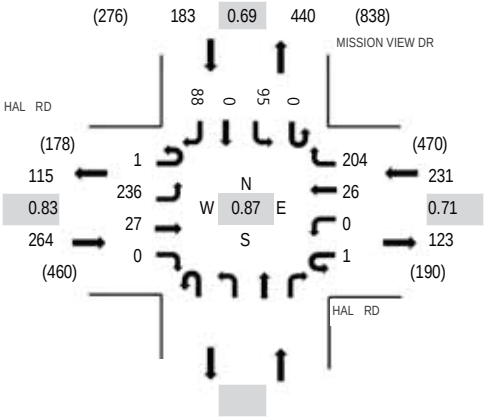
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	2	0	30	0	18	0	0	158	16	0	37	523	0	784
Mediums	0	0	0	0	0	0	0	0	0	0	3	0	0	0	7	0	10
Total	0	0	0	2	0	30	0	18	0	0	161	16	0	37	530	0	794

*Images on this page are not OCR compatible.

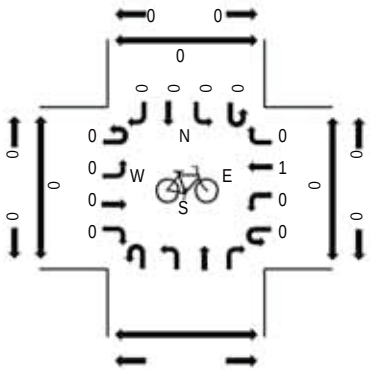
(303) 216-2439
www.alltrafficdata.net

Location: 40 MISSION VIEW DR & HALF RD AM
Date: Thursday, Se te er 21, 2023
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

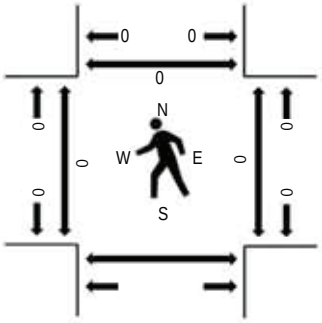
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HAL RD Eastbound				HAL RD Westbound				Northbound				MISSION VIEW DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	52	7	0	0	0	2	94					0	1	0	5	161	602	0	0		0
7:15 AM	0	49	2	0	0	0	4	64					0	2	0	15	136	620	0	0		0
7:30 AM	0	48	2	0	0	0	5	51					0	14	0	41	161	678	0	0		0
7:45 AM	0	62	6	0	0	0	4	48					0	13	0	11	144	667	0	0		0
8:00 AM	0	72	11	0	0	0	6	52					0	26	0	12	179	604	0	0		0
8:15 AM	1	54	8	0	1	0	11	53					0	42	0	24	194		0	0		0
8:30 AM	0	53	8	0	0	0	5	45					0	27	0	12	150		0	0		0
8:45 AM	0	19	6	0	0	0	3	22					0	14	0	17	81		0	0		0

Peak Rolling Hour Flow Rates

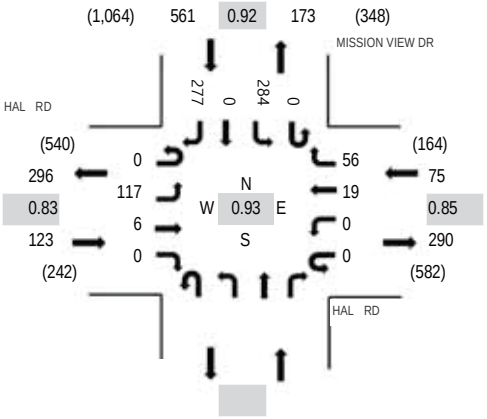
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	0	0	0	0	0					0	0	0	0	2
Lights	0	232	27	0	0	0	25	203					0	93	0	86	666
Mediums	1	2	0	0	1	0	1	1					0	2	0	2	10
Total	1	236	27	0	1	0	26	204					0	95	0	88	678

*Images on this page are not OCR compatible.

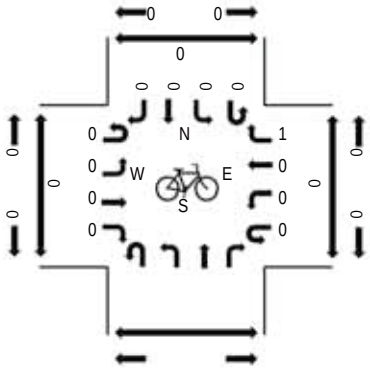
(303) 216-2439
www.alltrafficdata.net

Location: 40 MISSION VIEW DR & HALF RD PM
Date: Thursday, Se te er 21, 2023
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

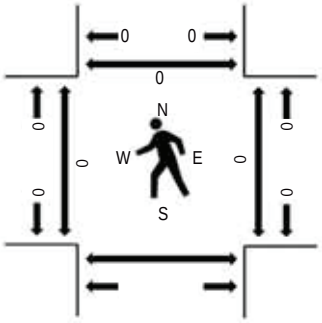
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HAL RD Eastbound				HAL RD Westbound				Northbound				MISSION VIEW DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	26	2	0	0	0	7	18					0	90	0	53	196	719	0	0		0
4:15 PM	0	24	8	0	0	0	8	18					0	57	0	59	174	728	0	0		0
4:30 PM	0	32	2	0	0	0	1	18					0	64	0	58	175	751	0	0		0
4:45 PM	0	23	2	0	0	0	7	22					0	58	0	62	174	759	0	0		0
5:00 PM	0	38	1	0	0	0	2	11					0	73	0	80	205	751	0	0		0
5:15 PM	0	27	1	0	0	0	6	15					0	81	0	67	197		0	0		0
5:30 PM	0	29	2	0	0	0	4	8					0	72	0	68	183		0	0		0
5:45 PM	0	23	2	0	0	0	3	16					0	67	0	55	166		0	0		0

Peak Rolling Hour Flow Rates

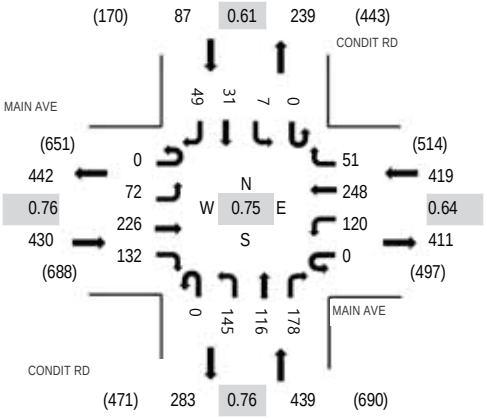
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	0	117	6	0	0	0	19	53					0	278	0	276	749
Mediums	0	0	0	0	0	0	0	3					0	6	0	1	10
Total	0	117	6	0	0	0	19	56					0	284	0	277	759

*Images on this page are not OCR compatible.

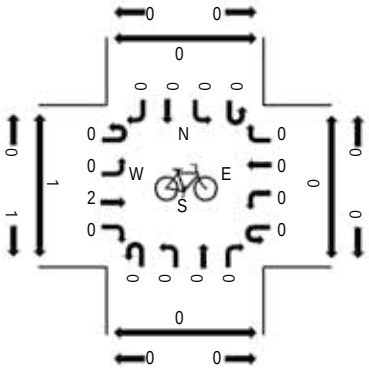
(303) 216-2439
www.alltrafficdata.net

Location: 25 CONDIT RD & MAIN AVE AM
Date: Tuesday, Se te er 26, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

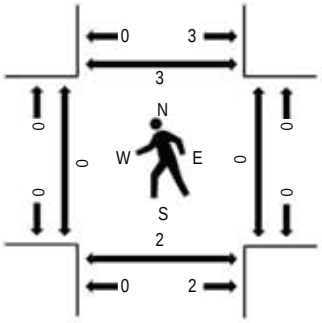
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAIN AVE Eastbound				MAIN AVE Westbound				CONDIT RD Northbound				CONDIT RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	25	7	14	0	1	11	2	0	23	41	3	0	1	1	2	131	826	1	0	0	0
7:15 AM	0	20	5	28	0	4	14	2	0	22	37	6	0	1	7	7	153	1,045	0	0	0	0
7:30 AM	0	21	36	51	0	5	25	3	0	33	26	5	0	1	35	8	249	1,350	1	0	0	0
7:45 AM	0	15	40	50	0	10	38	8	0	40	41	22	0	0	13	16	293	1,375	0	0	0	0
8:00 AM	0	17	54	23	0	29	54	11	0	57	39	48	0	6	3	9	350	1,236	0	0	0	1
8:15 AM	0	25	96	29	0	52	90	21	0	28	20	81	0	0	7	9	458		0	0	2	0
8:30 AM	0	15	36	30	0	29	66	11	0	20	16	27	0	1	8	15	274		0	0	0	2
8:45 AM	0	14	11	26	0	10	17	1	0	34	12	9	0	1	6	13	154		0	0	0	0

Peak Rolling Hour Flow Rates

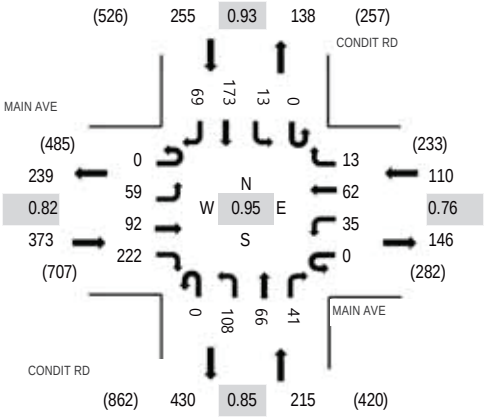
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Lights	0	72	223	129	0	118	244	48	0	142	115	178	0	7	30	49	1,355
Mediums	0	0	3	3	0	2	4	2	0	3	1	0	0	0	1	0	19
Total	0	72	226	132	0	120	248	51	0	145	116	178	0	7	31	49	1,375

*Images on this page are not OCR compatible.

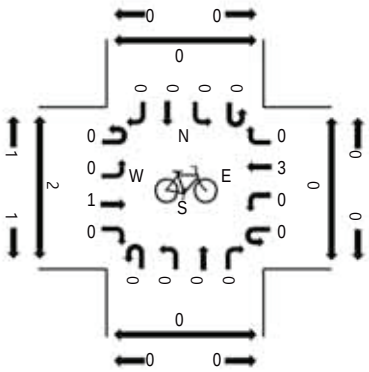
(303) 216-2439
www.alltrafficdata.net

Location: 25 CONDIT RD & MAIN AVE PM
Date: Tuesday, Se te er 26, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

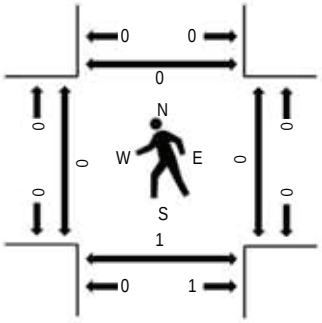
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAIN AVE Eastbound				MAIN AVE Westbound				CONDIT RD Northbound				CONDIT RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	5	23	43	0	21	19	1	0	24	13	13	0	3	42	23	230	948	0	0	0	1
4:15 PM	0	14	22	57	0	10	15	2	0	24	18	9	0	3	37	19	230	945	0	0	0	2
4:30 PM	0	19	27	33	0	9	14	3	0	37	18	8	0	3	48	19	238	953	0	0	0	0
4:45 PM	0	16	30	69	0	8	18	5	0	19	15	14	0	2	38	16	250	943	0	0	1	0
5:00 PM	0	11	12	55	0	10	14	3	0	23	19	11	0	3	45	21	227	938	0	0	0	0
5:15 PM	0	13	23	65	0	8	16	2	0	29	14	8	0	5	42	13	238		0	0	0	0
5:30 PM	0	14	19	49	0	8	6	4	0	30	16	11	0	3	48	20	228		0	0	0	0
5:45 PM	0	20	16	52	0	16	18	3	0	30	9	8	0	6	49	18	245		0	0	0	0

Peak Rolling Hour Flow Rates

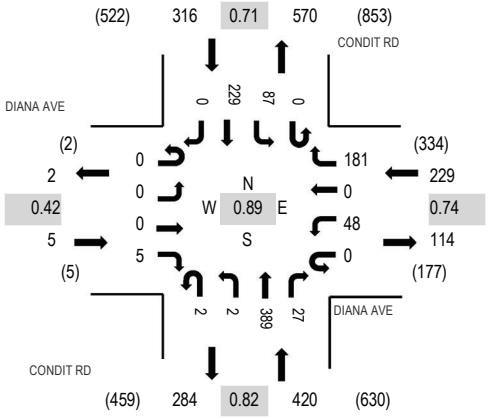
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	59	90	221	0	35	59	13	0	108	66	41	0	13	171	69	945
Mediums	0	0	2	1	0	0	3	0	0	0	0	0	0	0	2	0	8
Total	0	59	92	222	0	35	62	13	0	108	66	41	0	13	173	69	953

*Images on this page are not OCR compatible.

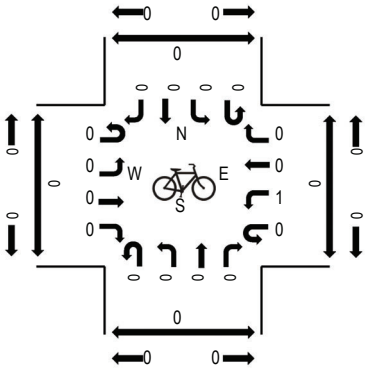
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 CONDIT RD & DIANA AVE AM
Date: Thursday, October 17, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

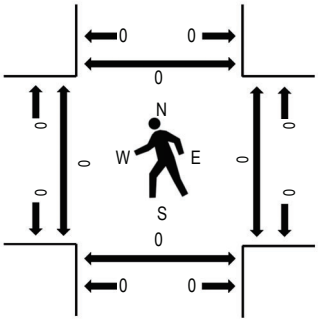
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DIANA AVE Eastbound				DIANA AVE Westbound				CONDIT RD Northbound				CONDIT RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	5	0	27	0	0	44	1	0	6	9	0	92	697	0	0	1	0
7:15 AM	0	0	0	0	0	3	0	17	0	0	51	1	1	6	18	0	97	834	0	0	1	0
7:30 AM	0	0	0	1	0	5	0	30	0	0	87	2	0	44	67	0	236	970	0	0	0	0
7:45 AM	0	0	0	3	0	7	0	55	0	1	124	3	0	25	54	0	272	943	0	0	0	0
8:00 AM	0	0	0	0	0	19	0	58	2	0	88	8	0	7	47	0	229	794	0	0	0	0
8:15 AM	0	0	0	1	0	17	0	38	0	1	90	14	0	11	61	0	233		0	0	0	0
8:30 AM	0	0	0	0	0	7	0	24	0	0	66	7	0	23	82	0	209		0	1	0	0
8:45 AM	0	0	0	0	0	5	0	17	0	0	36	4	0	15	46	0	123		0	0	0	0

Peak Rolling Hour Flow Rates

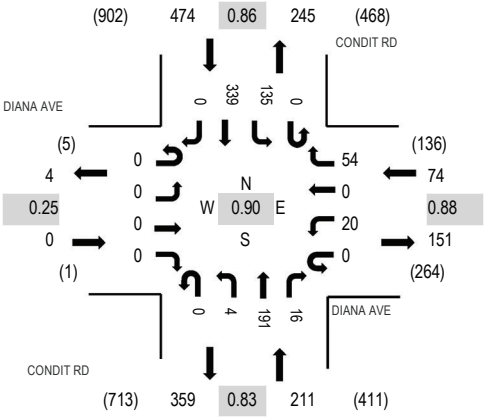
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Lights	0	0	0	5	0	48	0	180	1	2	384	27	0	86	225	0	958
Mediums	0	0	0	0	0	0	0	1	0	0	4	0	0	1	4	0	10
Total	0	0	0	5	0	48	0	181	2	2	389	27	0	87	229	0	970

*Images on this page are not OCR compatible.

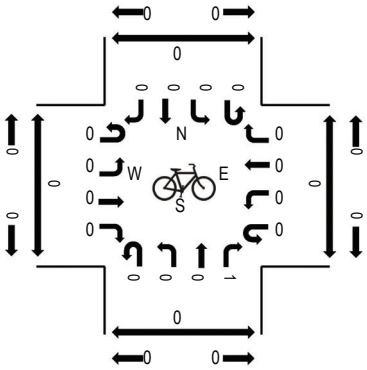
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 CONDIT RD & DIANA AVE PM
Date: Thursday, October 17, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

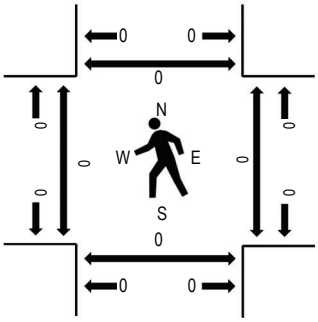
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DIANA AVE Eastbound				DIANA AVE Westbound				CONDIT RD Northbound				CONDIT RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	12	0	12	0	0	48	2	0	24	81	0	179	696	0	0	0	0
4:15 PM	0	1	0	0	0	1	0	11	0	0	52	3	0	21	90	1	180	701	0	0	0	0
4:30 PM	0	0	0	0	0	5	0	11	0	0	38	7	0	26	71	0	158	732	0	0	0	0
4:45 PM	0	0	0	0	0	5	0	16	0	0	32	3	0	31	92	0	179	759	0	0	0	0
5:00 PM	0	0	0	0	0	4	0	9	0	2	52	1	0	31	85	0	184	754	0	0	0	0
5:15 PM	0	0	0	0	0	8	0	13	0	1	48	4	0	43	94	0	211		0	0	0	0
5:30 PM	0	0	0	0	0	3	0	16	0	1	59	8	0	30	68	0	185		0	0	0	0
5:45 PM	0	0	0	0	0	4	0	6	0	0	44	6	0	24	90	0	174		0	0	0	0

Peak Rolling Hour Flow Rates

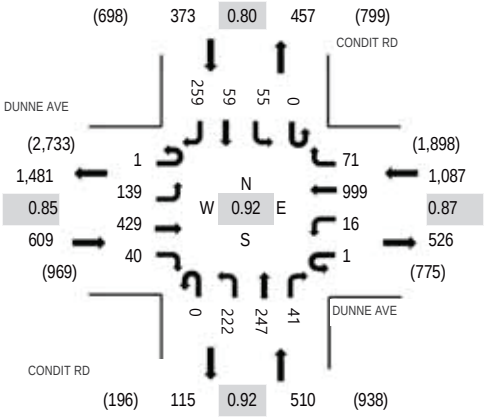
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	20	0	54	0	4	189	16	0	135	337	0	755
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4
Total	0	0	0	0	0	20	0	54	0	4	191	16	0	135	339	0	759

*Images on this page are not OCR compatible.

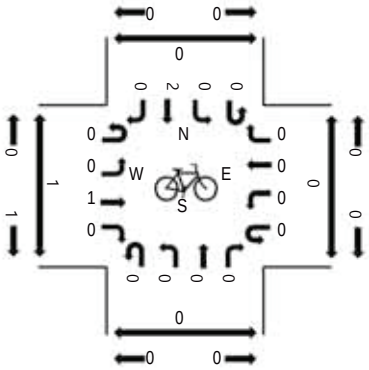
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 CONDIT RD & DUNNE AVE AM
Date: Tuesday, Se te er 19, 2023
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

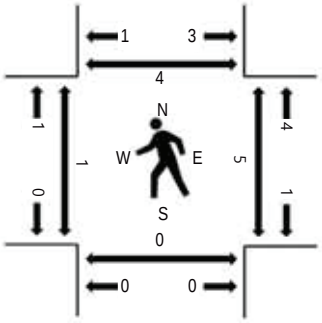
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DUNNE AVE Eastbound				DUNNE AVE Westbound				CONDIT RD Northbound				CONDIT RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	19	39	6	0	0	245	8	0	85	62	8	0	1	1	61	536	2,374	0	0	0	0
7:15 AM	1	25	39	4	0	2	227	8	0	89	41	4	0	9	5	48	502	2,487	0	0	0	1
7:30 AM	0	17	115	6	0	2	251	15	0	66	57	19	0	18	5	62	633	2,579	0	3	0	1
7:45 AM	0	31	118	10	0	6	292	22	0	72	51	15	0	13	20	53	703	2,450	1	1	0	1
8:00 AM	0	49	114	16	0	5	269	16	0	37	55	1	0	10	9	68	649	2,129	0	1	0	1
8:15 AM	1	42	82	8	1	3	187	18	0	47	84	6	0	14	25	76	594		0	0	0	1
8:30 AM	5	44	62	13	0	1	162	13	0	27	42	5	0	16	29	85	504		0	0	0	2
8:45 AM	0	40	52	10	0	2	132	11	0	32	29	4	0	10	8	52	382		0	0	0	0

Peak Rolling Hour Flow Rates

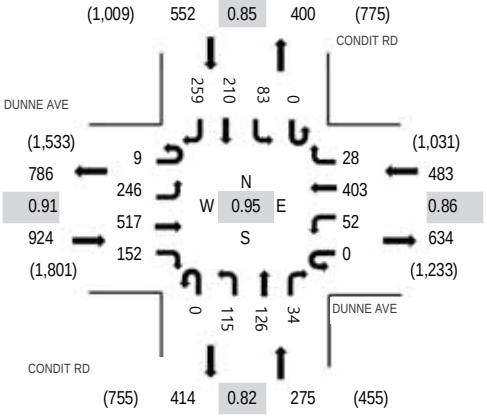
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	6
Lights	0	137	413	38	1	16	985	70	0	218	245	41	0	55	59	256	2,534
Mediums	1	2	16	2	0	0	12	1	0	2	2	0	0	0	0	1	39
Total	1	139	429	40	1	16	999	71	0	222	247	41	0	55	59	259	2,579

*Images on this page are not OCR compatible.

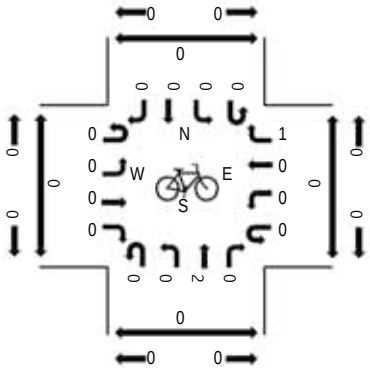
(303) 216-2439
www.alltrafficdata.net

Location: 6 CONDIT RD & DUNNE AVE PM
Date: Tuesday, Se te er 19, 2023
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

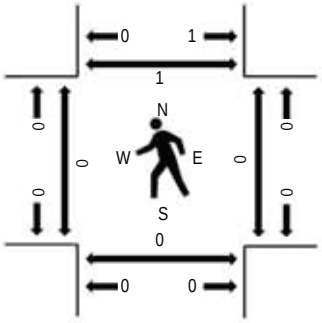
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DUNNE AVE Eastbound				DUNNE AVE Westbound				CONDIT RD Northbound				CONDIT RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	65	163	27	0	11	114	13	0	21	18	5	0	21	32	57	547	2,062	1	0	0	0
4:15 PM	1	46	111	45	0	16	120	24	0	15	15	5	0	19	48	64	529	2,100	0	0	0	0
4:30 PM	2	58	114	26	1	9	95	15	0	21	25	5	0	14	32	58	475	2,145	2	0	1	1
4:45 PM	2	62	120	35	1	21	95	13	0	25	21	4	0	16	39	57	511	2,205	0	0	0	0
5:00 PM	2	53	132	45	0	16	100	11	0	33	27	4	0	26	59	77	585	2,234	0	0	0	0
5:15 PM	0	65	112	42	0	14	97	7	0	29	43	12	0	21	66	66	574		0	0	0	0
5:30 PM	2	68	124	26	0	13	116	4	0	32	27	8	0	20	36	59	535		0	0	0	1
5:45 PM	5	60	149	39	0	9	90	6	0	21	29	10	0	16	49	57	540		0	0	0	0

Peak Rolling Hour Flow Rates

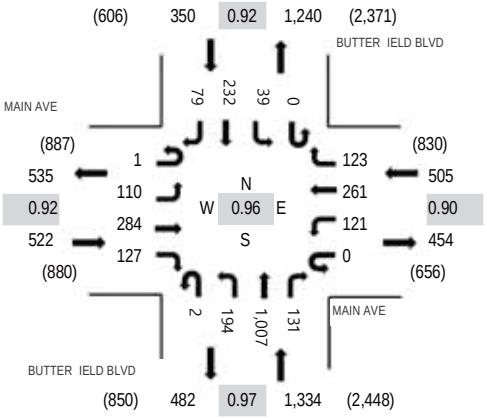
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	9	246	509	151	0	52	401	28	0	115	126	34	0	82	210	257	2,220
Mediums	0	0	8	1	0	0	2	0	0	0	0	0	0	1	0	2	14
Total	9	246	517	152	0	52	403	28	0	115	126	34	0	83	210	259	2,234

*Images on this page are not OCR compatible.

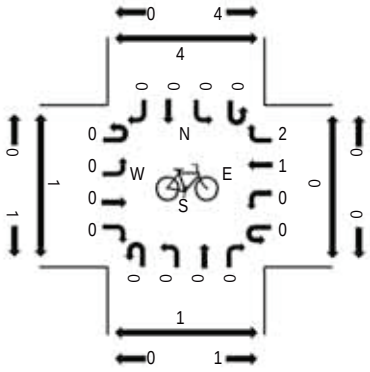
(303) 216-2439
www.alltrafficdata.net

Location: 3 BUTTERFIELD BLVD & MAIN AVE AM
Date: Tuesday, Se te er 19, 2023
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

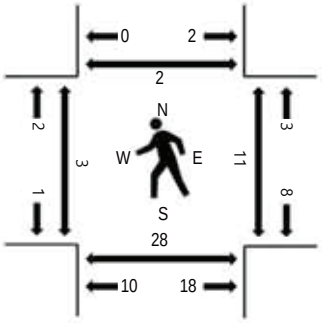
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAIN AVE Eastbound				MAIN AVE Westbound				BUTTER IELD BLVD Northbound				BUTTER IELD BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	23	18	20	0	14	19	20	0	14	313	15	0	0	28	8	492	2,331	0	0	1	0
7:15 AM	0	26	23	16	0	8	19	27	0	18	290	22	0	7	30	10	496	2,541	2	3	3	0
7:30 AM	0	18	80	31	0	26	35	20	0	47	253	37	0	8	64	15	634	2,711	1	3	13	1
7:45 AM	0	37	70	35	0	41	75	38	1	33	283	22	0	6	51	17	709	2,671	1	3	8	0
8:00 AM	1	34	63	30	0	20	73	41	1	62	252	34	0	8	59	24	702	2,433	0	1	4	1
8:15 AM	0	21	71	31	0	34	78	24	0	52	219	38	0	17	58	23	666		1	4	3	0
8:30 AM	1	40	38	45	0	37	97	29	0	45	161	23	0	6	54	18	594		0	2	6	2
8:45 AM	0	35	29	44	0	12	29	14	0	51	153	9	0	12	60	23	471		1	0	1	0

Peak Rolling Hour Flow Rates

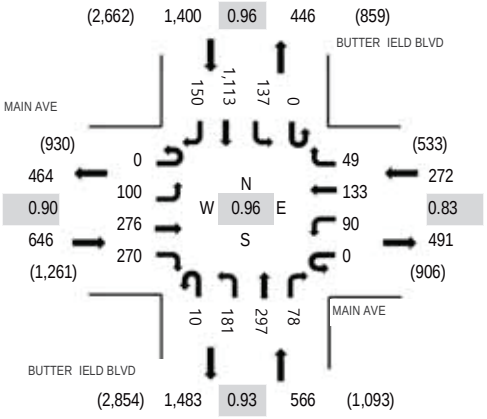
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	1	106	281	125	0	119	257	122	2	190	982	127	0	38	223	72	2,645
Mediums	0	4	3	2	0	2	4	1	0	4	24	4	0	1	8	7	64
Total	1	110	284	127	0	121	261	123	2	194	1,007	131	0	39	232	79	2,711

*Images on this page are not OCR compatible.

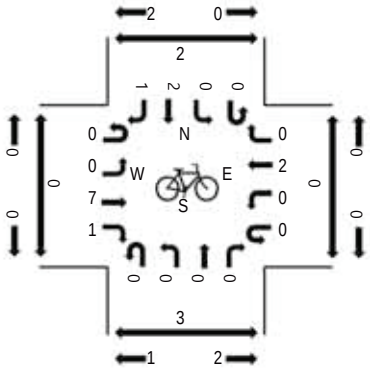
(303) 216-2439
www.alltrafficdata.net

Location: 3 BUTTERFIELD BLVD & MAIN AVE PM
Date: Tuesday, Se te er 19, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

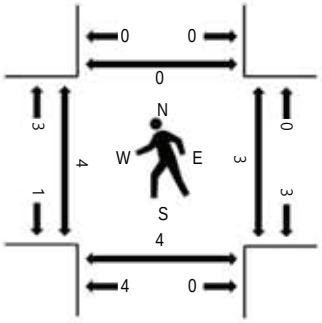
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAIN AVE Eastbound				MAIN AVE Westbound				BUTTER IELD BLVD Northbound				BUTTER IELD BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	22	56	88	0	21	51	11	1	32	77	12	0	27	309	31	738	2,849	0	1	3	1
4:15 PM	0	21	74	64	0	22	58	9	1	40	70	12	0	29	262	41	703	2,861	0	0	3	1
4:30 PM	0	21	66	62	0	20	30	12	3	38	96	15	0	37	283	29	712	2,884	0	2	0	0
4:45 PM	0	24	64	69	0	16	30	15	3	48	71	21	0	29	262	44	696	2,800	0	0	0	0
5:00 PM	0	29	72	78	0	23	25	13	2	55	70	20	0	30	295	38	750	2,700	3	0	4	0
5:15 PM	0	26	74	61	0	31	48	9	2	40	60	22	0	41	273	39	726		1	1	0	0
5:30 PM	0	17	56	70	0	9	29	6	1	53	76	15	1	26	240	29	628		0	0	0	1
5:45 PM	0	25	64	58	0	12	28	5	3	45	73	16	0	28	210	29	596		0	0	1	0

Peak Rolling Hour Flow Rates

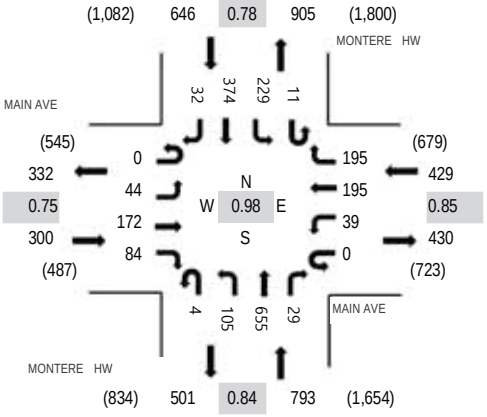
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	100	273	269	0	88	132	48	10	179	295	77	0	137	1,098	150	2,856
Mediums	0	0	3	1	0	2	1	1	0	2	1	1	0	0	15	0	27
Total	0	100	276	270	0	90	133	49	10	181	297	78	0	137	1,113	150	2,884

*Images on this page are not OCR compatible.

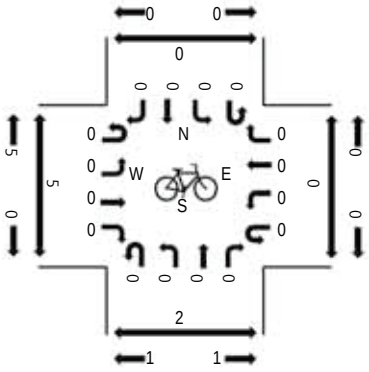
(303) 216-2439
www.alltrafficdata.net

Location: 45 MONTERE HW & MAIN AVE AM
Date: Tuesday, Se te er 26, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

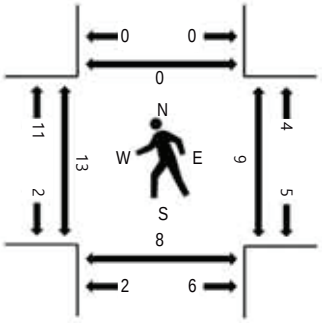
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAIN AVE Eastbound				MAIN AVE Westbound				MONTERE HW Northbound				MONTERE HW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	7	17	4	0	5	15	20	0	11	270	9	2	11	23	3	397	1,815	1	2	0	0
7:15 AM	0	7	23	10	0	4	21	22	0	19	191	7	0	25	38	4	371	1,966	1	4	4	0
7:30 AM	0	5	42	18	0	3	39	22	0	22	201	6	0	59	69	6	492	2,119	2	2	0	3
7:45 AM	0	12	64	27	0	10	44	30	0	32	194	9	3	65	62	3	555	2,168	1	1	5	0
8:00 AM	0	12	45	16	0	6	50	53	0	24	201	9	3	49	74	6	548	2,087	0	2	0	0
8:15 AM	0	7	39	21	0	10	52	68	3	25	137	9	1	55	87	10	524		6	3	1	0
8:30 AM	0	13	24	20	0	13	49	44	1	24	123	2	4	60	151	13	541		6	3	2	0
8:45 AM	0	6	18	30	0	14	34	51	2	27	87	9	4	67	113	12	474		4	3	0	0

Peak Rolling Hour Flow Rates

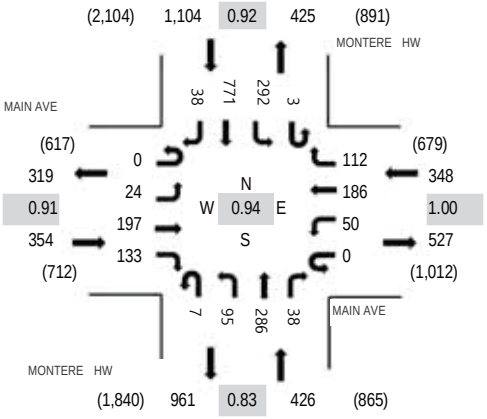
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	1	0	0	1	0	0	0	2	0	0	1	2	0	8
Lights	0	41	170	77	0	36	192	195	4	101	642	28	11	226	357	31	2,111
Mediums	0	2	2	6	0	3	2	0	0	4	11	1	0	2	15	1	49
Total	0	44	172	84	0	39	195	195	4	105	655	29	11	229	374	32	2,168

*Images on this page are not OCR compatible.

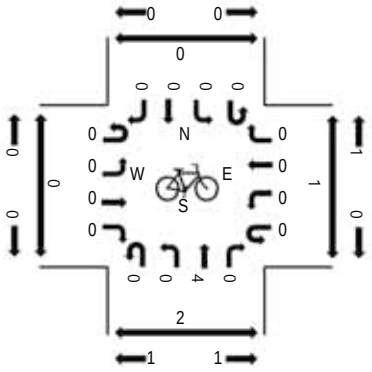
(303) 216-2439
www.alltrafficdata.net

Location: 45 MONTERE HW & MAIN AVE PM
Date: Tuesday, Se te er 26, 2023
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

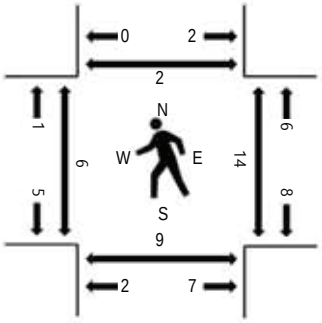
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAIN AVE Eastbound				MAIN AVE Westbound				MONTERE HW Northbound				MONTERE HW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	6	52	37	0	10	46	31	0	31	78	6	1	86	201	11	596	2,232	1	3	3	0
4:15 PM	0	8	52	35	0	15	50	22	2	24	72	15	0	68	189	16	568	2,196	0	4	3	0
4:30 PM	0	7	56	28	0	11	41	35	4	21	62	6	1	70	203	7	552	2,196	0	2	0	2
4:45 PM	0	3	37	33	0	14	49	24	1	19	74	11	1	68	178	4	516	2,160	5	5	3	0
5:00 PM	0	5	51	42	0	10	39	33	0	17	67	7	4	64	212	9	560	2,128	3	0	0	0
5:15 PM	0	8	54	38	0	13	37	37	2	32	87	11	2	73	165	9	568		4	0	0	0
5:30 PM	0	8	44	29	0	8	38	27	4	22	67	13	2	69	176	9	516		1	4	2	0
5:45 PM	0	9	40	30	0	8	51	30	3	23	76	8	4	51	139	12	484		3	0	1	0

Peak Rolling Hour Flow Rates

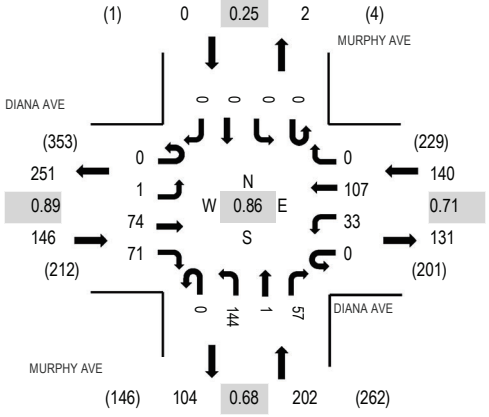
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	24	193	128	0	49	182	111	7	91	280	38	3	286	758	38	2,188
Mediums	0	0	4	4	0	1	4	1	0	4	6	0	0	6	13	0	43
Total	0	24	197	133	0	50	186	112	7	95	286	38	3	292	771	38	2,232

*Images on this page are not OCR compatible.

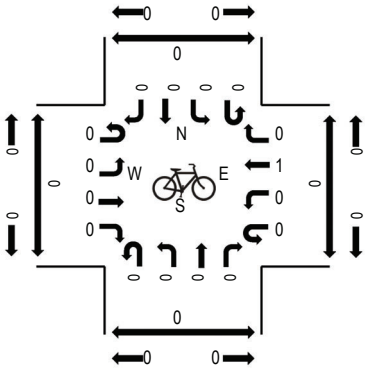
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 MURPHY AVE & DIANA AVE AM
Date: Thursday, October 17, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

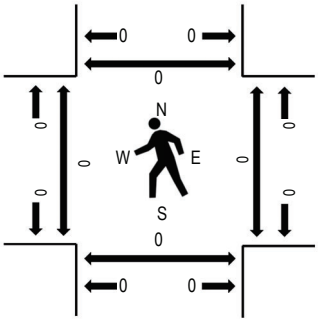
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DIANA AVE Eastbound				DIANA AVE Westbound				MURPHY AVE Northbound				MURPHY AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	5	2	0	2	20	0	0	12	1	4	0	0	0	0	46	318	0	0	0	0
7:15 AM	0	0	5	2	0	5	14	0	0	7	0	7	0	0	0	0	40	408	0	0	0	0
7:30 AM	0	0	14	27	0	8	21	0	0	15	0	5	0	0	0	0	90	488	0	0	0	0
7:45 AM	0	0	14	20	0	12	22	0	0	56	0	18	0	0	0	0	142	467	0	0	0	0
8:00 AM	0	0	23	15	0	7	42	0	0	34	0	15	0	0	0	0	136	386	0	0	0	0
8:15 AM	0	1	23	9	0	6	22	0	0	39	1	19	0	0	0	0	120		0	0	0	0
8:30 AM	0	1	24	8	0	8	14	0	0	11	0	3	0	0	0	0	69		0	0	0	0
8:45 AM	0	0	14	5	0	9	17	0	0	7	0	8	0	0	1	0	61		0	0	0	0

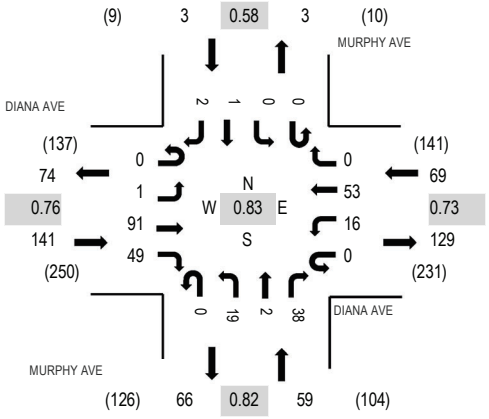
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	74	70	0	33	107	0	0	143	1	54	0	0	0	0	483
Mediums	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	5
Total	0	1	74	71	0	33	107	0	0	144	1	57	0	0	0	0	488

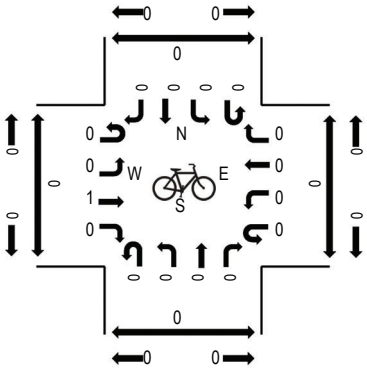
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 14 MURPHY AVE & DIANA AVE PM
Date: Thursday, October 17, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

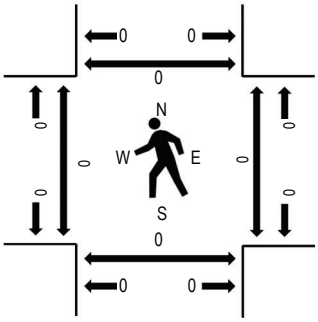
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DIANA AVE Eastbound				DIANA AVE Westbound				MURPHY AVE Northbound				MURPHY AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	17	6	0	6	20	0	0	5	0	6	0	0	0	0	63	241	0	0	0	0
4:15 PM	0	1	13	9	0	8	8	0	0	5	1	9	0	0	2	1	57	240	0	0	0	0
4:30 PM	0	0	25	7	0	8	8	0	0	7	1	4	0	1	1	0	62	265	0	0	0	0
4:45 PM	0	0	13	11	0	3	15	0	0	5	1	11	0	0	0	0	59	272	0	0	0	0
5:00 PM	0	0	18	13	0	6	13	0	0	1	0	9	0	0	1	1	62	263	0	0	0	0
5:15 PM	0	1	31	16	0	5	15	0	0	6	0	8	0	0	0	0	82		0	0	0	0
5:30 PM	0	0	29	9	0	2	10	0	0	7	1	10	0	0	0	1	69		0	0	0	0
5:45 PM	0	1	23	4	0	8	6	0	0	3	0	4	0	0	1	0	50		0	0	0	0

Peak Rolling Hour Flow Rates

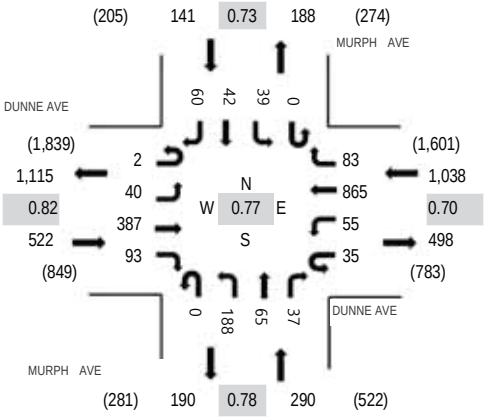
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	91	49	0	16	53	0	0	19	2	38	0	0	1	2	272
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	91	49	0	16	53	0	0	19	2	38	0	0	1	2	272

*Images on this page are not OCR compatible.

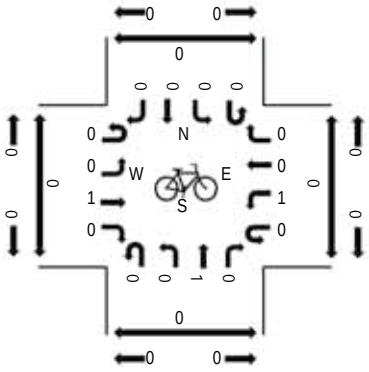
(303) 216-2439
www.alltrafficdata.net

Location: 15 MURPH AVE & DUNNE AVE AM
Date: Thursday, Se te er 21, 2023
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

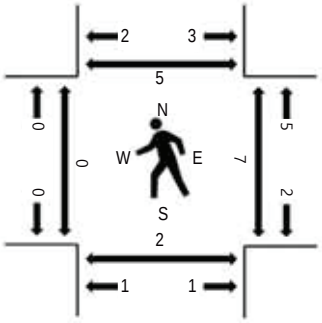
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DUNNE AVE Eastbound				DUNNE AVE Westbound				MURPH AVE Northbound				MURPH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	40	10	0	2	168	4	0	88	6	3	0	2	4	2	330	1,854	0	0	0	1
7:15 AM	0	7	59	7	1	1	187	6	0	63	13	6	0	1	7	5	363	1,991	0	1	0	2
7:30 AM	1	25	125	14	8	15	202	21	0	44	16	12	0	19	6	10	518	1,972	0	3	0	2
7:45 AM	1	4	131	33	24	30	269	46	0	33	11	8	0	10	15	28	643	1,709	0	3	2	1
8:00 AM	0	4	72	39	2	9	207	10	0	48	25	11	0	9	14	17	467	1,323	0	0	0	0
8:15 AM	0	4	81	22	0	5	121	11	0	43	19	11	0	4	10	13	344		0	0	0	0
8:30 AM	1	3	62	17	0	2	111	5	0	22	11	7	0	3	4	7	255		0	0	0	0
8:45 AM	0	10	67	9	1	2	125	6	0	13	6	3	0	1	4	10	257		0	2	0	1

Peak Rolling Hour Flow Rates

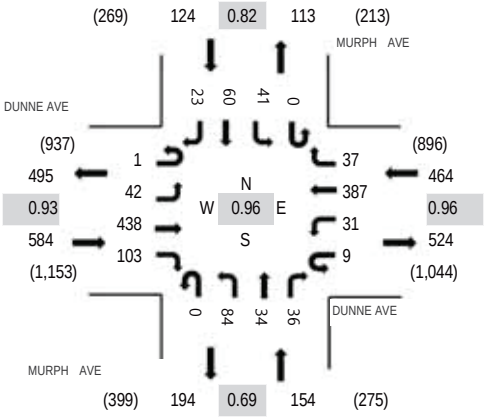
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	2	40	376	89	34	52	858	82	0	185	64	35	0	39	42	59	1,957
Mediums	0	0	10	3	1	3	6	1	0	3	1	2	0	0	0	1	31
Total	2	40	387	93	35	55	865	83	0	188	65	37	0	39	42	60	1,991

*Images on this page are not OCR compatible.

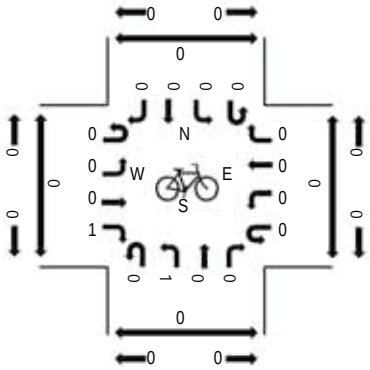
(303) 216-2439
www.alltrafficdata.net

Location: 15 MURPH AVE & DUNNE AVE PM
Date: Thursday, Se te er 21, 2023
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

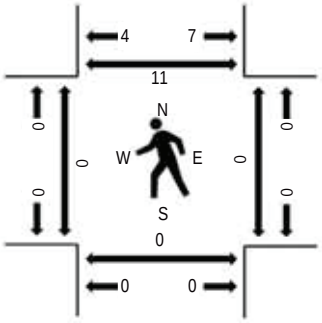
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DUNNE AVE Eastbound				DUNNE AVE Westbound				MURPH AVE Northbound				MURPH AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	5	103	42	10	12	87	11	0	12	11	9	0	14	11	8	335	1,323	0	0	0	0
4:15 PM	0	10	104	29	3	8	101	6	0	35	12	9	0	8	14	5	344	1,326	0	0	0	3
4:30 PM	0	11	114	25	2	4	97	9	0	17	6	7	0	5	12	7	316	1,301	0	0	0	5
4:45 PM	1	12	97	24	4	7	89	13	0	14	11	12	0	16	24	4	328	1,292	0	0	0	1
5:00 PM	0	9	123	25	0	12	100	9	0	18	5	8	0	12	10	7	338	1,270	0	0	0	2
5:15 PM	0	9	93	28	1	10	98	3	0	13	11	8	0	17	17	11	319		0	0	0	1
5:30 PM	0	13	108	25	3	9	82	7	0	17	7	6	0	13	8	9	307		0	0	0	1
5:45 PM	2	9	113	19	1	8	83	7	0	10	7	10	0	11	16	10	306		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	1	41	437	101	9	29	383	35	0	84	34	35	0	39	58	23	1,309
Mediums	0	1	1	2	0	2	3	2	0	0	0	1	0	2	2	0	16
Total	1	42	438	103	9	31	387	37	0	84	34	36	0	41	60	23	1,326

*Images on this page are not OCR compatible.

Appendix C

Volume Summary

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 1 78092 105
Intersection Name: Sutter Boulevard and Cochrane Road
Peak Hour: AM
Count Date: 03/07/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**3**	**1**	**2**	**22**	**360**	**204**	**359**	**11**	**24**	**41**	**735**	**8**	**1,770**
Model - 2023 (Ex Net) (b)	*7*	*2*	*13*	*39*	*617*	*307*	*99*	*2*	*39*	*64*	*1,022*	*24*	*2,235*
Model - 2035 No Project (Ex Net) (c)	*8*	*2*	*13*	*42*	*621*	*316*	*183*	*8*	*73*	*70*	*1,135*	*24*	*2,494*
Model - 2050 No Project (Ex Net) (f)	*10*	*2*	*12*	*45*	*625*	*328*	*288*	*15*	*115*	*78*	*1,276*	*24*	*2,818*
Model - 2050 No Project (GP Net) (i)	*8*	*2*	*11*	*33*	*584*	*298*	*519*	*10*	*275*	*86*	*1,271*	*22*	*3,119*
Year 2035 Cumulative without Project Conditions	**4**	**1**	**2**	**25**	**364**	**213**	**443**	**17**	**58**	**47**	**848**	**8**	**2,030**
Year 2050 GP (GP Net) No Project Conditions	**4**	**1**	**2**	**22**	**360**	**204**	**779**	**19**	**260**	**63**	**984**	**8**	**2,706**
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*7*	*4*	*1*	*0*	*0*	*0*	*2*	*0*	*14*
Project Trips on GP Network (n)	*0*	*0*	*0*	*0*	*4*	*4*	*1*	*0*	*0*	*0*	*1*	*0*	*10*
Existing Plus Project Conditions	**3**	**1**	**2**	**22**	**367**	**208**	**360**	**11**	**24**	**41**	**737**	**8**	**1,784**
Year 2035 Cumulative with Project Conditions	**4**	**1**	**2**	**25**	**371**	**217**	**444**	**17**	**58**	**47**	**850**	**8**	**2,044**
Year 2050 GP (GP Net) with Project Conditions	**4**	**1**	**2**	**22**	**364**	**208**	**780**	**19**	**260**	**63**	**985**	**8**	**2,716**

Int.#[Model#](Traffix#) 2 78082 106
Intersection Name: Madrone Parkway/Cochrane Plaza and Cochrane Road
Peak Hour: AM
Count Date: 09/26/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**16**	**14**	**172**	**332**	**721**	**122**	**46**	**16**	**9**	**4**	**811**	**69**	**2,332**
Model - 2023 (Ex Net) (b)	*15*	*7*	*68*	*206*	*948*	*125*	*79*	*6*	*0*	*0*	*1,036*	*99*	*2,589*
Model - 2035 No Project (Ex Net) (c)	*19*	*6*	*74*	*336*	*960*	*123*	*78*	*7*	*0*	*0*	*1,249*	*82*	*2,933*
Model - 2050 No Project (Ex Net) (f)	*25*	*4*	*81*	*498*	*974*	*120*	*76*	*8*	*0*	*0*	*1,515*	*61*	*3,362*
Model - 2050 No Project (GP Net) (i)	*27*	*4*	*75*	*215*	*888*	*90*	*73*	*4*	*0*	*0*	*1,692*	*107*	*3,175*
Year 2035 Cumulative without Project Conditions	**20**	**14**	**178**	**462**	**733**	**122**	**46**	**17**	**9**	**4**	**1,024**	**69**	**2,697**
Year 2050 GP (GP Net) No Project Conditions	**28**	**14**	**179**	**341**	**721**	**122**	**46**	**16**	**9**	**4**	**1,467**	**77**	**3,024**
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*11*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*15*
Project Trips on GP Network (n)	*0*	*0*	*0*	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*11*
Existing Plus Project Conditions	**16**	**14**	**172**	**332**	**732**	**122**	**46**	**16**	**9**	**4**	**815**	**69**	**2,347**
Year 2035 Cumulative with Project Conditions	**20**	**14**	**178**	**462**	**744**	**122**	**46**	**17**	**9**	**4**	**1,028**	**69**	**2,712**
Year 2050 GP (GP Net) with Project Conditions	**28**	**14**	**179**	**341**	**729**	**122**	**46**	**16**	**9**	**4**	**1,470**	**77**	**3,035**

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 3 77910 107
Intersection Name: US 101 SB Ramps and Cochrane Road
Peak Hour: AM
Count Date: 09/26/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**663**	**0**	**212**	**139**	**533**	**0**	**0**	**0**	**0**	**254**	**802**	**0**	**2,603**
Model - 2023 (Ex Net) (b)	*674*	*0*	*151*	*183*	*607*	*0*	*0*	*0*	*0*	*271*	*914*	*0*	*2,800*
Model - 2035 No Project (Ex Net) (c)	*721*	*0*	*225*	*220*	*696*	*0*	*0*	*0*	*0*	*295*	*1,106*	*0*	*3,263*
Model - 2050 No Project (Ex Net) (f)	*780*	*0*	*317*	*266*	*807*	*0*	*0*	*0*	*0*	*326*	*1,345*	*0*	*3,841*
Model - 2050 No Project (GP Net) (i)	*580*	*0*	*315*	*319*	*610*	*0*	*0*	*0*	*0*	*243*	*1,597*	*0*	*3,664*
Year 2035 Cumulative without Project Conditions	**710**	**0**	**286**	**176**	**622**	**0**	**0**	**0**	**0**	**278**	**994**	**0**	**3,066**
Year 2050 GP (GP Net) No Project Conditions	**663**	**0**	**376**	**275**	**536**	**0**	**0**	**0**	**0**	**254**	**1,485**	**0**	**3,589**
Project Trips on Existing Network (m)	*0*	*0*	*9*	*6*	*11*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*30*
Project Trips on GP Network (n)	*0*	*0*	*9*	*6*	*8*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*26*
Existing Plus Project Conditions	**663**	**0**	**221**	**145**	**544**	**0**	**0**	**0**	**0**	**254**	**806**	**0**	**2,633**
Year 2035 Cumulative with Project Conditions	**710**	**0**	**295**	**182**	**633**	**0**	**0**	**0**	**0**	**278**	**998**	**0**	**3,096**
Year 2050 GP (GP Net) with Project Conditions	**663**	**0**	**385**	**281**	**544**	**0**	**0**	**0**	**0**	**254**	**1,488**	**0**	**3,615**

Int.#[Model#](Traffix#) 4 77920 108
Intersection Name: US 101 NB Ramps and Cochrane Road
Peak Hour: AM
Count Date: 09/21/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**0**	**0**	**0**	**431**	**401**	**0**	**119**	**0**	**205**	**625**	**414**	**0**	**2,195**
Model - 2023 (Ex Net) (b)	*0*	*0*	*0*	*777*	*583*	*0*	*128*	*0*	*206*	*650*	*414*	*0*	*2,758*
Model - 2035 No Project (Ex Net) (c)	*0*	*0*	*0*	*964*	*726*	*0*	*119*	*0*	*188*	*766*	*563*	*0*	*3,326*
Model - 2050 No Project (Ex Net) (f)	*0*	*0*	*0*	*1,198*	*905*	*0*	*107*	*0*	*166*	*912*	*749*	*0*	*4,037*
Model - 2050 No Project (GP Net) (i)	*0*	*0*	*0*	*1,223*	*815*	*0*	*106*	*0*	*113*	*1,087*	*825*	*0*	*4,169*
Year 2035 Cumulative without Project Conditions	**0**	**0**	**0**	**618**	**544**	**0**	**119**	**0**	**205**	**741**	**563**	**0**	**2,791**
Year 2050 GP (GP Net) No Project Conditions	**0**	**0**	**0**	**877**	**633**	**0**	**119**	**0**	**205**	**1,062**	**825**	**0**	**3,721**
Project Trips on Existing Network (m)	*0*	*0*	*0*	*25*	*16*	*0*	*2*	*0*	*0*	*0*	*12*	*0*	*55*
Project Trips on GP Network (n)	*0*	*0*	*0*	*25*	*14*	*0*	*2*	*0*	*0*	*0*	*11*	*0*	*52*
Existing Plus Project Conditions	**0**	**0**	**0**	**456**	**417**	**0**	**121**	**0**	**205**	**625**	**426**	**0**	**2,250**
Year 2035 Cumulative with Project Conditions	**0**	**0**	**0**	**643**	**560**	**0**	**121**	**0**	**205**	**741**	**575**	**0**	**2,846**
Year 2050 GP (GP Net) with Project Conditions	**0**	**0**	**0**	**902**	**647**	**0**	**121**	**0**	**205**	**1,062**	**836**	**0**	**3,773**

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 5 78342 109
Intersection Name: De Paul Drive and Cochrane Road
Peak Hour: AM
Count Date: 09/21/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**127**	**1**	**24**	**67**	**669**	**12**	**1**	**1**	**5**	**9**	**382**	**203**	**1,501**
Model - 2023 (Ex Net) (b)	*162*	*2*	*28*	*65*	*1,186*	*0*	*0*	*2*	*13*	*31*	*220*	*294*	*2,003*
Model - 2035 No Project (Ex Net) (c)	*358*	*6*	*48*	*156*	*1,303*	*19*	*2*	*6*	*31*	*89*	*207*	*381*	*2,606*
Model - 2050 No Project (Ex Net) (f)	*603*	*11*	*73*	*269*	*1,449*	*43*	*5*	*11*	*53*	*162*	*191*	*489*	*3,359*
Model - 2050 No Project (GP Net) (i)	*572*	*11*	*93*	*228*	*1,416*	*37*	*6*	*9*	*51*	*166*	*229*	*521*	*3,339*
Year 2035 Cumulative without Project Conditions	**323**	**5**	**44**	**158**	**786**	**31**	**3**	**5**	**23**	**67**	**382**	**290**	**2,117**
Year 2050 GP (GP Net) No Project Conditions	**537**	**10**	**89**	**230**	**899**	**49**	**7**	**8**	**43**	**144**	**391**	**430**	**2,837**
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*0*	*4*	*13*	*1*	*41*	*14*	*0*	*0*	*73*
Project Trips on GP Network (n)	*0*	*0*	*0*	*0*	*0*	*5*	*16*	*1*	*38*	*13*	*0*	*0*	*73*
Existing Plus Project Conditions	**127**	**1**	**24**	**67**	**669**	**16**	**14**	**2**	**46**	**23**	**382**	**203**	**1,574**
Year 2035 Cumulative with Project Conditions	**323**	**5**	**44**	**158**	**786**	**35**	**16**	**6**	**64**	**81**	**382**	**290**	**2,190**
Year 2050 GP (GP Net) with Project Conditions	**537**	**10**	**89**	**230**	**899**	**54**	**23**	**9**	**81**	**157**	**391**	**430**	**2,910**

Int.#[Model#](Traffix#) 6 76851 110
Intersection Name: Mission View Drive and Cochrane Road
Peak Hour: AM
Count Date: 09/21/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**38**	**11**	**2**	**0**	**286**	**11**	**20**	**7**	**448**	**169**	**175**	**21**	**1,188**
Model - 2023 (Ex Net) (b)	*0*	*0*	*0*	*0*	*540*	*11*	*2*	*0*	*710*	*85*	*164*	*0*	*1,512*
Model - 2035 No Project (Ex Net) (c)	*0*	*0*	*0*	*0*	*652*	*22*	*3*	*0*	*826*	*113*	*144*	*0*	*1,760*
Model - 2050 No Project (Ex Net) (f)	*0*	*0*	*0*	*0*	*793*	*35*	*4*	*0*	*970*	*149*	*120*	*0*	*2,071*
Model - 2050 No Project (GP Net) (i)	*90*	*85*	*15*	*104*	*768*	*40*	*27*	*261*	*824*	*145*	*104*	*80*	*2,543*
Year 2035 Cumulative without Project Conditions	**38**	**11**	**2**	**0**	**398**	**22**	**21**	**7**	**564**	**197**	**175**	**21**	**1,456**
Year 2050 GP (GP Net) No Project Conditions	**128**	**96**	**17**	**104**	**514**	**40**	**45**	**268**	**562**	**229**	**175**	**101**	**2,279**
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*4*	*11*	*2*	*0*	*18*
Project Trips on GP Network (n)	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*4*	*11*	*2*	*3*	*22*
Existing Plus Project Conditions	**38**	**11**	**2**	**0**	**287**	**11**	**20**	**7**	**452**	**180**	**177**	**21**	**1,206**
Year 2035 Cumulative with Project Conditions	**38**	**11**	**2**	**0**	**399**	**22**	**21**	**7**	**568**	**208**	**177**	**21**	**1,474**
Year 2050 GP (GP Net) with Project Conditions	**129**	**96**	**17**	**104**	**515**	**40**	**45**	**268**	**566**	**240**	**177**	**104**	**2,301**

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 7 78344 5664
Intersection Name: Mission View Drive and Avenida De Los Padres
Peak Hour: AM
Count Date: 09/21/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**0**	**157**	**20**	**53**	**0**	**26**	**18**	**424**	**0**	**0**	**0**	**0**	**698**
Model - 2023 (Ex Net) (b)	*0*	*44*	*0*	*0*	*1*	*24*	*40*	*515*	*11*	*1*	*0*	*0*	*636*
Model - 2035 No Project (Ex Net) (c)	*0*	*92*	*0*	*0*	*1*	*40*	*56*	*628*	*28*	*3*	*0*	*0*	*848*
Model - 2050 No Project (Ex Net) (f)	*0*	*153*	*0*	*0*	*1*	*61*	*75*	*769*	*50*	*5*	*0*	*0*	*1,114*
Model - 2050 No Project (GP Net) (i)	*0*	*254*	*0*	*0*	*1*	*37*	*49*	*903*	*50*	*6*	*0*	*0*	*1,300*
Year 2035 Cumulative without Project Conditions	**0**	**205**	**20**	**53**	**0**	**42**	**34**	**537**	**17**	**2**	**0**	**0**	**910**
Year 2050 GP (GP Net) No Project Conditions	**0**	**367**	**20**	**53**	**0**	**39**	**27**	**812**	**39**	**5**	**0**	**0**	**1,362**
Project Trips on Existing Network (m)	*0*	*11*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*15*
Project Trips on GP Network (n)	*0*	*11*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*15*
Existing Plus Project Conditions	**0**	**168**	**20**	**53**	**0**	**26**	**18**	**428**	**0**	**0**	**0**	**0**	**713**
Year 2035 Cumulative with Project Conditions	**0**	**216**	**20**	**53**	**0**	**42**	**34**	**541**	**17**	**2**	**0**	**0**	**925**
Year 2050 GP (GP Net) with Project Conditions	**0**	**378**	**20**	**53**	**0**	**39**	**27**	**816**	**39**	**5**	**0**	**0**	**1,377**

Int.#[Model#](Traffix#) 8 78332 3117
Intersection Name: Mission View Drive and Half Road
Peak Hour: AM
Count Date: 09/21/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**88**	**0**	**95**	**204**	**26**	**0**	**0**	**0**	**0**	**0**	**27**	**237**	**677**
Model - 2023 (Ex Net) (b)	*23*	*0*	*46*	*397*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*169*	*635*
Model - 2035 No Project (Ex Net) (c)	*94*	*0*	*67*	*346*	*8*	*0*	*0*	*0*	*0*	*0*	*5*	*331*	*851*
Model - 2050 No Project (Ex Net) (f)	*182*	*0*	*93*	*283*	*19*	*0*	*0*	*0*	*0*	*0*	*12*	*533*	*1,122*
Model - 2050 No Project (GP Net) (i)	*8*	*298*	*42*	*147*	*1*	*20*	*10*	*763*	*1*	*3*	*0*	*9*	*1,302*
Year 2035 Cumulative without Project Conditions	**159**	**0**	**116**	**204**	**34**	**0**	**0**	**0**	**0**	**0**	**32**	**399**	**944**
Year 2050 GP (GP Net) No Project Conditions	**8**	**298**	**95**	**204**	**1**	**20**	**10**	**763**	**1**	**3**	**0**	**9**	**1,412**
Project Trips on Existing Network (m)	*10*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*14*
Project Trips on GP Network (n)	*5*	*5*	*1*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*2*	*15*
Existing Plus Project Conditions	**98**	**0**	**96**	**204**	**26**	**0**	**0**	**0**	**0**	**0**	**27**	**240**	**691**
Year 2035 Cumulative with Project Conditions	**169**	**0**	**117**	**204**	**34**	**0**	**0**	**0**	**0**	**0**	**32**	**402**	**958**
Year 2050 GP (GP Net) with Project Conditions	**13**	**303**	**96**	**204**	**1**	**20**	**10**	**765**	**1**	**3**	**0**	**11**	**1,427**

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 9 77911 120
Intersection Name: Condit Road and Main Avenue
Peak Hour: AM
Count Date: 09/26/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**49**	**31**	**7**	**51**	**248**	**120**	**178**	**116**	**145**	**132**	**226**	**72**	**1,375**
Model - 2023 (Ex Net) (b)	*21*	*3*	*0*	*2*	*178*	*49*	*50*	*61*	*53*	*46*	*198*	*106*	*767*
Model - 2035 No Project (Ex Net) (c)	*66*	*35*	*0*	*10*	*214*	*69*	*68*	*138*	*76*	*68*	*230*	*190*	*1,164*
Model - 2050 No Project (Ex Net) (f)	*122*	*75*	*1*	*19*	*259*	*94*	*90*	*235*	*105*	*96*	*270*	*295*	*1,661*
Model - 2050 No Project (GP Net) (i)	*2*	*2*	*0*	*2*	*474*	*98*	*122*	*6*	*167*	*64*	*460*	*6*	*1,403*
Year 2035 Cumulative without Project Conditions	**94**	**63**	**7**	**59**	**284**	**140**	**196**	**193**	**168**	**154**	**258**	**156**	**1,772**
Year 2050 GP (GP Net) No Project Conditions	**49**	**31**	**7**	**51**	**544**	**169**	**250**	**116**	**259**	**150**	**488**	**72**	**2,186**
Project Trips on Existing Network (m)	*6*	*4*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*2*	*14*
Project Trips on GP Network (n)	*3*	*2*	*0*	*0*	*3*	*0*	*0*	*1*	*0*	*0*	*1*	*1*	*11*
Existing Plus Project Conditions	**55**	**35**	**7**	**51**	**248**	**120**	**178**	**118**	**145**	**132**	**226**	**74**	**1,389**
Year 2035 Cumulative with Project Conditions	**100**	**67**	**7**	**59**	**284**	**140**	**196**	**195**	**168**	**154**	**258**	**158**	**1,786**
Year 2050 GP (GP Net) with Project Conditions	**52**	**33**	**7**	**51**	**547**	**169**	**250**	**117**	**259**	**150**	**489**	**73**	**2,197**

Int.#[Model#](Traffix#) 10 76543 1120
Intersection Name: Condit Road and Diana Avenue
Peak Hour: AM
Count Date: 10/17/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**0**	**229**	**87**	**181**	**0**	**48**	**27**	**389**	**4**	**5**	**0**	**0**	**970**
Model - 2023 (Ex Net) (b)	*0*	*73*	*24*	*95*	*0*	*52*	*2*	*69*	*0*	*0*	*0*	*1*	*316*
Model - 2035 No Project (Ex Net) (c)	*0*	*141*	*30*	*158*	*0*	*73*	*2*	*124*	*3*	*1*	*0*	*1*	*534*
Model - 2050 No Project (Ex Net) (f)	*1*	*225*	*37*	*237*	*1*	*100*	*3*	*193*	*6*	*2*	*0*	*2*	*807*
Model - 2050 No Project (GP Net) (i)	*1*	*158*	*0*	*0*	*0*	*7*	*3*	*294*	*6*	*2*	*0*	*2*	*473*
Year 2035 Cumulative without Project Conditions	**0**	**297**	**93**	**244**	**0**	**69**	**27**	**444**	**7**	**6**	**0**	**0**	**1,188**
Year 2050 GP (GP Net) No Project Conditions	**1**	**314**	**87**	**181**	**0**	**48**	**28**	**614**	**10**	**7**	**0**	**1**	**1,291**
Project Trips on Existing Network (m)	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*6*
Project Trips on GP Network (n)	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*3*
Existing Plus Project Conditions	**0**	**233**	**87**	**181**	**0**	**48**	**27**	**391**	**4**	**5**	**0**	**0**	**976**
Year 2035 Cumulative with Project Conditions	**0**	**301**	**93**	**244**	**0**	**69**	**27**	**446**	**7**	**6**	**0**	**0**	**1,194**
Year 2050 GP (GP Net) with Project Conditions	**1**	**316**	**87**	**181**	**0**	**48**	**28**	**615**	**10**	**7**	**0**	**1**	**1,294**

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 11 80856 3115
Intersection Name: Condit Road and Dunne Avenue
Peak Hour: AM
Count Date: 09/19/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**259**	**59**	**55**	**71**	**999**	**17**	**41**	**247**	**222**	**40**	**429**	**140**	**2,579**
Model - 2023 (Ex Net) (b)	*142*	*18*	*30*	*41*	*1,268*	*11*	*6*	*18*	*160*	*107*	*535*	*162*	*2,498*
Model - 2035 No Project (Ex Net) (c)	*198*	*30*	*55*	*41*	*1,337*	*13*	*9*	*51*	*164*	*123*	*565*	*207*	*2,794*
Model - 2050 No Project (Ex Net) (f)	*269*	*44*	*87*	*41*	*1,424*	*15*	*13*	*92*	*170*	*143*	*602*	*263*	*3,163*
Model - 2050 No Project (GP Net) (i)	*161*	*28*	*33*	*52*	*1,364*	*25*	*13*	*91*	*160*	*139*	*499*	*335*	*2,900*
Year 2035 Cumulative without Project Conditions	**315**	**71**	**80**	**71**	**1,068**	**19**	**44**	**280**	**226**	**56**	**459**	**185**	**2,875**
Year 2050 GP (GP Net) No Project Conditions	**278**	**69**	**58**	**82**	**1,095**	**31**	**48**	**320**	**222**	**72**	**429**	**313**	**3,017**
Project Trips on Existing Network (m)	*2*	*2*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*1*	*7*
Project Trips on GP Network (n)	*1*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*
Existing Plus Project Conditions	**261**	**61**	**56**	**71**	**999**	**17**	**41**	**248**	**222**	**40**	**429**	**141**	**2,586**
Year 2035 Cumulative with Project Conditions	**317**	**73**	**81**	**71**	**1,068**	**19**	**44**	**281**	**226**	**56**	**459**	**186**	**2,882**
Year 2050 GP (GP Net) with Project Conditions	**279**	**70**	**58**	**82**	**1,096**	**31**	**48**	**320**	**222**	**72**	**429**	**313**	**3,020**

Int.#[Model#](Traffix#) 12 77918 119
Intersection Name: Butterfield Boulevard and Main Avenue
Peak Hour: AM
Count Date: 09/19/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**79**	**232**	**39**	**123**	**261**	**121**	**131**	**1,007**	**196**	**127**	**284**	**111**	**2,711**
Model - 2023 (Ex Net) (b)	*136*	*182*	*40*	*190*	*218*	*159*	*156*	*1,175*	*140*	*157*	*201*	*137*	*2,891*
Model - 2035 No Project (Ex Net) (c)	*141*	*255*	*48*	*109*	*258*	*239*	*208*	*1,371*	*108*	*127*	*234*	*146*	*3,243*
Model - 2050 No Project (Ex Net) (f)	*147*	*347*	*58*	*7*	*308*	*339*	*274*	*1,615*	*68*	*89*	*275*	*157*	*3,684*
Model - 2050 No Project (GP Net) (i)	*144*	*325*	*46*	*1*	*255*	*305*	*240*	*1,716*	*82*	*158*	*276*	*174*	*3,722*
Year 2035 Cumulative without Project Conditions	**84**	**305**	**47**	**123**	**301**	**201**	**183**	**1,203**	**196**	**127**	**317**	**120**	**3,207**
Year 2050 GP (GP Net) No Project Conditions	**87**	**375**	**45**	**123**	**298**	**267**	**215**	**1,548**	**196**	**128**	**359**	**148**	**3,789**
Project Trips on Existing Network (m)	*1*	*1*	*0*	*0*	*3*	*3*	*1*	*0*	*0*	*0*	*1*	*0*	*10*
Project Trips on GP Network (n)	*1*	*1*	*0*	*0*	*3*	*3*	*1*	*0*	*0*	*0*	*1*	*0*	*10*
Existing Plus Project Conditions	**80**	**233**	**39**	**123**	**264**	**124**	**132**	**1,007**	**196**	**127**	**285**	**111**	**2,721**
Year 2035 Cumulative with Project Conditions	**85**	**306**	**47**	**123**	**304**	**204**	**184**	**1,203**	**196**	**127**	**318**	**120**	**3,217**
Year 2050 GP (GP Net) with Project Conditions	**88**	**376**	**45**	**123**	**301**	**270**	**216**	**1,548**	**196**	**128**	**360**	**148**	**3,799**

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 13 78038 118
Intersection Name: Monterey Road and Main Avenue
Peak Hour: AM
Count Date: 09/26/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**32**	**374**	**240**	**195**	**195**	**39**	**29**	**655**	**109**	**84**	**172**	**44**	**2,168**
Model - 2023 (Ex Net) (b)	*4*	*218*	*246*	*259*	*160*	*24*	*8*	*799*	*13*	*7*	*164*	*9*	*1,911*
Model - 2035 No Project (Ex Net) (c)	*8*	*325*	*227*	*249*	*179*	*30*	*11*	*1,030*	*17*	*11*	*170*	*5*	*2,261*
Model - 2050 No Project (Ex Net) (f)	*12*	*459*	*204*	*236*	*202*	*37*	*14*	*1,318*	*23*	*15*	*177*	*1*	*2,698*
Model - 2050 No Project (GP Net) (i)	*40*	*429*	*252*	*203*	*170*	*49*	*16*	*1,313*	*25*	*12*	*172*	*10*	*2,691*
Year 2035 Cumulative without Project Conditions	**36**	**481**	**240**	**195**	**214**	**45**	**32**	**886**	**113**	**88**	**178**	**44**	**2,550**
Year 2050 GP (GP Net) No Project Conditions	**68**	**585**	**246**	**195**	**205**	**64**	**37**	**1,169**	**121**	**89**	**180**	**45**	**3,004**
Project Trips on Existing Network (m)	*0*	*1*	*0*	*0*	*1*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*6*
Project Trips on GP Network (n)	*0*	*1*	*0*	*0*	*1*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*6*
Existing Plus Project Conditions	**32**	**375**	**240**	**195**	**196**	**42**	**30**	**655**	**109**	**84**	**172**	**44**	**2,174**
Year 2035 Cumulative with Project Conditions	**36**	**482**	**240**	**195**	**215**	**48**	**33**	**886**	**113**	**88**	**178**	**44**	**2,556**
Year 2050 GP (GP Net) with Project Conditions	**68**	**586**	**246**	**195**	**206**	**67**	**38**	**1,169**	**121**	**89**	**180**	**45**	**3,010**

Int.#[Model#](Traffix#) 14 81611 1117
Intersection Name: Murphy Avenue and Main Avenue (Future)
Peak Hour: AM
Count Date: --

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**0**	**0**	**0**	**0**	**419**	**0**	**0**	**0**	**0**	**0**	**411**	**0**	**830**
Model - 2023 (Ex Net) (b)	*0*	*0*	*0*	*0*	*227*	*0*	*0*	*0*	*0*	*0*	*249*	*0*	*476*
Model - 2035 No Project (Ex Net) (c)	*0*	*0*	*0*	*0*	*276*	*0*	*0*	*0*	*0*	*0*	*290*	*0*	*566*
Model - 2050 No Project (Ex Net) (f)	*0*	*0*	*0*	*0*	*337*	*0*	*0*	*0*	*0*	*0*	*342*	*0*	*679*
Model - 2050 No Project (GP Net) (i)	*138*	*82*	*101*	*61*	*354*	*62*	*109*	*407*	*75*	*27*	*254*	*310*	*1,980*
Year 2035 Cumulative without Project Conditions	**0**	**0**	**0**	**0**	**468**	**0**	**0**	**0**	**0**	**0**	**452**	**0**	**920**
Year 2050 GP (GP Net) No Project Conditions	**138**	**82**	**101**	**61**	**354**	**62**	**109**	**407**	**75**	**27**	**254**	**310**	**1,980**
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Project Trips on GP Network (n)	*3*	*3*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*1*	*8*
Existing Plus Project Conditions	**0**	**0**	**0**	**0**	**419**	**0**	**0**	**0**	**0**	**0**	**411**	**0**	**830**
Year 2035 Cumulative with Project Conditions	**0**	**0**	**0**	**0**	**468**	**0**	**0**	**0**	**0**	**0**	**452**	**0**	**920**
Year 2050 GP (GP Net) with Project Conditions	**141**	**85**	**101**	**61**	**354**	**62**	**109**	**408**	**75**	**27**	**254**	**311**	**1,988**

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 15 80818 1121
Intersection Name: Murphy Avenue and Diana Avenue
Peak Hour: AM
Count Date: 10/17/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**0**	**0**	**0**	**0**	**107**	**33**	**57**	**1**	**144**	**71**	**74**	**1**	**488**
Model - 2023 (Ex Net) (b)	*0*	*0*	*0*	*0*	*116*	*47*	*70*	*0*	*31*	*11*	*14*	*0*	*289*
Model - 2035 No Project (Ex Net) (c)	*0*	*0*	*0*	*0*	*152*	*52*	*78*	*0*	*71*	*14*	*19*	*0*	*385*
Model - 2050 No Project (Ex Net) (f)	*0*	*0*	*0*	*0*	*196*	*59*	*87*	*0*	*121*	*18*	*25*	*0*	*506*
Model - 2050 No Project (GP Net) (i)	*4*	*132*	*33*	*157*	*5*	*93*	*60*	*412*	*11*	*15*	*2*	*22*	*946*
Year 2035 Cumulative without Project Conditions	**0**	**0**	**0**	**0**	**143**	**38**	**65**	**1**	**184**	**74**	**79**	**1**	**584**
Year 2050 GP (GP Net) No Project Conditions	**4**	**132**	**33**	**157**	**107**	**79**	**57**	**413**	**144**	**75**	**74**	**23**	**1,298**
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Project Trips on GP Network (n)	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*4*
Existing Plus Project Conditions	**0**	**0**	**0**	**0**	**107**	**33**	**57**	**1**	**144**	**71**	**74**	**1**	**488**
Year 2035 Cumulative with Project Conditions	**0**	**0**	**0**	**0**	**143**	**38**	**65**	**1**	**184**	**74**	**79**	**1**	**584**
Year 2050 GP (GP Net) with Project Conditions	**4**	**135**	**33**	**157**	**107**	**79**	**57**	**414**	**144**	**75**	**74**	**23**	**1,302**

Int.#[Model#](Traffix#) 16 80841 1366
Intersection Name: Murphy Avenue and Dunne Avenue
Peak Hour: AM
Count Date: 09/21/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**60**	**42**	**39**	**83**	**865**	**90**	**37**	**65**	**188**	**93**	**387**	**42**	**1,991**
Model - 2023 (Ex Net) (b)	*300*	*18*	*85*	*105*	*996*	*1*	*1*	*22*	*16*	*15*	*323*	*218*	*2,100*
Model - 2035 No Project (Ex Net) (c)	*301*	*22*	*81*	*100*	*1,056*	*3*	*6*	*38*	*28*	*32*	*336*	*246*	*2,248*
Model - 2050 No Project (Ex Net) (f)	*303*	*27*	*77*	*93*	*1,130*	*5*	*13*	*58*	*42*	*53*	*353*	*280*	*2,434*
Model - 2050 No Project (GP Net) (i)	*247*	*47*	*79*	*108*	*1,155*	*8*	*14*	*199*	*35*	*49*	*289*	*193*	*2,423*
Year 2035 Cumulative without Project Conditions	**61**	**46**	**39**	**83**	**925**	**92**	**42**	**81**	**200**	**110**	**400**	**70**	**2,148**
Year 2050 GP (GP Net) No Project Conditions	**60**	**71**	**39**	**86**	**1,024**	**97**	**50**	**242**	**207**	**127**	**387**	**42**	**2,432**
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*1*
Project Trips on GP Network (n)	*1*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*
Existing Plus Project Conditions	**60**	**42**	**39**	**83**	**865**	**90**	**37**	**65**	**188**	**93**	**388**	**42**	**1,992**
Year 2035 Cumulative with Project Conditions	**61**	**46**	**39**	**83**	**925**	**92**	**42**	**81**	**200**	**110**	**401**	**70**	**2,149**
Year 2050 GP (GP Net) with Project Conditions	**61**	**72**	**40**	**86**	**1,024**	**97**	**50**	**242**	**207**	**127**	**387**	**42**	**2,435**

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 1 78092 105
Intersection Name: Sutter Boulevard and Cochrane Road
Peak Hour: PM
Count Date: 03/07/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**8**	**10**	**41**	**6**	**539**	**151**	**378**	**3**	**79**	**69**	**847**	**2**	**2,133**
Model - 2023 (Ex Net) (b)	*35*	*6*	*50*	*19*	*765*	*121*	*350*	*6*	*116*	*72*	*489*	*14*	*2,043*
Model - 2035 No Project (Ex Net) (c)	*29*	*18*	*49*	*19*	*629*	*238*	*365*	*6*	*163*	*78*	*470*	*16*	*2,079*
Model - 2050 No Project (Ex Net) (f)	*22*	*32*	*48*	*18*	*460*	*384*	*383*	*6*	*221*	*85*	*446*	*19*	*2,124*
Model - 2050 No Project (GP Net) (i)	*35*	*29*	*29*	*17*	*957*	*449*	*380*	*6*	*296*	*232*	*605*	*18*	*3,053*
Year 2035 Cumulative without Project Conditions	**8**	**22**	**41**	**6**	**539**	**268**	**393**	**3**	**126**	**75**	**847**	**4**	**2,331**
Year 2050 GP (GP Net) No Project Conditions	**8**	**33**	**41**	**6**	**731**	**479**	**408**	**3**	**259**	**229**	**963**	**6**	**3,166**
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*5*	*3*	*4*	*0*	*0*	*0*	*8*	*0*	*20*
Project Trips on GP Network (n)	*0*	*0*	*0*	*0*	*3*	*3*	*4*	*0*	*0*	*0*	*5*	*0*	*15*
Existing Plus Project Conditions	**8**	**10**	**41**	**6**	**544**	**154**	**382**	**3**	**79**	**69**	**855**	**2**	**2,153**
Year 2035 Cumulative with Project Conditions	**8**	**22**	**41**	**6**	**544**	**271**	**397**	**3**	**126**	**75**	**855**	**4**	**2,351**
Year 2050 GP (GP Net) with Project Conditions	**8**	**33**	**41**	**6**	**734**	**482**	**412**	**3**	**259**	**229**	**968**	**6**	**3,181**

Int.#[Model#](Traffix#) 2 78082 106
Intersection Name: Madrone Parkway/Cochrane Plaza and Cochrane Road
Peak Hour: PM
Count Date: 09/26/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**33**	**55**	**372**	**138**	**557**	**242**	**94**	**43**	**35**	**14**	**1,187**	**88**	**2,858**
Model - 2023 (Ex Net) (b)	*131*	*15*	*246*	*104*	*773*	*133*	*181*	*13*	*0*	*0*	*831*	*58*	*2,485*
Model - 2035 No Project (Ex Net) (c)	*110*	*15*	*328*	*111*	*774*	*129*	*174*	*12*	*0*	*0*	*811*	*70*	*2,535*
Model - 2050 No Project (Ex Net) (f)	*84*	*15*	*431*	*119*	*775*	*125*	*165*	*10*	*0*	*0*	*787*	*86*	*2,597*
Model - 2050 No Project (GP Net) (i)	*190*	*12*	*181*	*105*	*1,233*	*123*	*105*	*10*	*0*	*0*	*929*	*84*	*2,972*
Year 2035 Cumulative without Project Conditions	**33**	**55**	**454**	**145**	**558**	**242**	**94**	**43**	**35**	**14**	**1,187**	**100**	**2,960**
Year 2050 GP (GP Net) No Project Conditions	**92**	**55**	**372**	**139**	**1,017**	**242**	**94**	**43**	**35**	**14**	**1,285**	**114**	**3,502**
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*0*	*12*	*0*	*19*
Project Trips on GP Network (n)	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*9*	*0*	*14*
Existing Plus Project Conditions	**33**	**55**	**372**	**138**	**564**	**242**	**94**	**43**	**35**	**14**	**1,199**	**88**	**2,877**
Year 2035 Cumulative with Project Conditions	**33**	**55**	**454**	**145**	**565**	**242**	**94**	**43**	**35**	**14**	**1,199**	**100**	**2,979**
Year 2050 GP (GP Net) with Project Conditions	**92**	**55**	**372**	**139**	**1,022**	**242**	**94**	**43**	**35**	**14**	**1,294**	**114**	**3,516**

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 3 77910 107
Intersection Name: US 101 SB Ramps and Cochrane Road
Peak Hour: PM
Count Date: 09/26/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**431**	**4**	**356**	**149**	**573**	**0**	**0**	**0**	**0**	**647**	**1,100**	**0**	**3,260**
Model - 2023 (Ex Net) (b)	*458*	*0*	*810*	*102*	*552*	*0*	*0*	*0*	*0*	*184*	*1,074*	*0*	*3,180*
Model - 2035 No Project (Ex Net) (c)	*466*	*0*	*978*	*59*	*548*	*0*	*0*	*0*	*0*	*224*	*1,091*	*0*	*3,367*
Model - 2050 No Project (Ex Net) (f)	*477*	*0*	*1,188*	*5*	*544*	*0*	*0*	*0*	*0*	*273*	*1,113*	*0*	*3,600*
Model - 2050 No Project (GP Net) (i)	*630*	*0*	*1,215*	*3*	*833*	*0*	*0*	*0*	*0*	*7*	*1,206*	*0*	*3,894*
Year 2035 Cumulative without Project Conditions	**439**	**4**	**524**	**149**	**573**	**0**	**0**	**0**	**0**	**687**	**1,117**	**0**	**3,493**
Year 2050 GP (GP Net) No Project Conditions	**603**	**4**	**761**	**149**	**854**	**0**	**0**	**0**	**0**	**647**	**1,232**	**0**	**4,250**
Project Trips on Existing Network (m)	*0*	*0*	*28*	*4*	*7*	*0*	*0*	*0*	*0*	*0*	*12*	*0*	*51*
Project Trips on GP Network (n)	*0*	*0*	*28*	*4*	*5*	*0*	*0*	*0*	*0*	*0*	*9*	*0*	*46*
Existing Plus Project Conditions	**431**	**4**	**384**	**153**	**580**	**0**	**0**	**0**	**0**	**647**	**1,112**	**0**	**3,311**
Year 2035 Cumulative with Project Conditions	**439**	**4**	**552**	**153**	**580**	**0**	**0**	**0**	**0**	**687**	**1,129**	**0**	**3,544**
Year 2050 GP (GP Net) with Project Conditions	**603**	**4**	**789**	**153**	**859**	**0**	**0**	**0**	**0**	**647**	**1,241**	**0**	**4,296**

Int.#[Model#](Traffix#) 4 77920 108
Intersection Name: US 101 NB Ramps and Cochrane Road
Peak Hour: PM
Count Date: 09/21/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**0**	**0**	**0**	**255**	**473**	**0**	**207**	**0**	**250**	**693**	**820**	**0**	**2,698**
Model - 2023 (Ex Net) (b)	*0*	*0*	*0*	*219*	*394*	*0*	*332*	*0*	*260*	*594*	*1,290*	*0*	*3,089*
Model - 2035 No Project (Ex Net) (c)	*0*	*0*	*0*	*349*	*425*	*0*	*309*	*0*	*181*	*544*	*1,526*	*0*	*3,334*
Model - 2050 No Project (Ex Net) (f)	*0*	*0*	*0*	*512*	*464*	*0*	*280*	*0*	*83*	*481*	*1,821*	*0*	*3,641*
Model - 2050 No Project (GP Net) (i)	*0*	*0*	*0*	*487*	*695*	*0*	*315*	*0*	*141*	*536*	*1,887*	*0*	*4,061*
Year 2035 Cumulative without Project Conditions	**0**	**0**	**0**	**385**	**504**	**0**	**207**	**0**	**250**	**693**	**1,056**	**0**	**3,095**
Year 2050 GP (GP Net) No Project Conditions	**0**	**0**	**0**	**523**	**774**	**0**	**207**	**0**	**250**	**693**	**1,417**	**0**	**3,864**
Project Trips on Existing Network (m)	*0*	*0*	*0*	*17*	*11*	*0*	*6*	*0*	*0*	*0*	*40*	*0*	*74*
Project Trips on GP Network (n)	*0*	*0*	*0*	*17*	*9*	*0*	*6*	*0*	*0*	*0*	*37*	*0*	*69*
Existing Plus Project Conditions	**0**	**0**	**0**	**272**	**484**	**0**	**213**	**0**	**250**	**693**	**860**	**0**	**2,772**
Year 2035 Cumulative with Project Conditions	**0**	**0**	**0**	**402**	**515**	**0**	**213**	**0**	**250**	**693**	**1,096**	**0**	**3,169**
Year 2050 GP (GP Net) with Project Conditions	**0**	**0**	**0**	**540**	**783**	**0**	**213**	**0**	**250**	**693**	**1,454**	**0**	**3,933**

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 5 78342 109
Intersection Name: De Paul Drive and Cochrane Road
Peak Hour: PM
Count Date: 09/21/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**331**	**0**	**143**	**100**	**374**	**21**	**5**	**4**	**19**	**9**	**622**	**384**	**2,012**
Model - 2023 (Ex Net) (b)	*383*	*4*	*138*	*46*	*207*	*0*	*0*	*5*	*25*	*21*	*1,240*	*362*	*2,431*
Model - 2035 No Project (Ex Net) (c)	*419*	*10*	*318*	*116*	*274*	*5*	*48*	*14*	*75*	*43*	*1,266*	*526*	*3,114*
Model - 2050 No Project (Ex Net) (f)	*465*	*18*	*544*	*204*	*357*	*12*	*107*	*25*	*137*	*70*	*1,298*	*731*	*3,968*
Model - 2050 No Project (GP Net) (i)	*635*	*18*	*367*	*157*	*356*	*9*	*68*	*24*	*177*	*74*	*1,356*	*767*	*4,008*
Year 2035 Cumulative without Project Conditions	**367**	**6**	**323**	**170**	**441**	**26**	**53**	**13**	**69**	**31**	**648**	**548**	**2,695**
Year 2050 GP (GP Net) No Project Conditions	**583**	**14**	**372**	**211**	**523**	**30**	**73**	**23**	**171**	**62**	**738**	**789**	**3,589**
Project Trips on Existing Network (m)	*0*	*1*	*0*	*0*	*0*	*14*	*9*	*1*	*28*	*47*	*0*	*0*	*100*
Project Trips on GP Network (n)	*0*	*1*	*0*	*0*	*0*	*18*	*10*	*1*	*26*	*43*	*0*	*0*	*99*
Existing Plus Project Conditions	**331**	**1**	**143**	**100**	**374**	**35**	**14**	**5**	**47**	**56**	**622**	**384**	**2,112**
Year 2035 Cumulative with Project Conditions	**367**	**7**	**323**	**170**	**441**	**40**	**62**	**14**	**97**	**78**	**648**	**548**	**2,795**
Year 2050 GP (GP Net) with Project Conditions	**583**	**15**	**372**	**211**	**523**	**48**	**83**	**24**	**197**	**105**	**738**	**789**	**3,688**

Int.#[Model#](Traffix#) 6 76851 110
Intersection Name: Mission View Drive and Cochrane Road
Peak Hour: PM
Count Date: 09/21/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**22**	**13**	**1**	**0**	**250**	**38**	**15**	**0**	**206**	**498**	**227**	**38**	**1,308**
Model - 2023 (Ex Net) (b)	*0*	*0*	*0*	*0*	*149*	*32*	*10*	*0*	*103*	*787*	*590*	*0*	*1,671*
Model - 2035 No Project (Ex Net) (c)	*0*	*0*	*0*	*0*	*152*	*19*	*22*	*0*	*243*	*923*	*709*	*0*	*2,067*
Model - 2050 No Project (Ex Net) (f)	*0*	*0*	*0*	*0*	*155*	*2*	*36*	*0*	*418*	*1,093*	*857*	*0*	*2,561*
Model - 2050 No Project (GP Net) (i)	*50*	*196*	*110*	*8*	*154*	*9*	*55*	*55*	*321*	*950*	*777*	*64*	*2,749*
Year 2035 Cumulative without Project Conditions	**22**	**13**	**1**	**0**	**253**	**38**	**27**	**0**	**346**	**634**	**346**	**38**	**1,717**
Year 2050 GP (GP Net) No Project Conditions	**72**	**209**	**111**	**8**	**255**	**38**	**60**	**55**	**424**	**661**	**414**	**102**	**2,409**
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*12*	*7*	*1*	*0*	*22*
Project Trips on GP Network (n)	*3*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*12*	*7*	*1*	*2*	*27*
Existing Plus Project Conditions	**22**	**13**	**1**	**0**	**252**	**38**	**15**	**0**	**218**	**505**	**228**	**38**	**1,330**
Year 2035 Cumulative with Project Conditions	**22**	**13**	**1**	**0**	**255**	**38**	**27**	**0**	**358**	**641**	**347**	**38**	**1,739**
Year 2050 GP (GP Net) with Project Conditions	**75**	**209**	**111**	**8**	**257**	**38**	**60**	**55**	**436**	**668**	**415**	**104**	**2,436**

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 7 78344 5664
Intersection Name: Mission View Drive and Avenida De Los Padres
Peak Hour: PM
Count Date: 09/21/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**0**	**530**	**37**	**18**	**0**	**30**	**16**	**161**	**0**	**0**	**0**	**0**	**792**
Model - 2023 (Ex Net) (b)	*0*	*537*	*0*	*0*	*0*	*47*	*52*	*60*	*3*	*30*	*1*	*0*	*730*
Model - 2035 No Project (Ex Net) (c)	*0*	*669*	*0*	*0*	*0*	*63*	*106*	*216*	*12*	*46*	*1*	*0*	*1,115*
Model - 2050 No Project (Ex Net) (f)	*0*	*835*	*0*	*0*	*1*	*84*	*174*	*410*	*24*	*67*	*2*	*0*	*1,597*
Model - 2050 No Project (GP Net) (i)	*0*	*887*	*0*	*0*	*1*	*75*	*97*	*406*	*22*	*64*	*2*	*0*	*1,554*
Year 2035 Cumulative without Project Conditions	**0**	**662**	**37**	**18**	**0**	**46**	**70**	**317**	**9**	**16**	**0**	**0**	**1,177**
Year 2050 GP (GP Net) No Project Conditions	**0**	**880**	**37**	**18**	**1**	**58**	**61**	**507**	**19**	**34**	**1**	**0**	**1,616**
Project Trips on Existing Network (m)	*0*	*7*	*0*	*0*	*0*	*0*	*0*	*12*	*0*	*0*	*0*	*0*	*19*
Project Trips on GP Network (n)	*0*	*7*	*0*	*0*	*0*	*0*	*0*	*12*	*0*	*0*	*0*	*0*	*19*
Existing Plus Project Conditions	**0**	**537**	**37**	**18**	**0**	**30**	**16**	**173**	**0**	**0**	**0**	**0**	**811**
Year 2035 Cumulative with Project Conditions	**0**	**669**	**37**	**18**	**0**	**46**	**70**	**329**	**9**	**16**	**0**	**0**	**1,196**
Year 2050 GP (GP Net) with Project Conditions	**0**	**887**	**37**	**18**	**1**	**58**	**61**	**519**	**19**	**34**	**1**	**0**	**1,635**

Int.#[Model#](Traffix#) 8 78332 3117
Intersection Name: Mission View Drive and Half Road
Peak Hour: PM
Count Date: 09/21/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**277**	**0**	**284**	**56**	**19**	**0**	**0**	**0**	**0**	**0**	**6**	**117**	**759**
Model - 2023 (Ex Net) (b)	*190*	*0*	*424*	*42*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*74*	*730*
Model - 2035 No Project (Ex Net) (c)	*388*	*0*	*363*	*98*	*0*	*0*	*0*	*0*	*0*	*0*	*7*	*246*	*1,102*
Model - 2050 No Project (Ex Net) (f)	*636*	*0*	*286*	*167*	*1*	*0*	*0*	*0*	*0*	*0*	*16*	*460*	*1,566*
Model - 2050 No Project (GP Net) (i)	*11*	*740*	*211*	*26*	*0*	*10*	*17*	*504*	*3*	*0*	*1*	*11*	*1,534*
Year 2035 Cumulative without Project Conditions	**475**	**0**	**284**	**112**	**19**	**0**	**0**	**0**	**0**	**0**	**13**	**289**	**1,192**
Year 2050 GP (GP Net) No Project Conditions	**11**	**740**	**284**	**56**	**0**	**10**	**17**	**504**	**3**	**0**	**1**	**11**	**1,637**
Project Trips on Existing Network (m)	*7*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*11*	*20*
Project Trips on GP Network (n)	*3*	*4*	*1*	*1*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	*5*	*20*
Existing Plus Project Conditions	**284**	**0**	**285**	**57**	**19**	**0**	**0**	**0**	**0**	**0**	**6**	**128**	**779**
Year 2035 Cumulative with Project Conditions	**482**	**0**	**285**	**113**	**19**	**0**	**0**	**0**	**0**	**0**	**13**	**300**	**1,212**
Year 2050 GP (GP Net) with Project Conditions	**14**	**744**	**285**	**57**	**0**	**10**	**17**	**510**	**3**	**0**	**1**	**16**	**1,657**

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 9 77911 120
Intersection Name: Condit Road and Main Avenue
Peak Hour: PM
Count Date: 09/26/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**69**	**173**	**13**	**13**	**62**	**35**	**41**	**66**	**108**	**222**	**92**	**59**	**953**
Model - 2023 (Ex Net) (b)	*104*	*84*	*1*	*0*	*106*	*31*	*43*	*5*	*57*	*47*	*129*	*68*	*675*
Model - 2035 No Project (Ex Net) (c)	*195*	*189*	*6*	*4*	*126*	*47*	*60*	*74*	*80*	*75*	*164*	*174*	*1,195*
Model - 2050 No Project (Ex Net) (f)	*308*	*321*	*12*	*9*	*152*	*68*	*82*	*160*	*108*	*111*	*207*	*307*	*1,845*
Model - 2050 No Project (GP Net) (i)	*8*	*10*	*2*	*1*	*251*	*129*	*140*	*2*	*93*	*185*	*508*	*4*	*1,333*
Year 2035 Cumulative without Project Conditions	**160**	**278**	**18**	**17**	**82**	**51**	**58**	**135**	**131**	**250**	**127**	**165**	**1,473**
Year 2050 GP (GP Net) No Project Conditions	**69**	**173**	**14**	**14**	**207**	**133**	**138**	**66**	**144**	**360**	**471**	**59**	**1,848**
Project Trips on Existing Network (m)	*4*	*3*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*6*	*18*
Project Trips on GP Network (n)	*2*	*1*	*0*	*0*	*2*	*0*	*0*	*2*	*0*	*0*	*3*	*3*	*13*
Existing Plus Project Conditions	**73**	**176**	**13**	**13**	**62**	**35**	**41**	**71**	**108**	**222**	**92**	**65**	**971**
Year 2035 Cumulative with Project Conditions	**164**	**281**	**18**	**17**	**82**	**51**	**58**	**140**	**131**	**250**	**127**	**171**	**1,491**
Year 2050 GP (GP Net) with Project Conditions	**71**	**174**	**14**	**14**	**209**	**133**	**138**	**68**	**144**	**360**	**474**	**62**	**1,861**

Int.#[Model#](Traffix#) 10 76543 1120
Intersection Name: Condit Road and Diana Avenue
Peak Hour: PM
Count Date: 10/17/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**0**	**339**	**135**	**54**	**0**	**20**	**16**	**191**	**4**	**0**	**0**	**0**	**759**
Model - 2023 (Ex Net) (b)	*0*	*99*	*64*	*17*	*0*	*4*	*53*	*88*	*0*	*0*	*0*	*0*	*325*
Model - 2035 No Project (Ex Net) (c)	*0*	*223*	*90*	*36*	*0*	*6*	*87*	*173*	*2*	*3*	*0*	*2*	*622*
Model - 2050 No Project (Ex Net) (f)	*1*	*378*	*122*	*60*	*0*	*8*	*130*	*280*	*4*	*6*	*0*	*5*	*994*
Model - 2050 No Project (GP Net) (i)	*3*	*320*	*1*	*0*	*0*	*6*	*10*	*227*	*3*	*6*	*0*	*5*	*581*
Year 2035 Cumulative without Project Conditions	**0**	**463**	**161**	**73**	**0**	**22**	**50**	**276**	**6**	**3**	**0**	**2**	**1,056**
Year 2050 GP (GP Net) No Project Conditions	**3**	**560**	**135**	**54**	**0**	**22**	**16**	**330**	**7**	**6**	**0**	**5**	**1,138**
Project Trips on Existing Network (m)	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*8*
Project Trips on GP Network (n)	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*3*
Existing Plus Project Conditions	**0**	**342**	**135**	**54**	**0**	**20**	**16**	**196**	**4**	**0**	**0**	**0**	**767**
Year 2035 Cumulative with Project Conditions	**0**	**466**	**161**	**73**	**0**	**22**	**50**	**281**	**6**	**3**	**0**	**2**	**1,064**
Year 2050 GP (GP Net) with Project Conditions	**3**	**561**	**135**	**54**	**0**	**22**	**16**	**332**	**7**	**6**	**0**	**5**	**1,141**

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 11 80856 3115
Intersection Name: Condit Road and Dunne Avenue
Peak Hour: PM
Count Date: 09/19/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**259**	**210**	**83**	**28**	**403**	**52**	**34**	**126**	**115**	**152**	**517**	**255**	**2,234**
Model - 2023 (Ex Net) (b)	*219*	*32*	*48*	*27*	*579*	*12*	*17*	*21*	*155*	*167*	*952*	*202*	*2,431*
Model - 2035 No Project (Ex Net) (c)	*283*	*97*	*69*	*51*	*585*	*17*	*19*	*33*	*179*	*183*	*1,124*	*288*	*2,929*
Model - 2050 No Project (Ex Net) (f)	*364*	*178*	*95*	*82*	*592*	*24*	*22*	*49*	*209*	*202*	*1,338*	*396*	*3,551*
Model - 2050 No Project (GP Net) (i)	*264*	*168*	*102*	*31*	*542*	*24*	*36*	*56*	*201*	*419*	*1,099*	*225*	*3,167*
Year 2035 Cumulative without Project Conditions	**323**	**275**	**104**	**52**	**409**	**57**	**36**	**138**	**139**	**168**	**689**	**341**	**2,732**
Year 2050 GP (GP Net) No Project Conditions	**304**	**346**	**137**	**32**	**403**	**64**	**53**	**161**	**161**	**404**	**664**	**278**	**3,007**
Project Trips on Existing Network (m)	*2*	*1*	*0*	*1*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*3*	*9*
Project Trips on GP Network (n)	*1*	*1*	*0*	*0*	*1*	*0*	*0*	*1*	*0*	*0*	*1*	*1*	*6*
Existing Plus Project Conditions	**261**	**211**	**83**	**29**	**403**	**52**	**34**	**128**	**115**	**152**	**517**	**258**	**2,243**
Year 2035 Cumulative with Project Conditions	**325**	**276**	**104**	**53**	**409**	**57**	**36**	**140**	**139**	**168**	**689**	**344**	**2,741**
Year 2050 GP (GP Net) with Project Conditions	**305**	**347**	**137**	**32**	**404**	**64**	**53**	**162**	**161**	**404**	**665**	**279**	**3,013**

Int.#[Model#](Traffix#) 12 77918 119
Intersection Name: Butterfield Boulevard and Main Avenue
Peak Hour: PM
Count Date: 09/19/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**150**	**1,113**	**137**	**49**	**133**	**90**	**78**	**297**	**191**	**270**	**276**	**100**	**2,884**
Model - 2023 (Ex Net) (b)	*210*	*1,451*	*2*	*56*	*143*	*177*	*120*	*263*	*146*	*135*	*176*	*160*	*3,039*
Model - 2035 No Project (Ex Net) (c)	*238*	*1,555*	*4*	*69*	*184*	*236*	*221*	*511*	*108*	*110*	*228*	*150*	*3,614*
Model - 2050 No Project (Ex Net) (f)	*273*	*1,684*	*7*	*85*	*235*	*309*	*348*	*822*	*60*	*79*	*293*	*137*	*4,332*
Model - 2050 No Project (GP Net) (i)	*211*	*1,761*	*2*	*46*	*190*	*199*	*276*	*1,038*	*177*	*123*	*201*	*156*	*4,380*
Year 2035 Cumulative without Project Conditions	**178**	**1,217**	**139**	**62**	**174**	**149**	**179**	**545**	**191**	**270**	**328**	**100**	**3,532**
Year 2050 GP (GP Net) No Project Conditions	**151**	**1,423**	**137**	**49**	**180**	**112**	**234**	**1,072**	**222**	**270**	**301**	**100**	**4,251**
Project Trips on Existing Network (m)	*1*	*1*	*0*	*0*	*2*	*2*	*3*	*2*	*0*	*0*	*3*	*1*	*15*
Project Trips on GP Network (n)	*1*	*1*	*0*	*0*	*2*	*2*	*3*	*2*	*0*	*0*	*3*	*1*	*15*
Existing Plus Project Conditions	**151**	**1,114**	**137**	**49**	**135**	**92**	**81**	**299**	**191**	**270**	**279**	**101**	**2,899**
Year 2035 Cumulative with Project Conditions	**179**	**1,218**	**139**	**62**	**176**	**151**	**182**	**547**	**191**	**270**	**331**	**101**	**3,547**
Year 2050 GP (GP Net) with Project Conditions	**152**	**1,424**	**137**	**49**	**182**	**114**	**237**	**1,074**	**222**	**270**	**304**	**101**	**4,266**

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 13 78038 118
Intersection Name: Monterey Road and Main Avenue
Peak Hour: PM
Count Date: 09/26/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**38**	**771**	**295**	**112**	**186**	**50**	**38**	**286**	**102**	**133**	**197**	**24**	**2,232**
Model - 2023 (Ex Net) (b)	*11*	*682*	*220*	*209*	*167*	*37*	*48*	*242*	*18*	*17*	*127*	*11*	*1,789*
Model - 2035 No Project (Ex Net) (c)	*10*	*879*	*220*	*206*	*177*	*40*	*41*	*481*	*22*	*21*	*143*	*13*	*2,253*
Model - 2050 No Project (Ex Net) (f)	*8*	*1,125*	*221*	*203*	*189*	*43*	*33*	*779*	*27*	*26*	*164*	*16*	*2,834*
Model - 2050 No Project (GP Net) (i)	*10*	*1,378*	*177*	*243*	*140*	*38*	*83*	*799*	*48*	*26*	*142*	*16*	*3,100*
Year 2035 Cumulative without Project Conditions	**38**	**968**	**295**	**112**	**196**	**53**	**38**	**525**	**106**	**137**	**213**	**26**	**2,707**
Year 2050 GP (GP Net) No Project Conditions	**38**	**1,467**	**295**	**146**	**186**	**51**	**73**	**843**	**132**	**142**	**212**	**29**	**3,614**
Project Trips on Existing Network (m)	*0*	*1*	*0*	*0*	*1*	*2*	*3*	*1*	*0*	*0*	*1*	*0*	*9*
Project Trips on GP Network (n)	*0*	*1*	*0*	*0*	*1*	*2*	*3*	*1*	*0*	*0*	*1*	*0*	*9*
Existing Plus Project Conditions	**38**	**772**	**295**	**112**	**187**	**52**	**41**	**287**	**102**	**133**	**198**	**24**	**2,241**
Year 2035 Cumulative with Project Conditions	**38**	**969**	**295**	**112**	**197**	**55**	**41**	**526**	**106**	**137**	**214**	**26**	**2,716**
Year 2050 GP (GP Net) with Project Conditions	**38**	**1,468**	**295**	**146**	**187**	**53**	**76**	**844**	**132**	**142**	**213**	**29**	**3,623**

Int.#[Model#](Traffix#) 14 81611 1117
Intersection Name: Murphy Avenue and Main Avenue (Future)
Peak Hour: PM
Count Date: --

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**0**	**0**	**0**	**0**	**110**	**0**	**0**	**0**	**0**	**0**	**146**	**0**	**256**
Model - 2023 (Ex Net) (b)	*0*	*0*	*0*	*0*	*137*	*0*	*0*	*0*	*0*	*0*	*173*	*0*	*310*
Model - 2035 No Project (Ex Net) (c)	*0*	*0*	*0*	*0*	*166*	*0*	*0*	*0*	*0*	*0*	*216*	*0*	*382*
Model - 2050 No Project (Ex Net) (f)	*0*	*0*	*0*	*0*	*203*	*0*	*0*	*0*	*0*	*0*	*270*	*0*	*473*
Model - 2050 No Project (GP Net) (i)	*209*	*426*	*118*	*125*	*140*	*60*	*30*	*117*	*31*	*63*	*296*	*282*	*1,897*
Year 2035 Cumulative without Project Conditions	**0**	**0**	**0**	**0**	**139**	**0**	**0**	**0**	**0**	**0**	**189**	**0**	**328**
Year 2050 GP (GP Net) No Project Conditions	**209**	**426**	**118**	**125**	**140**	**60**	**30**	**117**	**31**	**63**	**296**	**282**	**1,897**
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Project Trips on GP Network (n)	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*3*	*10*
Existing Plus Project Conditions	**0**	**0**	**0**	**0**	**110**	**0**	**0**	**0**	**0**	**0**	**146**	**0**	**256**
Year 2035 Cumulative with Project Conditions	**0**	**0**	**0**	**0**	**139**	**0**	**0**	**0**	**0**	**0**	**189**	**0**	**328**
Year 2050 GP (GP Net) with Project Conditions	**211**	**428**	**118**	**125**	**140**	**60**	**30**	**120**	**31**	**63**	**296**	**285**	**1,907**

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 15 80818 1121
Intersection Name: Murphy Avenue and Diana Avenue
Peak Hour: PM
Count Date: 10/17/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**2**	**1**	**0**	**0**	**53**	**16**	**38**	**2**	**19**	**49**	**91**	**1**	**272**
Model - 2023 (Ex Net) (b)	*0*	*0*	*0*	*0*	*14*	*55*	*18*	*0*	*8*	*16*	*101*	*0*	*212*
Model - 2035 No Project (Ex Net) (c)	*0*	*0*	*0*	*0*	*27*	*57*	*22*	*0*	*13*	*37*	*132*	*0*	*288*
Model - 2050 No Project (Ex Net) (f)	*0*	*0*	*0*	*0*	*43*	*59*	*27*	*0*	*20*	*64*	*171*	*0*	*384*
Model - 2050 No Project (GP Net) (i)	*17*	*417*	*116*	*53*	*4*	*47*	*81*	*118*	*13*	*10*	*8*	*8*	*892*
Year 2035 Cumulative without Project Conditions	**2**	**1**	**0**	**0**	**66**	**18**	**42**	**2**	**24**	**70**	**122**	**1**	**348**
Year 2050 GP (GP Net) No Project Conditions	**19**	**418**	**116**	**53**	**53**	**16**	**101**	**120**	**24**	**49**	**91**	**9**	**1,069**
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Project Trips on GP Network (n)	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*5*
Existing Plus Project Conditions	**2**	**1**	**0**	**0**	**53**	**16**	**38**	**2**	**19**	**49**	**91**	**1**	**272**
Year 2035 Cumulative with Project Conditions	**2**	**1**	**0**	**0**	**66**	**18**	**42**	**2**	**24**	**70**	**122**	**1**	**348**
Year 2050 GP (GP Net) with Project Conditions	**19**	**420**	**116**	**53**	**53**	**16**	**101**	**123**	**24**	**49**	**91**	**9**	**1,074**

Int.#[Model#](Traffix#) 16 80841 1366
Intersection Name: Murphy Avenue and Dunne Avenue
Peak Hour: PM
Count Date: 09/21/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**23**	**60**	**41**	**37**	**387**	**40**	**36**	**34**	**84**	**103**	**438**	**43**	**1,326**
Model - 2023 (Ex Net) (b)	*149*	*24*	*35*	*27*	*425*	*13*	*3*	*8*	*19*	*16*	*786*	*203*	*1,708*
Model - 2035 No Project (Ex Net) (c)	*148*	*41*	*34*	*26*	*423*	*20*	*12*	*23*	*60*	*126*	*880*	*194*	*1,987*
Model - 2050 No Project (Ex Net) (f)	*147*	*63*	*32*	*25*	*420*	*28*	*24*	*41*	*112*	*263*	*998*	*183*	*2,336*
Model - 2050 No Project (GP Net) (i)	*90*	*317*	*56*	*30*	*410*	*32*	*31*	*99*	*80*	*157*	*921*	*151*	*2,374*
Year 2035 Cumulative without Project Conditions	**23**	**77**	**41**	**37**	**387**	**47**	**45**	**49**	**125**	**213**	**532**	**43**	**1,619**
Year 2050 GP (GP Net) No Project Conditions	**23**	**353**	**62**	**40**	**387**	**59**	**64**	**125**	**145**	**244**	**573**	**43**	**2,118**
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*
Project Trips on GP Network (n)	*1*	*1*	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*1*	*5*
Existing Plus Project Conditions	**23**	**60**	**41**	**37**	**388**	**40**	**36**	**34**	**84**	**103**	**438**	**43**	**1,327**
Year 2035 Cumulative with Project Conditions	**23**	**77**	**41**	**37**	**388**	**47**	**45**	**49**	**125**	**213**	**532**	**43**	**1,620**
Year 2050 GP (GP Net) with Project Conditions	**24**	**354**	**62**	**41**	**387**	**59**	**64**	**126**	**145**	**244**	**573**	**44**	**2,123**

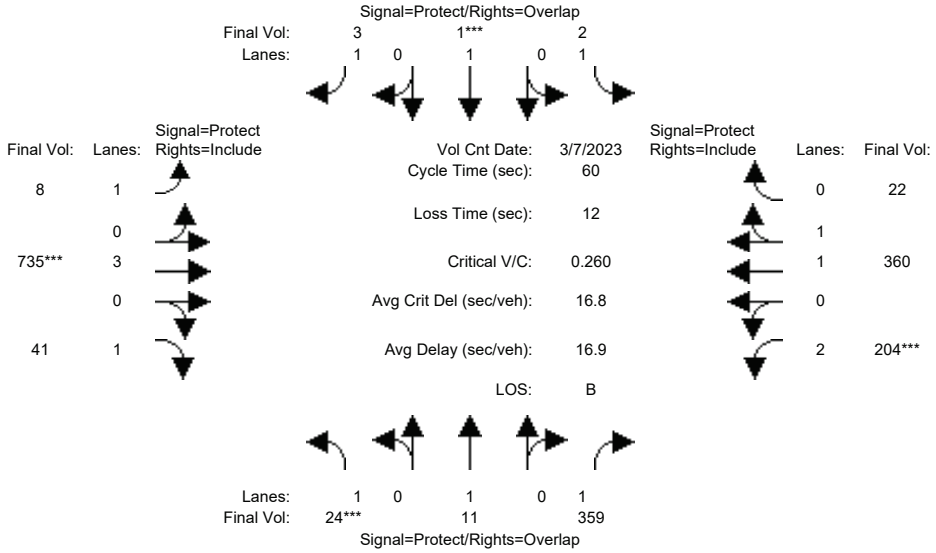
Appendix D

Level of Service Calculations

City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	24	11	359	2	1	3	8	735	41	204	360	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	11	359	2	1	3	8	735	41	204	360	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	11	359	2	1	3	8	735	41	204	360	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	11	359	2	1	3	8	735	41	204	360	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	11	359	2	1	3	8	735	41	204	360	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	11	359	2	1	3	8	735	41	204	360	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.88	0.12
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3487	213
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.21	0.00	0.00	0.00	0.00	0.13	0.02	0.06	0.10	0.10
Crit Moves:	****				****			****		****		
Green Time:	7.0	10.0	20.4	7.0	10.0	22.8	12.8	20.6	20.6	10.4	18.2	18.2
Volume/Cap:	0.12	0.03	0.60	0.01	0.00	0.00	0.02	0.37	0.07	0.37	0.34	0.34
Delay/Veh:	24.0	21.0	18.2	23.5	20.8	11.6	18.7	14.9	13.3	22.4	16.4	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	21.0	18.2	23.5	20.8	11.6	18.7	14.9	13.3	22.4	16.4	16.4
LOS by Move:	C	C	B	C	C	B	B	B	B	C	B	B
HCM2k95thQ:	1	0	13	0	0	0	0	7	1	4	5	5

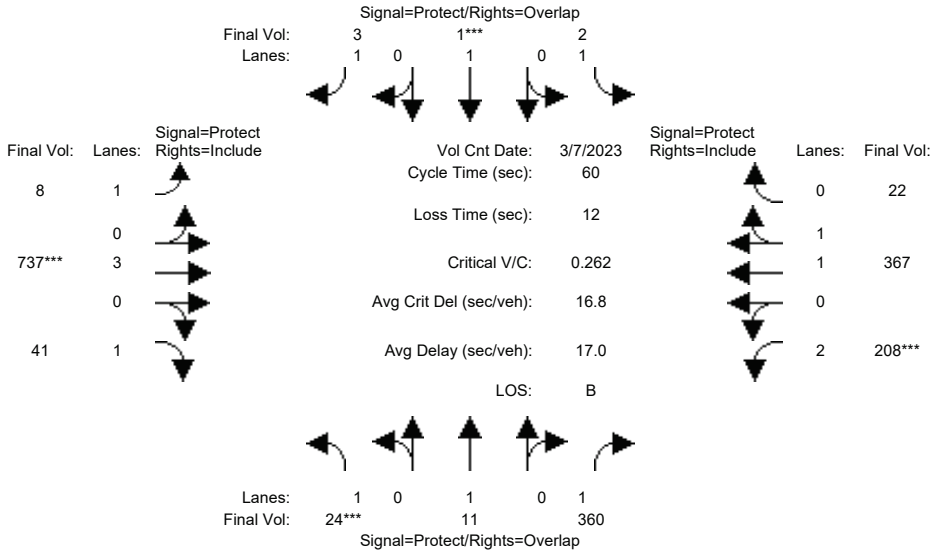
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	24	11	359	2	1	3	8	735	41	204	360	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	11	359	2	1	3	8	735	41	204	360	22
Added Vol:	0	0	1	0	0	0	0	2	0	4	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	11	360	2	1	3	8	737	41	208	367	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	11	360	2	1	3	8	737	41	208	367	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	11	360	2	1	3	8	737	41	208	367	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	11	360	2	1	3	8	737	41	208	367	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.88	0.12
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3491	209
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.21	0.00	0.00	0.00	0.00	0.13	0.02	0.07	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	7.0	10.0	20.5	7.0	10.0	22.8	12.8	20.5	20.5	10.5	18.2	18.2
Volume/Cap:	0.12	0.03	0.60	0.01	0.00	0.00	0.02	0.38	0.07	0.38	0.35	0.35
Delay/Veh:	24.0	21.0	18.1	23.5	20.8	11.6	18.7	15.0	13.3	22.3	16.4	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	21.0	18.1	23.5	20.8	11.6	18.7	15.0	13.3	22.3	16.4	16.4
LOS by Move:	C	C	B	C	C	B	B	B	B	C	B	B
HCM2k95thQ:	1	0	13	0	0	0	0	7	1	4	6	6

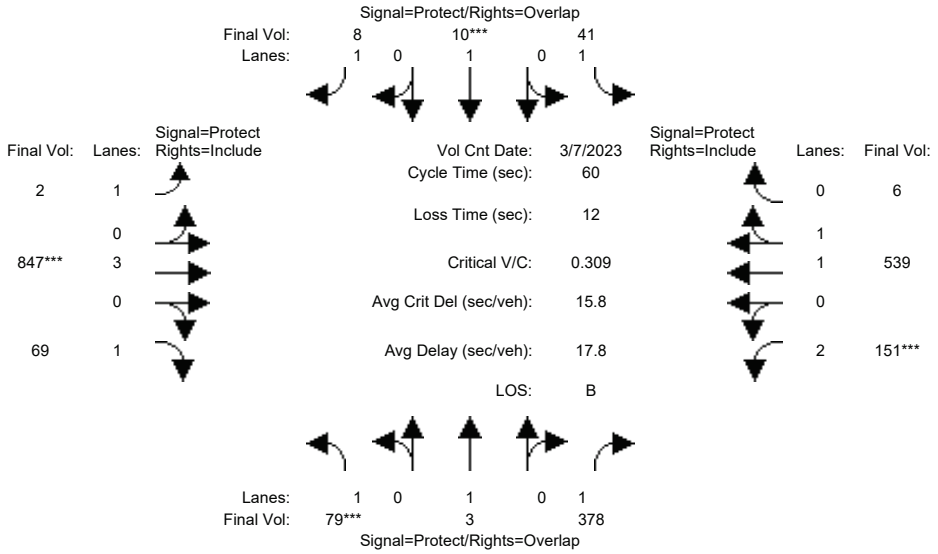
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	79	3	378	41	10	8	2	847	69	151	539	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	3	378	41	10	8	2	847	69	151	539	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	3	378	41	10	8	2	847	69	151	539	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	3	378	41	10	8	2	847	69	151	539	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	3	378	41	10	8	2	847	69	151	539	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	3	378	41	10	8	2	847	69	151	539	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.98	0.02
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3659	41
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.22	0.02	0.01	0.00	0.00	0.15	0.04	0.05	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	7.1	10.1	17.6	7.0	10.0	22.7	12.7	23.4	23.4	7.5	18.2	18.2
Volume/Cap:	0.38	0.01	0.74	0.20	0.03	0.01	0.01	0.38	0.10	0.38	0.49	0.49
Delay/Veh:	25.6	20.8	24.6	24.5	21.0	11.6	18.7	13.2	11.7	24.7	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	20.8	24.6	24.5	21.0	11.6	18.7	13.2	11.7	24.7	17.4	17.4
LOS by Move:	C	C	C	C	C	B	B	B	B	C	B	B
HCM2k95thQ:	4	0	16	2	0	0	0	7	2	3	8	8

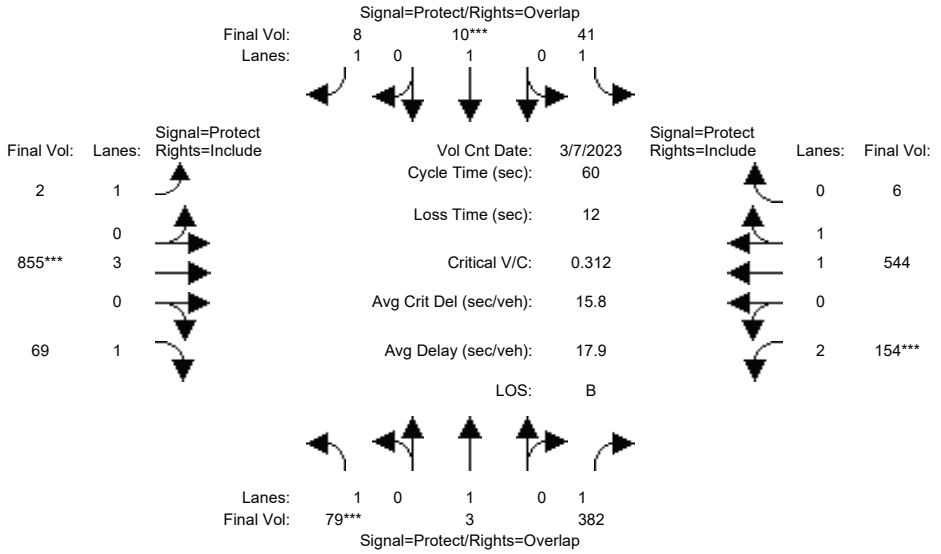
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	79	3	378	41	10	8	2	847	69	151	539	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	3	378	41	10	8	2	847	69	151	539	6
Added Vol:	0	0	4	0	0	0	0	8	0	3	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	3	382	41	10	8	2	855	69	154	544	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	3	382	41	10	8	2	855	69	154	544	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	3	382	41	10	8	2	855	69	154	544	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	3	382	41	10	8	2	855	69	154	544	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.98	0.02
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3660	40
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.22	0.02	0.01	0.00	0.00	0.15	0.04	0.05	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	7.0	10.0	17.6	7.0	10.0	22.8	12.8	23.4	23.4	7.6	18.2	18.2
Volume/Cap:	0.39	0.01	0.74	0.20	0.03	0.01	0.01	0.39	0.10	0.39	0.49	0.49
Delay/Veh:	25.7	20.9	24.9	24.5	21.0	11.6	18.6	13.3	11.7	24.7	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	20.9	24.9	24.5	21.0	11.6	18.6	13.3	11.7	24.7	17.4	17.4
LOS by Move:	C	C	C	C	C	B	B	B	B	C	B	B
HCM2k95thQ:	4	0	16	2	0	0	0	7	2	3	8	8

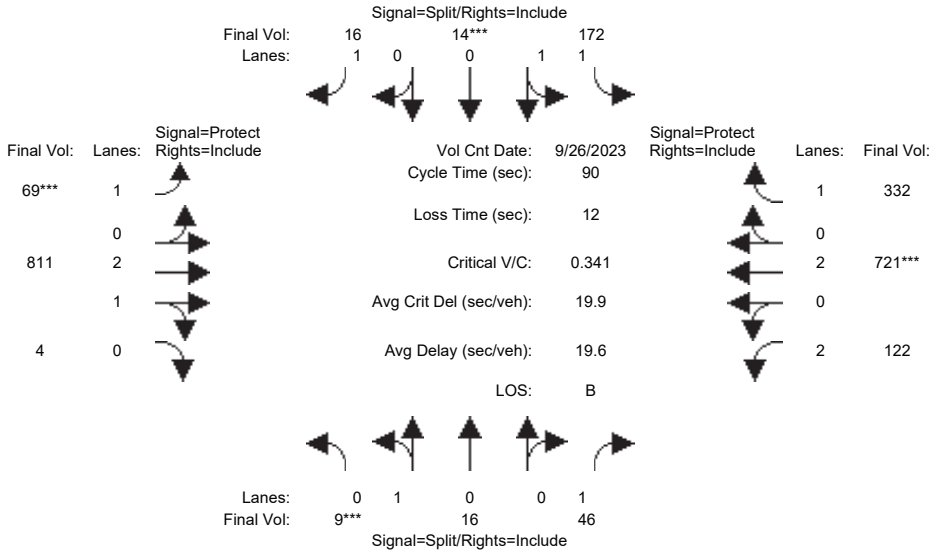
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	9	16	46	172	14	16	69	811	4	122	721	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	16	46	172	14	16	69	811	4	122	721	332
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	16	46	172	14	16	69	811	4	122	721	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	16	46	172	14	16	69	811	4	122	721	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	16	46	172	14	16	69	811	4	122	721	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	16	46	172	14	16	69	811	4	122	721	332
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.36	0.64	1.00	1.85	0.15	1.00	1.00	2.98	0.02	2.00	2.00	1.00
Final Sat.:	648	1152	1750	3283	267	1750	1750	5572	27	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.05	0.05	0.01	0.04	0.15	0.15	0.04	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	12.7	12.7	12.7	9.5	36.1	36.1	19.3	45.8	45.8
Volume/Cap:	0.13	0.13	0.24	0.37	0.37	0.07	0.37	0.36	0.36	0.18	0.37	0.37
Delay/Veh:	36.3	36.3	37.1	35.5	35.5	33.7	38.7	19.0	19.0	29.0	13.5	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	36.3	37.1	35.5	35.5	33.7	38.7	19.0	19.0	29.0	13.5	13.6
LOS by Move:	D	D	D	D	D	C	D	B	B	C	B	B
HCM2k95thQ:	2	2	3	6	6	1	4	10	10	4	12	12

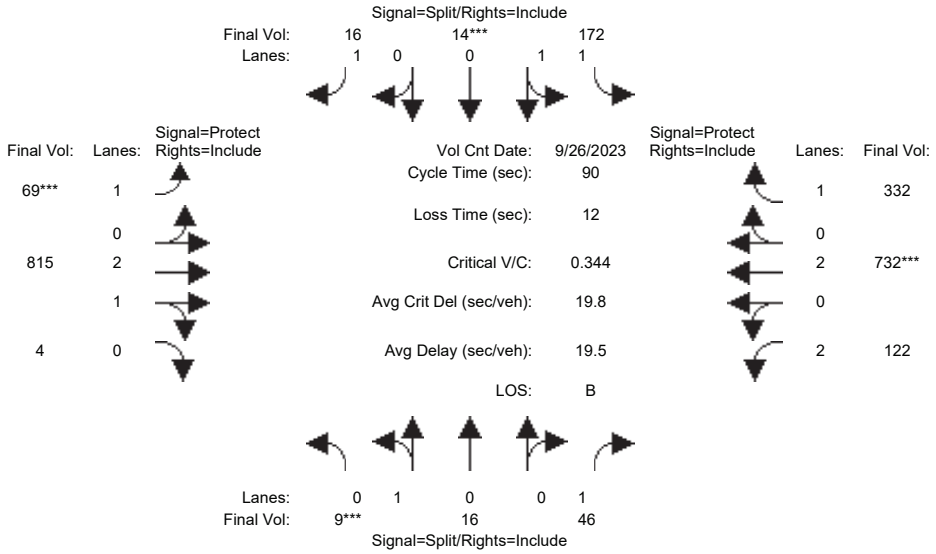
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	9	16	46	172	14	16	69	811	4	122	721	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	16	46	172	14	16	69	811	4	122	721	332
Added Vol:	0	0	0	0	0	0	0	4	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	16	46	172	14	16	69	815	4	122	732	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	16	46	172	14	16	69	815	4	122	732	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	16	46	172	14	16	69	815	4	122	732	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	16	46	172	14	16	69	815	4	122	732	332
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.36	0.64	1.00	1.85	0.15	1.00	1.00	2.98	0.02	2.00	2.00	1.00
Final Sat.:	648	1152	1750	3283	267	1750	1750	5573	27	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.05	0.05	0.01	0.04	0.15	0.15	0.04	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	12.5	12.5	12.5	9.4	36.2	36.2	19.3	46.0	46.0
Volume/Cap:	0.13	0.13	0.24	0.38	0.38	0.07	0.38	0.36	0.36	0.18	0.38	0.37
Delay/Veh:	36.3	36.3	37.1	35.7	35.7	33.8	38.8	18.9	18.9	29.1	13.4	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	36.3	37.1	35.7	35.7	33.8	38.8	18.9	18.9	29.1	13.4	13.5
LOS by Move:	D	D	D	D	D	C	D	B	B	C	B	B
HCM2k95thQ:	2	2	3	6	6	1	4	10	10	4	12	12

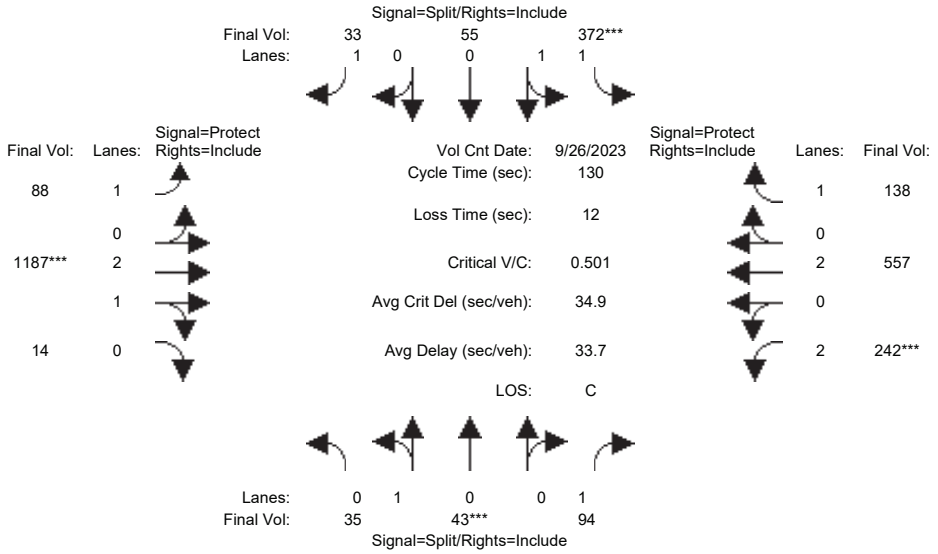
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	35	43	94	372	55	33	88	1187	14	242	557	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	43	94	372	55	33	88	1187	14	242	557	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	43	94	372	55	33	88	1187	14	242	557	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	43	94	372	55	33	88	1187	14	242	557	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	43	94	372	55	33	88	1187	14	242	557	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	43	94	372	55	33	88	1187	14	242	557	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.45	0.55	1.00	1.75	0.25	1.00	1.00	2.96	0.04	2.00	2.00	1.00
Final Sat.:	808	992	1750	3093	457	1750	1750	5535	65	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.12	0.12	0.02	0.05	0.21	0.21	0.08	0.15	0.08
Crit Moves:		****		****				****		****		
Green Time:	13.9	13.9	13.9	31.2	31.2	31.2	20.3	55.6	55.6	19.9	55.3	55.3
Volume/Cap:	0.40	0.40	0.50	0.50	0.50	0.08	0.32	0.50	0.50	0.50	0.34	0.19
Delay/Veh:	55.5	55.5	56.9	43.1	43.1	38.3	49.4	27.2	27.2	51.3	25.3	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	55.5	56.9	43.1	43.1	38.3	49.4	27.2	27.2	51.3	25.3	23.4
LOS by Move:	E	E	E	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	7	7	9	15	15	2	6	21	21	11	14	7

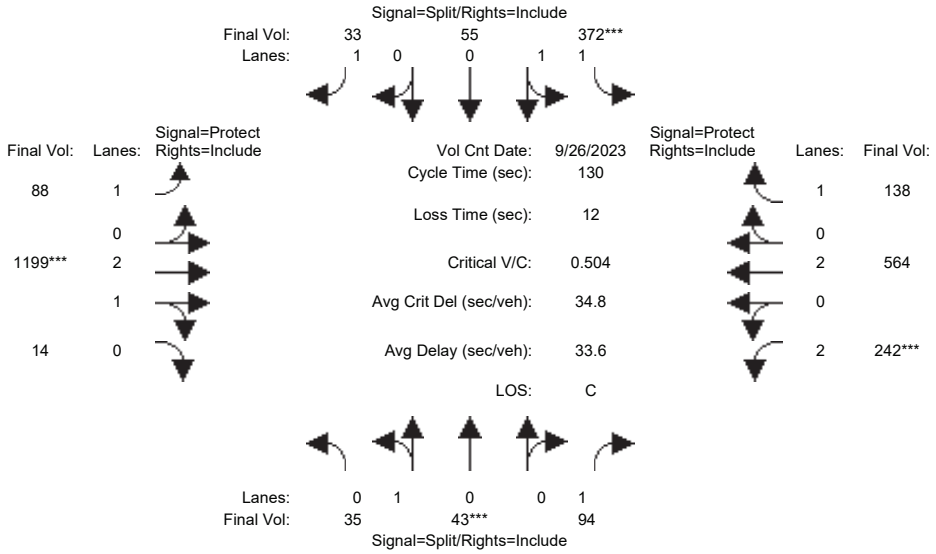
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	35	43	94	372	55	33	88	1187	14	242	557	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	43	94	372	55	33	88	1187	14	242	557	138
Added Vol:	0	0	0	0	0	0	0	12	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	43	94	372	55	33	88	1199	14	242	564	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	43	94	372	55	33	88	1199	14	242	564	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	43	94	372	55	33	88	1199	14	242	564	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	43	94	372	55	33	88	1199	14	242	564	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.45	0.55	1.00	1.75	0.25	1.00	1.00	2.96	0.04	2.00	2.00	1.00
Final Sat.:	808	992	1750	3093	457	1750	1750	5535	65	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.12	0.12	0.02	0.05	0.22	0.22	0.08	0.15	0.08
Crit Moves:		****		****				****		****		
Green Time:	13.9	13.9	13.9	31.1	31.1	31.1	20.2	55.9	55.9	19.8	55.6	55.6
Volume/Cap:	0.41	0.41	0.50	0.50	0.50	0.08	0.32	0.50	0.50	0.50	0.35	0.18
Delay/Veh:	55.6	55.6	57.0	43.3	43.3	38.5	49.6	27.1	27.1	51.4	25.1	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	55.6	57.0	43.3	43.3	38.5	49.6	27.1	27.1	51.4	25.1	23.2
LOS by Move:	E	E	E	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	7	7	9	15	15	2	7	21	21	11	14	7

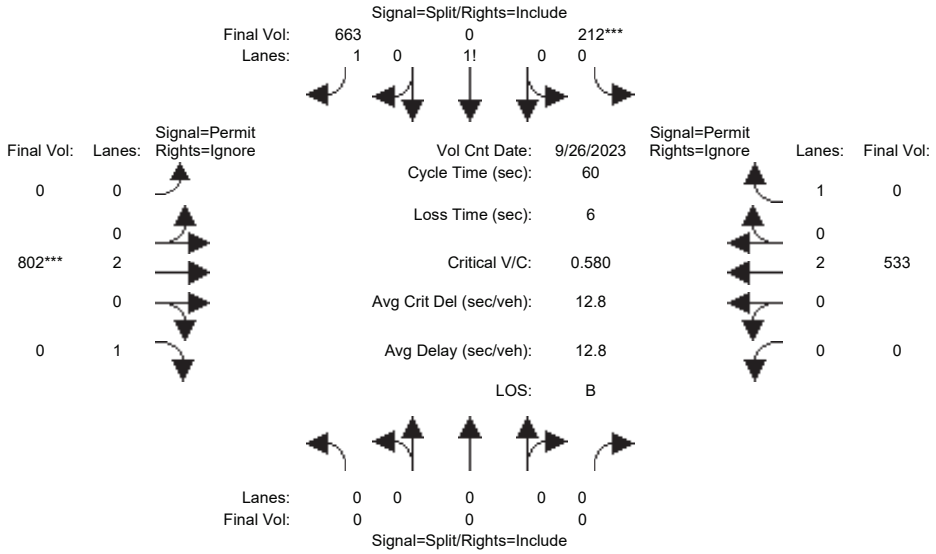
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	212	0	663	0	802	254	0	533	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	212	0	663	0	802	254	0	533	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	212	0	663	0	802	254	0	533	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	212	0	663	0	802	0	0	533	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	212	0	663	0	802	0	0	533	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	212	0	663	0	802	0	0	533	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.39	0.00	1.61	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	683	0	2817	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.24	0.00	0.21	0.00	0.00	0.14	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	32.2	0.0	32.2	0.0	21.8	0.0	0.0	21.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.44	0.00	0.58	0.00	0.00	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	9.9	0.0	8.6	0.0	16.0	0.0	0.0	14.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.9	0.0	8.6	0.0	16.0	0.0	0.0	14.3	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	15	0	10	0	13	0	0	7	0

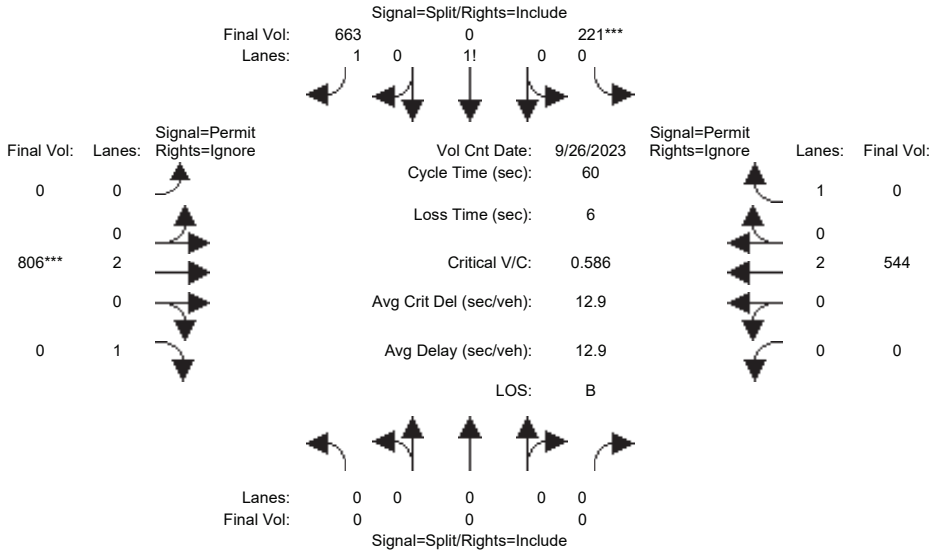
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	212	0	663	0	802	254	0	533	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	212	0	663	0	802	254	0	533	139
Added Vol:	0	0	0	9	0	0	0	4	0	0	11	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	221	0	663	0	806	254	0	544	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	221	0	663	0	806	0	0	544	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	0	663	0	806	0	0	544	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	221	0	663	0	806	0	0	544	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.40	0.00	1.60	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	700	0	2800	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.24	0.00	0.21	0.00	0.00	0.14	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	32.3	0.0	32.3	0.0	21.7	0.0	0.0	21.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.44	0.00	0.59	0.00	0.00	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	9.9	0.0	8.5	0.0	16.2	0.0	0.0	14.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.9	0.0	8.5	0.0	16.2	0.0	0.0	14.5	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	15	0	10	0	13	0	0	7	0

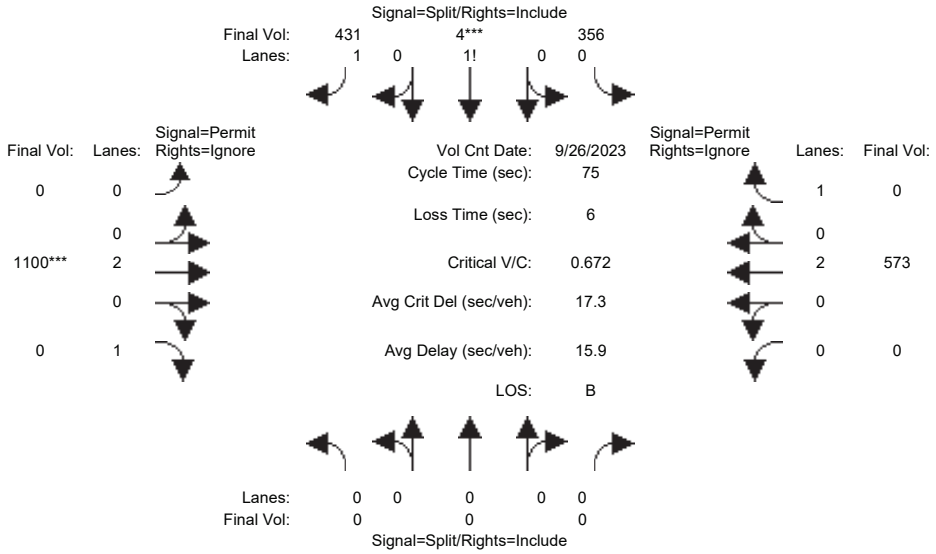
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	356	4	431	0	1100	647	0	573	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	356	4	431	0	1100	647	0	573	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	356	4	431	0	1100	647	0	573	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	356	4	431	0	1100	0	0	573	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	356	4	431	0	1100	0	0	573	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	356	4	431	0	1100	0	0	573	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.62	0.01	1.37	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1083	12	2405	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.33	0.18	0.00	0.29	0.00	0.00	0.15	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	36.7	36.7	36.7	0.0	32.3	0.0	0.0	32.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.67	0.67	0.37	0.00	0.67	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	16.1	16.1	12.0	0.0	18.2	0.0	0.0	14.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.1	16.1	12.0	0.0	18.2	0.0	0.0	14.4	0.0
LOS by Move:	A	A	A	B	B	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	21	21	10	0	20	0	0	8	0

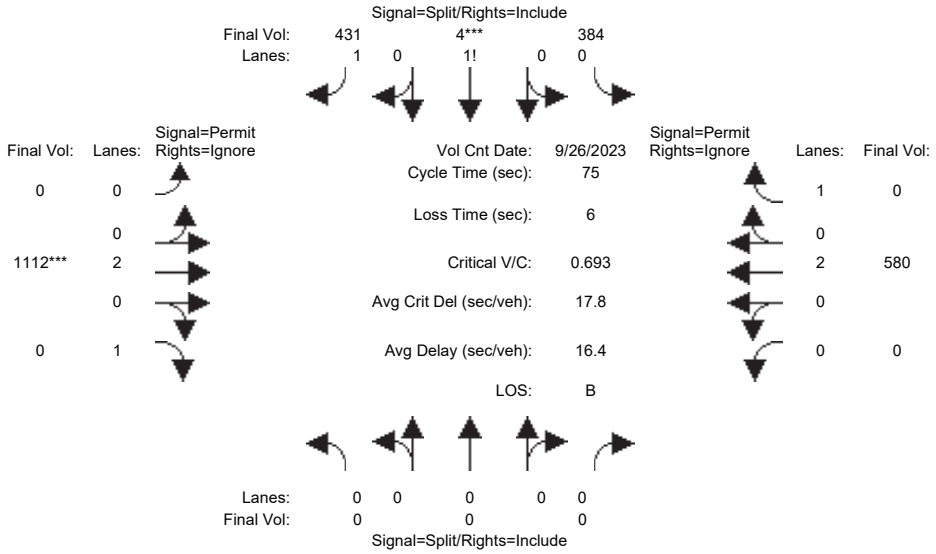
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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	356	4	431	0	1100	647	0	573	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	356	4	431	0	1100	647	0	573	149
Added Vol:	0	0	0	28	0	0	0	12	0	0	7	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	384	4	431	0	1112	647	0	580	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	384	4	431	0	1112	0	0	580	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	384	4	431	0	1112	0	0	580	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	384	4	431	0	1112	0	0	580	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.63	0.01	1.36	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1114	12	2375	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.34	0.18	0.00	0.29	0.00	0.00	0.15	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	37.3	37.3	37.3	0.0	31.7	0.0	0.0	31.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.69	0.69	0.36	0.00	0.69	0.00	0.00	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	16.2	16.2	11.7	0.0	19.0	0.0	0.0	14.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.2	16.2	11.7	0.0	19.0	0.0	0.0	14.9	0.0
LOS by Move:	A	A	A	B	B	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	23	23	10	0	21	0	0	9	0

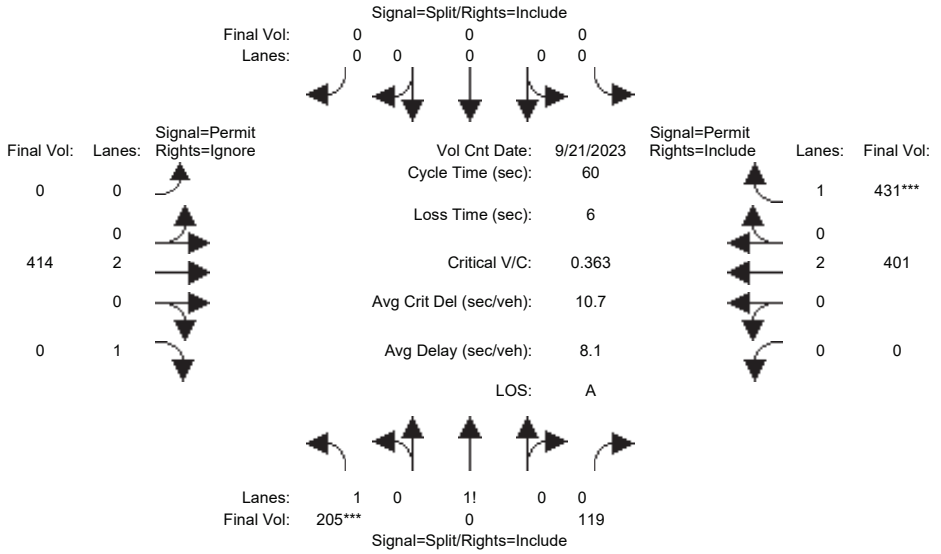
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	205	0	119	0	0	0	0	414	625	0	401	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	0	119	0	0	0	0	414	625	0	401	431
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	119	0	0	0	0	414	625	0	401	431
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	0	119	0	0	0	0	414	0	0	401	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	119	0	0	0	0	414	0	0	401	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	0	119	0	0	0	0	414	0	0	401	431
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	0.00	0.54	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2560	0	940	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.11	0.25
Crit Moves:	****											****
Green Time:	18.3	0.0	18.3	0.0	0.0	0.0	0.0	35.7	0.0	0.0	35.7	35.7
Volume/Cap:	0.26	0.00	0.41	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.18	0.41
Delay/Veh:	15.8	0.0	16.9	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.6	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	0.0	16.9	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.6	6.8
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	8	0	0	0	0	3	0	0	3	9

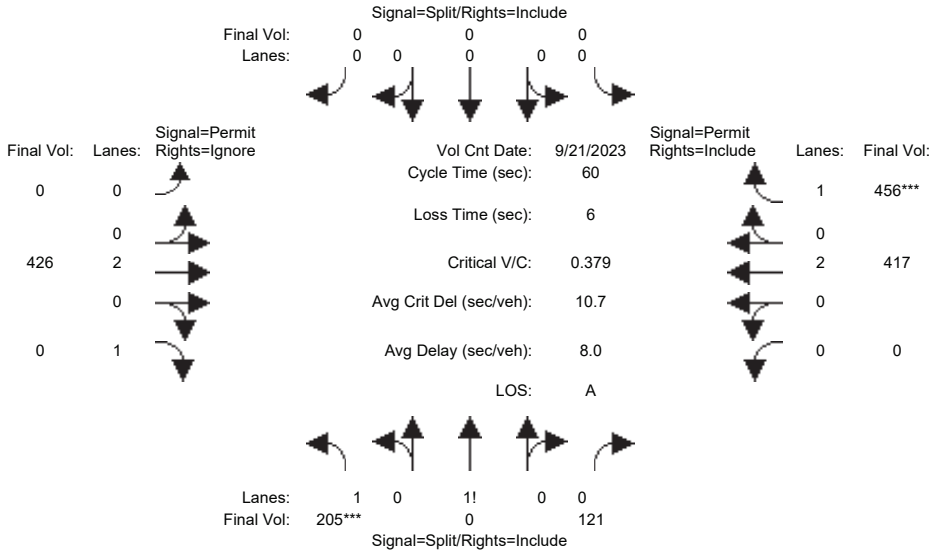
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	205	0	119	0	0	0	0	414	625	0	401	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	0	119	0	0	0	0	414	625	0	401	431
Added Vol:	0	0	2	0	0	0	0	12	0	0	16	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	121	0	0	0	0	426	625	0	417	456
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	0	121	0	0	0	0	426	0	0	417	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	121	0	0	0	0	426	0	0	417	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	0	121	0	0	0	0	426	0	0	417	456
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	0.00	0.54	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2553	0	947	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.11	0.26
Crit Moves:	****											****
Green Time:	17.8	0.0	17.8	0.0	0.0	0.0	0.0	36.2	0.0	0.0	36.2	36.2
Volume/Cap:	0.27	0.00	0.43	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.18	0.43
Delay/Veh:	16.3	0.0	17.4	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.3	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	0.0	17.4	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.3	6.6
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	8	0	0	0	0	3	0	0	3	9

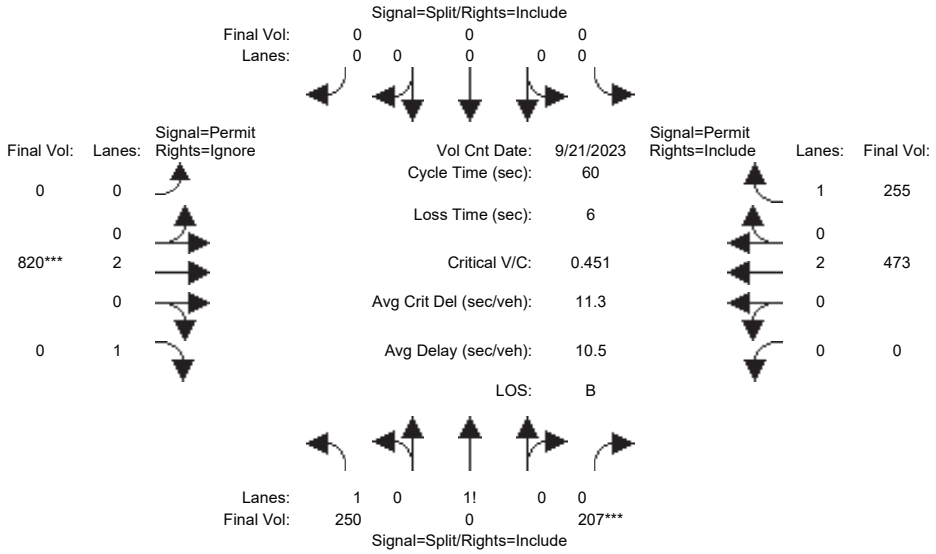
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	250	0	207	0	0	0	0	820	693	0	473	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	207	0	0	0	0	820	693	0	473	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	207	0	0	0	0	820	693	0	473	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	207	0	0	0	0	820	0	0	473	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	207	0	0	0	0	820	0	0	473	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	207	0	0	0	0	820	0	0	473	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.38	0.00	0.62	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2409	0	1091	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.19	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.12	0.15
Crit Moves:			****					****				
Green Time:	25.3	0.0	25.3	0.0	0.0	0.0	0.0	28.7	0.0	0.0	28.7	28.7
Volume/Cap:	0.25	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.26	0.30
Delay/Veh:	11.3	0.0	12.7	0.0	0.0	0.0	0.0	10.6	0.0	0.0	9.4	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	0.0	12.7	0.0	0.0	0.0	0.0	10.6	0.0	0.0	9.4	9.7
LOS by Move:	B	A	B	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	5	0	10	0	0	0	0	9	0	0	5	6

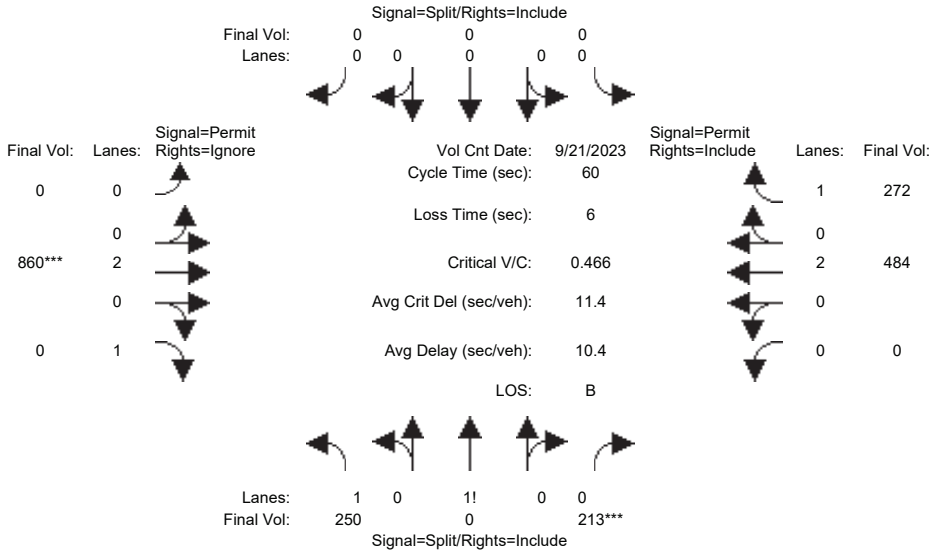
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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	250	0	207	0	0	0	0	820	693	0	473	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	207	0	0	0	0	820	693	0	473	255
Added Vol:	0	0	6	0	0	0	0	40	0	0	11	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	213	0	0	0	0	860	693	0	484	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	213	0	0	0	0	860	0	0	484	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	213	0	0	0	0	860	0	0	484	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	213	0	0	0	0	860	0	0	484	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.37	0.00	0.63	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2397	0	1103	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.19	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.13	0.16
Crit Moves:			****					****				
Green Time:	24.9	0.0	24.9	0.0	0.0	0.0	0.0	29.1	0.0	0.0	29.1	29.1
Volume/Cap:	0.25	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.26	0.32
Delay/Veh:	11.6	0.0	13.1	0.0	0.0	0.0	0.0	10.4	0.0	0.0	9.2	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	0.0	13.1	0.0	0.0	0.0	0.0	10.4	0.0	0.0	9.2	9.6
LOS by Move:	B	A	B	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	5	0	10	0	0	0	0	10	0	0	5	6

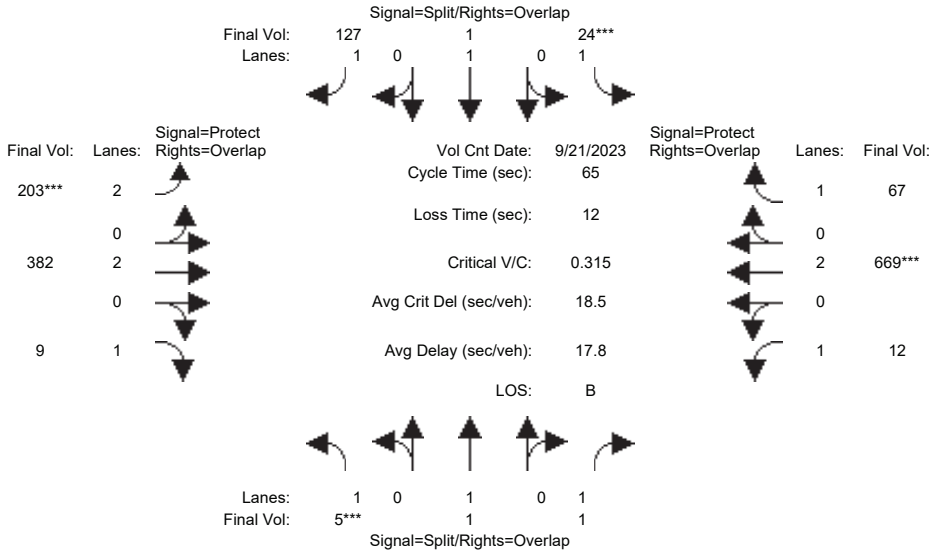
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #109: De Paul Drive and Cochrane Road



Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	5	1	1	24	1	127	203	382	9	12	669	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1	1	24	1	127	203	382	9	12	669	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1	1	24	1	127	203	382	9	12	669	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1	1	24	1	127	203	382	9	12	669	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1	1	24	1	127	203	382	9	12	669	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1	1	24	1	127	203	382	9	12	669	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.07	0.06	0.10	0.01	0.01	0.18	0.04
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	23.6	10.0	10.0	18.8	8.8	19.4	29.4	13.6	24.2	34.2
Volume/Cap:	0.02	0.00	0.00	0.09	0.00	0.25	0.47	0.34	0.01	0.03	0.47	0.07
Delay/Veh:	23.4	23.3	13.2	23.7	23.3	17.9	26.8	18.0	9.8	20.5	15.8	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	23.3	13.2	23.7	23.3	17.9	26.8	18.0	9.8	20.5	15.8	7.6
LOS by Move:	C	C	B	C	C	B	C	B	A	C	B	A
HCM2k95thQ:	0	0	0	1	0	5	5	6	0	0	10	1

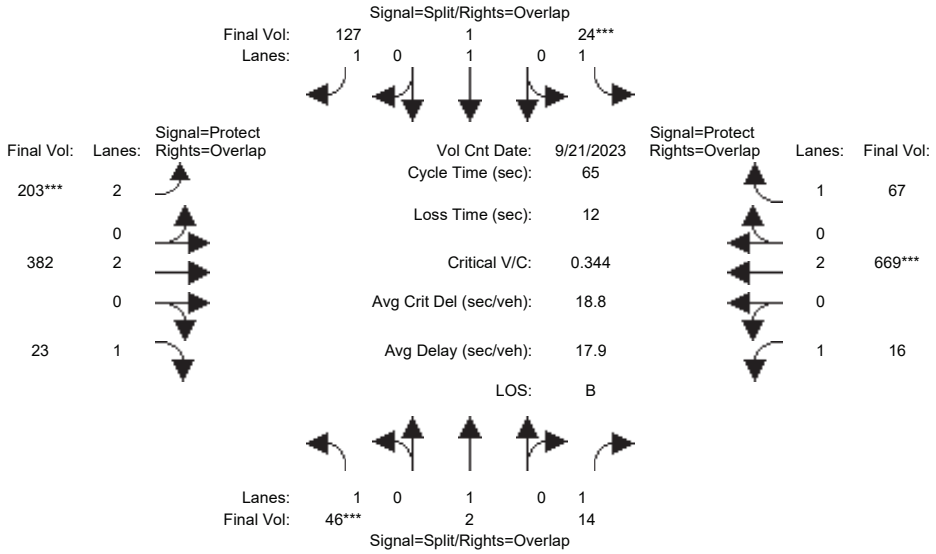
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #109: De Paul Drive and Cochrane Road



Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	5	1	1	24	1	127	203	382	9	12	669	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1	1	24	1	127	203	382	9	12	669	67
Added Vol:	41	1	13	0	0	0	0	0	14	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	2	14	24	1	127	203	382	23	16	669	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	2	14	24	1	127	203	382	23	16	669	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2	14	24	1	127	203	382	23	16	669	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	2	14	24	1	127	203	382	23	16	669	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.01	0.00	0.07	0.06	0.10	0.01	0.01	0.18	0.04
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	23.6	10.0	10.0	18.8	8.8	19.4	29.4	13.6	24.2	34.2
Volume/Cap:	0.17	0.01	0.02	0.09	0.00	0.25	0.47	0.34	0.03	0.04	0.47	0.07
Delay/Veh:	24.2	23.3	13.3	23.7	23.3	17.9	26.8	18.0	9.9	20.6	15.8	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	23.3	13.3	23.7	23.3	17.9	26.8	18.0	9.9	20.6	15.8	7.6
LOS by Move:	C	C	B	C	C	B	C	B	A	C	B	A
HCM2k95thQ:	2	0	0	1	0	5	5	6	1	1	10	1

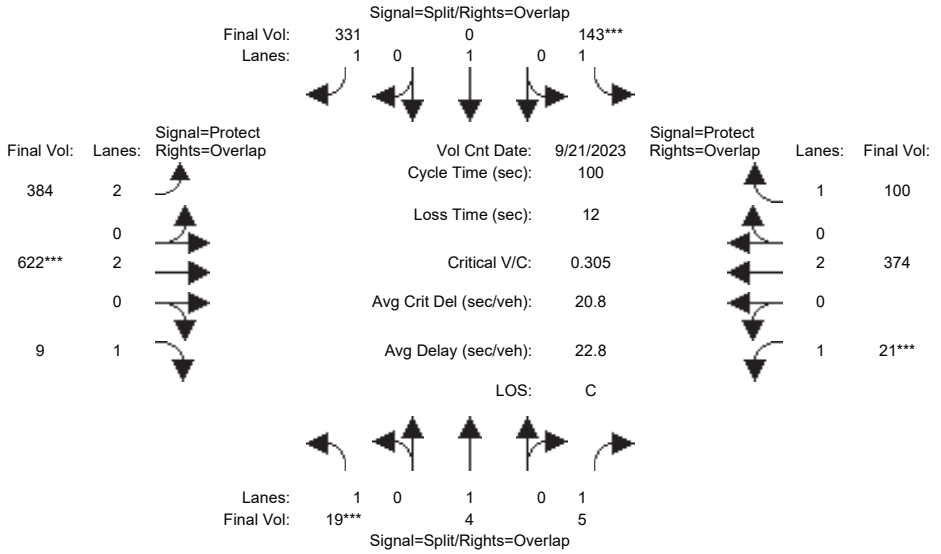
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #109: De Paul Drive and Cochrane Road



Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	19	4	5	143	0	331	384	622	9	21	374	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	4	5	143	0	331	384	622	9	21	374	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	4	5	143	0	331	384	622	9	21	374	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	4	5	143	0	331	384	622	9	21	374	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	4	5	143	0	331	384	622	9	21	374	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	4	5	143	0	331	384	622	9	21	374	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.08	0.00	0.19	0.12	0.16	0.01	0.01	0.10	0.06
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	17.0	23.6	0.0	53.5	29.9	47.4	57.4	7.0	24.5	48.1
Volume/Cap:	0.11	0.02	0.02	0.35	0.00	0.35	0.41	0.35	0.01	0.17	0.40	0.12
Delay/Veh:	41.2	40.6	34.6	32.3	0.0	13.6	28.3	16.7	9.1	44.4	31.9	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	40.6	34.6	32.3	0.0	13.6	28.3	16.7	9.1	44.4	31.9	14.3
LOS by Move:	D	D	C	C	A	B	C	B	A	D	C	B
HCM2k95thQ:	1	0	0	8	0	12	11	11	0	1	9	4

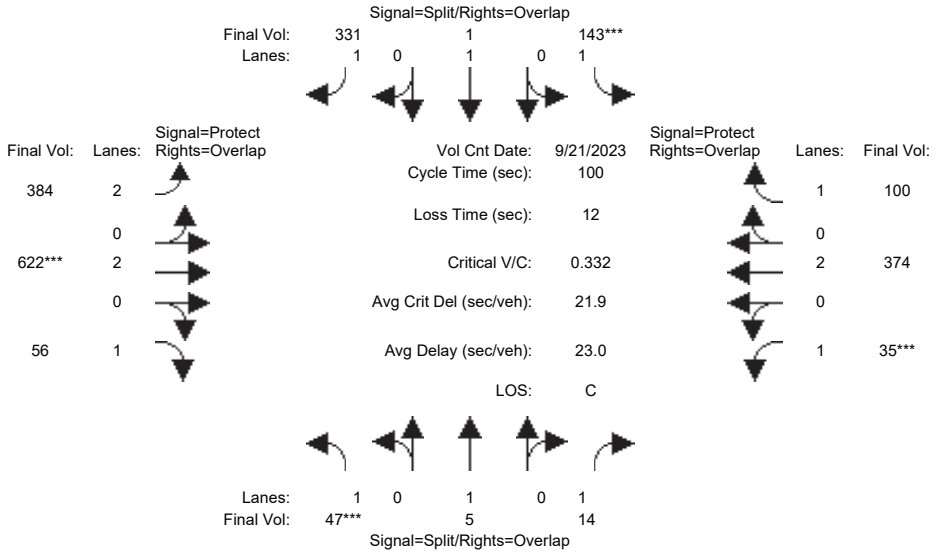
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #109: De Paul Drive and Cochrane Road



Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	19	4	5	143	0	331	384	622	9	21	374	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	4	5	143	0	331	384	622	9	21	374	100
Added Vol:	28	1	9	0	1	0	0	0	47	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	5	14	143	1	331	384	622	56	35	374	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	5	14	143	1	331	384	622	56	35	374	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	5	14	143	1	331	384	622	56	35	374	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	5	14	143	1	331	384	622	56	35	374	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.08	0.00	0.19	0.12	0.16	0.03	0.02	0.10	0.06
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	17.0	23.6	23.6	53.5	29.9	47.4	57.4	7.0	24.5	48.1
Volume/Cap:	0.27	0.03	0.05	0.35	0.00	0.35	0.41	0.35	0.06	0.29	0.40	0.12
Delay/Veh:	42.4	40.7	34.8	32.3	29.2	13.6	28.3	16.7	9.4	45.4	31.9	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	40.7	34.8	32.3	29.2	13.6	28.3	16.7	9.4	45.4	31.9	14.3
LOS by Move:	D	D	C	C	C	B	C	B	A	D	C	B
HCM2k95thQ:	3	0	1	8	0	12	11	11	2	2	9	4

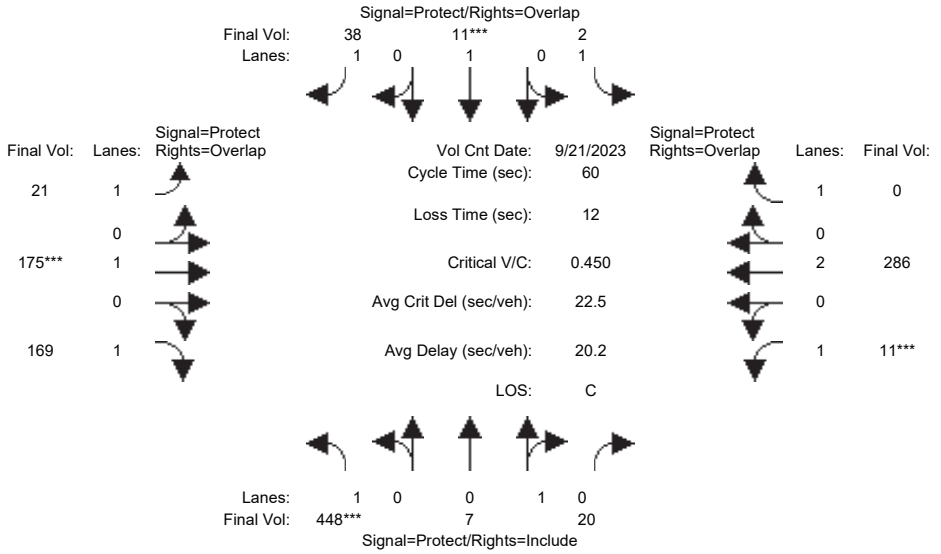
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #110: Mission View Drive and Cochrane Road



Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	448	7	20	2	11	38	21	175	169	11	286	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	448	7	20	2	11	38	21	175	169	11	286	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	448	7	20	2	11	38	21	175	169	11	286	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	448	7	20	2	11	38	21	175	169	11	286	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	7	20	2	11	38	21	175	169	11	286	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	448	7	20	2	11	38	21	175	169	11	286	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.26	0.74	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	467	1333	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.02	0.02	0.00	0.01	0.02	0.01	0.09	0.10	0.01	0.08	0.00
Crit Moves:	****				****			****		****		
Green Time:	21.0	18.2	18.2	12.8	10.0	17.0	7.0	10.0	31.0	7.0	10.0	0.0
Volume/Cap:	0.73	0.05	0.05	0.01	0.03	0.08	0.10	0.55	0.19	0.05	0.45	0.00
Delay/Veh:	21.5	14.8	14.8	18.6	21.0	15.8	23.9	25.1	7.9	23.7	23.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	14.8	14.8	18.6	21.0	15.8	23.9	25.1	7.9	23.7	23.0	0.0
LOS by Move:	C	B	B	B	C	B	C	C	A	C	C	A
HCM2k95thQ:	18	1	1	0	0	1	1	6	4	0	6	0

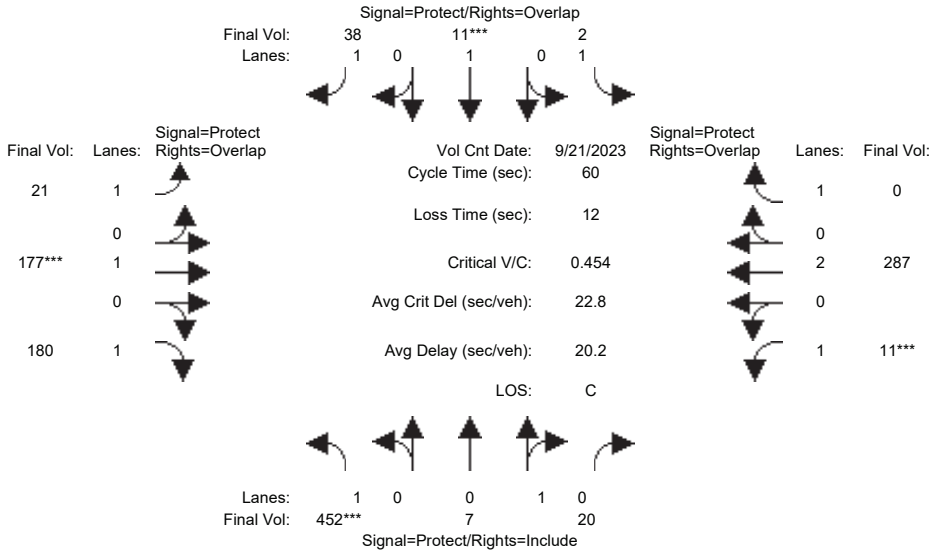
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #110: Mission View Drive and Cochrane Road



Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	448	7	20	2	11	38	21	175	169	11	286	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	448	7	20	2	11	38	21	175	169	11	286	0
Added Vol:	4	0	0	0	0	0	0	2	11	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	452	7	20	2	11	38	21	177	180	11	287	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	452	7	20	2	11	38	21	177	180	11	287	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	452	7	20	2	11	38	21	177	180	11	287	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	452	7	20	2	11	38	21	177	180	11	287	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.26	0.74	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	467	1333	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.02	0.02	0.00	0.01	0.02	0.01	0.09	0.10	0.01	0.08	0.00
Crit Moves:	****				****			****		****		
Green Time:	21.0	18.2	18.2	12.8	10.0	17.0	7.0	10.0	31.0	7.0	10.0	0.0
Volume/Cap:	0.74	0.05	0.05	0.01	0.03	0.08	0.10	0.56	0.20	0.05	0.45	0.00
Delay/Veh:	21.8	14.8	14.8	18.6	21.0	15.8	23.9	25.2	7.9	23.7	23.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	14.8	14.8	18.6	21.0	15.8	23.9	25.2	7.9	23.7	23.1	0.0
LOS by Move:	C	B	B	B	C	B	C	C	A	C	C	A
HCM2k95thQ:	18	1	1	0	0	1	1	6	4	0	6	0

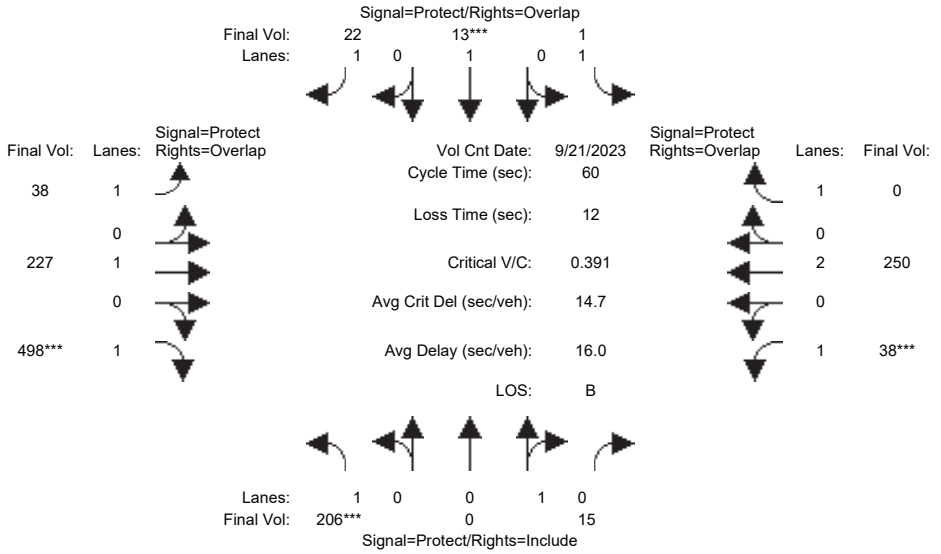
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #110: Mission View Drive and Cochrane Road



Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	206	0	15	1	13	22	38	227	498	38	250	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	0	15	1	13	22	38	227	498	38	250	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	0	15	1	13	22	38	227	498	38	250	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	0	15	1	13	22	38	227	498	38	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	0	15	1	13	22	38	227	498	38	250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	0	15	1	13	22	38	227	498	38	250	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	0	1800	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.01	0.00	0.01	0.01	0.02	0.12	0.28	0.02	0.07	0.00
Crit Moves:	****				****				****	****		
Green Time:	12.8	0.0	13.4	9.4	10.0	20.4	10.4	18.2	31.0	7.0	14.8	0.0
Volume/Cap:	0.55	0.00	0.04	0.00	0.04	0.04	0.13	0.39	0.55	0.19	0.27	0.00
Delay/Veh:	22.8	0.0	18.3	21.4	21.0	13.3	21.2	17.0	10.5	24.4	18.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	0.0	18.3	21.4	21.0	13.3	21.2	17.0	10.5	24.4	18.4	0.0
LOS by Move:	C	A	B	C	C	B	C	B	B	C	B	A
HCM2k95thQ:	9	0	1	0	0	1	1	6	13	2	4	0

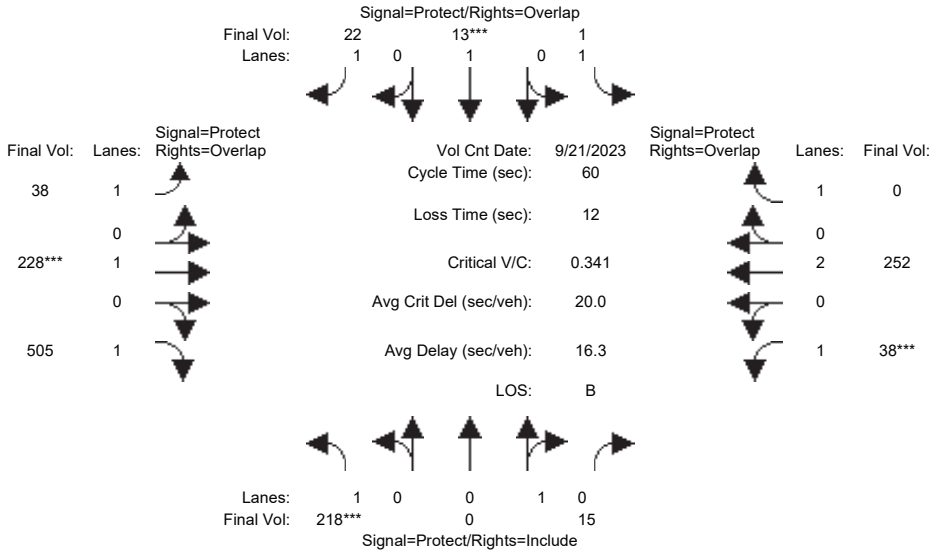
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #110: Mission View Drive and Cochrane Road



Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	206	0	15	1	13	22	38	227	498	38	250	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	0	15	1	13	22	38	227	498	38	250	0
Added Vol:	12	0	0	0	0	0	0	1	7	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	0	15	1	13	22	38	228	505	38	252	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	0	15	1	13	22	38	228	505	38	252	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	0	15	1	13	22	38	228	505	38	252	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	0	15	1	13	22	38	228	505	38	252	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	0	1800	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.01	0.00	0.01	0.01	0.02	0.12	0.29	0.02	0.07	0.00
Crit Moves:	****				****			****		****		
Green Time:	15.8	0.0	15.2	10.6	10.0	19.1	9.1	15.2	31.0	7.0	13.1	0.0
Volume/Cap:	0.47	0.00	0.03	0.00	0.04	0.04	0.14	0.47	0.56	0.19	0.30	0.00
Delay/Veh:	19.4	0.0	16.9	20.3	21.0	14.1	22.3	19.7	10.6	24.4	19.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	0.0	16.9	20.3	21.0	14.1	22.3	19.7	10.6	24.4	19.9	0.0
LOS by Move:	B	A	B	C	C	B	C	B	B	C	B	A
HCM2k95thQ:	8	0	0	0	0	1	1	7	13	2	4	0

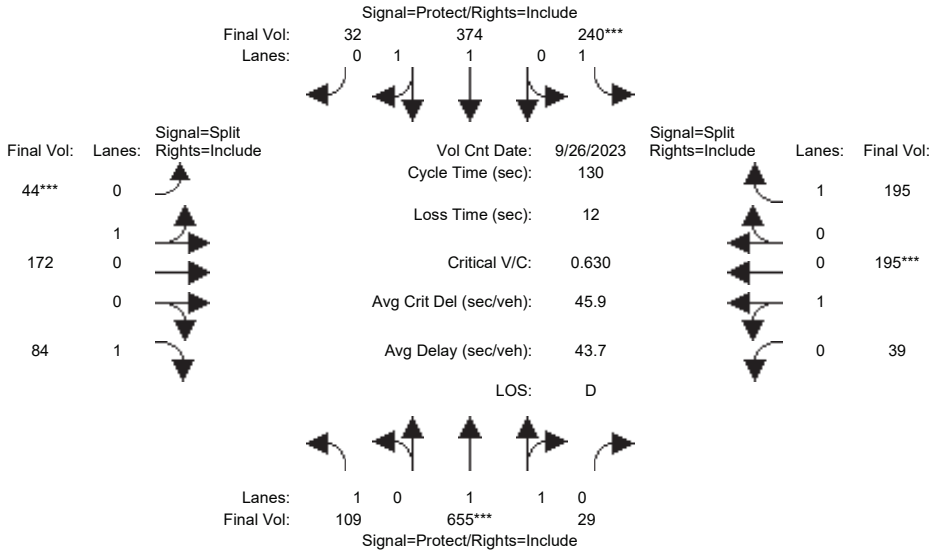
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	109	655	29	240	374	32	44	172	84	39	195	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	655	29	240	374	32	44	172	84	39	195	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	655	29	240	374	32	44	172	84	39	195	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	655	29	240	374	32	44	172	84	39	195	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	655	29	240	374	32	44	172	84	39	195	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	655	29	240	374	32	44	172	84	39	195	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.91	0.09	1.00	1.84	0.16	0.20	0.80	1.00	0.17	0.83	1.00
Final Sat.:	1750	3543	157	1750	3408	292	367	1433	1750	300	1500	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.14	0.11	0.11	0.12	0.12	0.05	0.13	0.13	0.11
Crit Moves:		****		****			****				****	
Green Time:	24.1	38.1	38.1	28.3	42.4	42.4	24.8	24.8	24.8	26.8	26.8	26.8
Volume/Cap:	0.34	0.63	0.63	0.63	0.34	0.34	0.63	0.63	0.25	0.63	0.63	0.54
Delay/Veh:	46.7	41.0	41.0	49.5	33.3	33.3	52.2	52.2	45.2	50.5	50.5	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	41.0	41.0	49.5	33.3	33.3	52.2	52.2	45.2	50.5	50.5	47.7
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	8	22	22	17	12	12	16	16	6	16	16	14

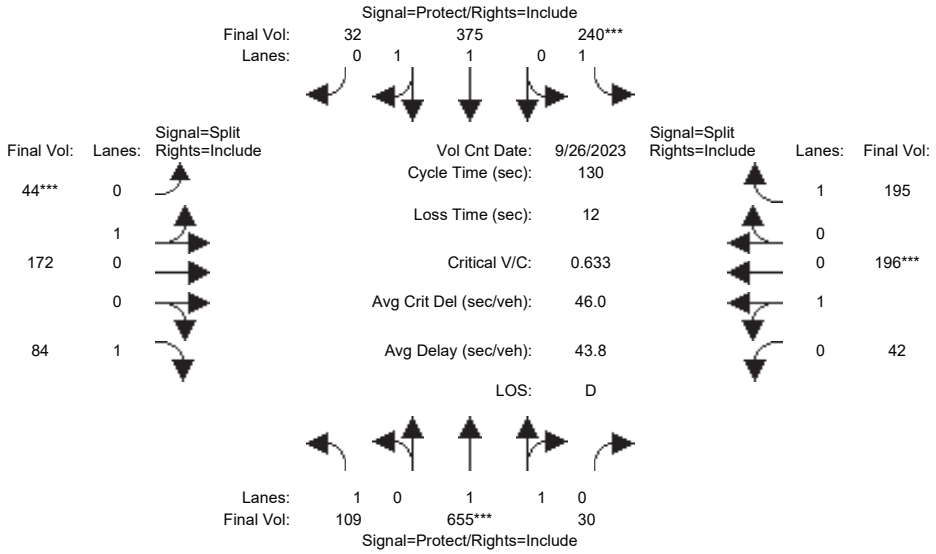
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	109	655	29	240	374	32	44	172	84	39	195	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	655	29	240	374	32	44	172	84	39	195	195
Added Vol:	0	0	1	0	1	0	0	0	0	3	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	655	30	240	375	32	44	172	84	42	196	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	655	30	240	375	32	44	172	84	42	196	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	655	30	240	375	32	44	172	84	42	196	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	655	30	240	375	32	44	172	84	42	196	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.91	0.09	1.00	1.84	0.16	0.20	0.80	1.00	0.18	0.82	1.00
Final Sat.:	1750	3538	162	1750	3409	291	367	1433	1750	318	1482	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.14	0.11	0.11	0.12	0.12	0.05	0.13	0.13	0.11
Crit Moves:		****			****			****			****	
Green Time:	23.9	38.0	38.0	28.2	42.3	42.3	24.6	24.6	24.6	27.2	27.2	27.2
Volume/Cap:	0.34	0.63	0.63	0.63	0.34	0.34	0.63	0.63	0.25	0.63	0.63	0.53
Delay/Veh:	46.8	41.2	41.2	49.7	33.4	33.4	52.4	52.4	45.2	50.4	50.4	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	41.2	41.2	49.7	33.4	33.4	52.4	52.4	45.2	50.4	50.4	47.3
LOS by Move:	D	D	D	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	8	22	22	17	12	12	16	16	6	17	17	14

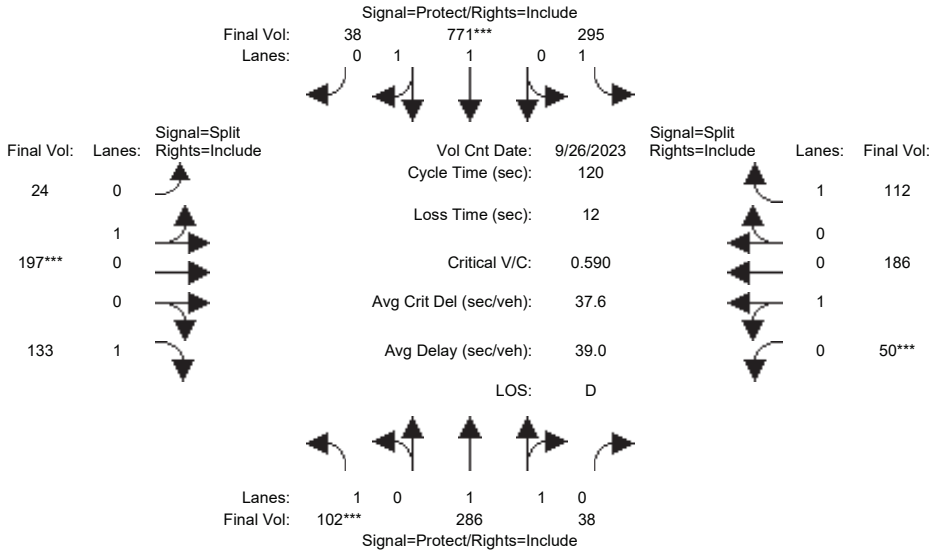
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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	102	286	38	295	771	38	24	197	133	50	186	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	286	38	295	771	38	24	197	133	50	186	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	286	38	295	771	38	24	197	133	50	186	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	286	38	295	771	38	24	197	133	50	186	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	286	38	295	771	38	24	197	133	50	186	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	286	38	295	771	38	24	197	133	50	186	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.76	0.24	1.00	1.90	0.10	0.11	0.89	1.00	0.21	0.79	1.00
Final Sat.:	1750	3266	434	1750	3526	174	195	1605	1750	381	1419	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.17	0.22	0.22	0.12	0.12	0.08	0.13	0.13	0.06
Crit Moves:	****				****			****			****	
Green Time:	11.9	19.3	19.3	37.1	44.5	44.5	25.0	25.0	25.0	26.7	26.7	26.7
Volume/Cap:	0.59	0.55	0.55	0.55	0.59	0.59	0.59	0.59	0.37	0.59	0.59	0.29
Delay/Veh:	57.0	47.4	47.4	35.6	31.1	31.1	45.4	45.4	41.3	44.1	44.1	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	47.4	47.4	35.6	31.1	31.1	45.4	45.4	41.3	44.1	44.1	39.2
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	8	11	11	18	22	22	14	14	9	15	15	7

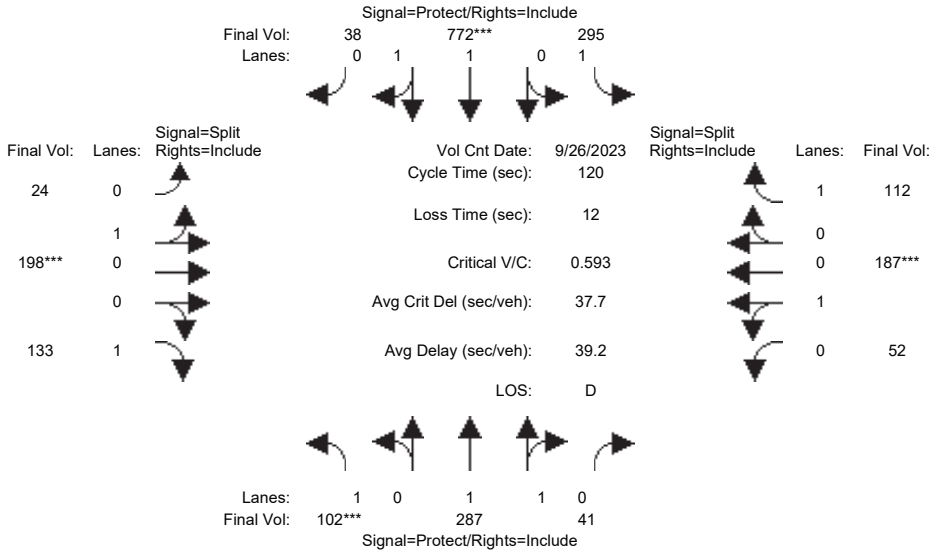
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DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	102	286	38	295	771	38	24	197	133	50	186	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	286	38	295	771	38	24	197	133	50	186	112
Added Vol:	0	1	3	0	1	0	0	1	0	2	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	287	41	295	772	38	24	198	133	52	187	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	287	41	295	772	38	24	198	133	52	187	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	287	41	295	772	38	24	198	133	52	187	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	287	41	295	772	38	24	198	133	52	187	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.74	0.26	1.00	1.90	0.10	0.11	0.89	1.00	0.22	0.78	1.00
Final Sat.:	1750	3237	462	1750	3526	174	195	1605	1750	392	1408	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.17	0.22	0.22	0.12	0.12	0.08	0.13	0.13	0.06
Crit Moves:	****				****			****			****	
Green Time:	11.8	19.3	19.3	36.8	44.3	44.3	25.0	25.0	25.0	26.9	26.9	26.9
Volume/Cap:	0.59	0.55	0.55	0.55	0.59	0.59	0.59	0.59	0.37	0.59	0.59	0.29
Delay/Veh:	57.2	47.4	47.4	35.9	31.2	31.2	45.5	45.5	41.3	44.0	44.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	47.4	47.4	35.9	31.2	31.2	45.5	45.5	41.3	44.0	44.0	39.0
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	8	11	11	18	22	22	14	14	9	15	15	7

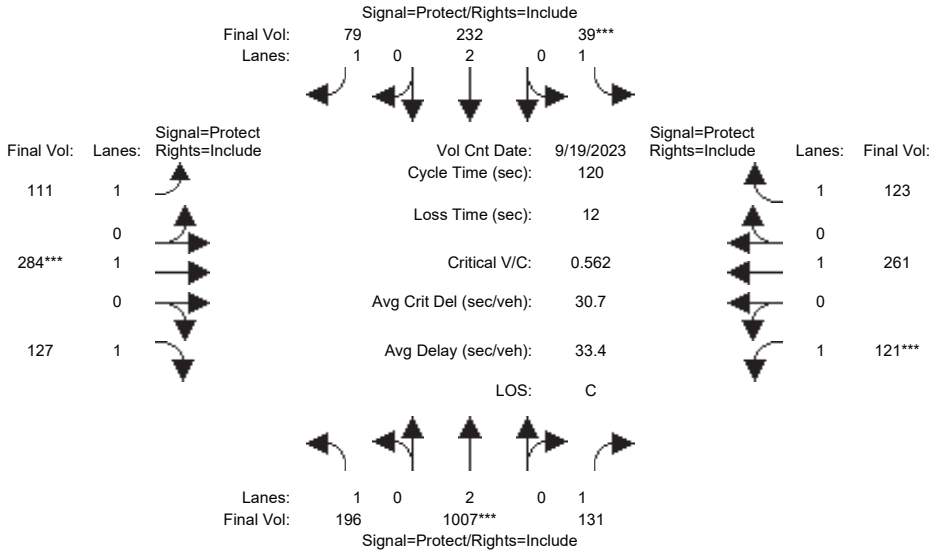
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #119: Butterfield Boulevard and Main Avenue



Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	196	1007	131	39	232	79	111	284	127	121	261	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1007	131	39	232	79	111	284	127	121	261	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	1007	131	39	232	79	111	284	127	121	261	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	1007	131	39	232	79	111	284	127	121	261	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1007	131	39	232	79	111	284	127	121	261	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	1007	131	39	232	79	111	284	127	121	261	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.07	0.02	0.06	0.05	0.06	0.15	0.07	0.07	0.14	0.07
Crit Moves:		****		****				****		****		
Green Time:	35.7	55.3	55.3	7.0	26.6	26.6	14.4	31.2	31.2	14.4	31.2	31.2
Volume/Cap:	0.38	0.57	0.16	0.38	0.28	0.20	0.53	0.57	0.28	0.57	0.53	0.27
Delay/Veh:	33.8	24.2	18.9	56.8	38.9	38.3	52.1	40.3	35.7	53.7	39.1	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	24.2	18.9	56.8	38.9	38.3	52.1	40.3	35.7	53.7	39.1	35.6
LOS by Move:	C	C	B	E	D	D	D	D	D	D	D	D
HCM2k95thQ:	11	23	6	3	7	5	8	16	8	9	15	7

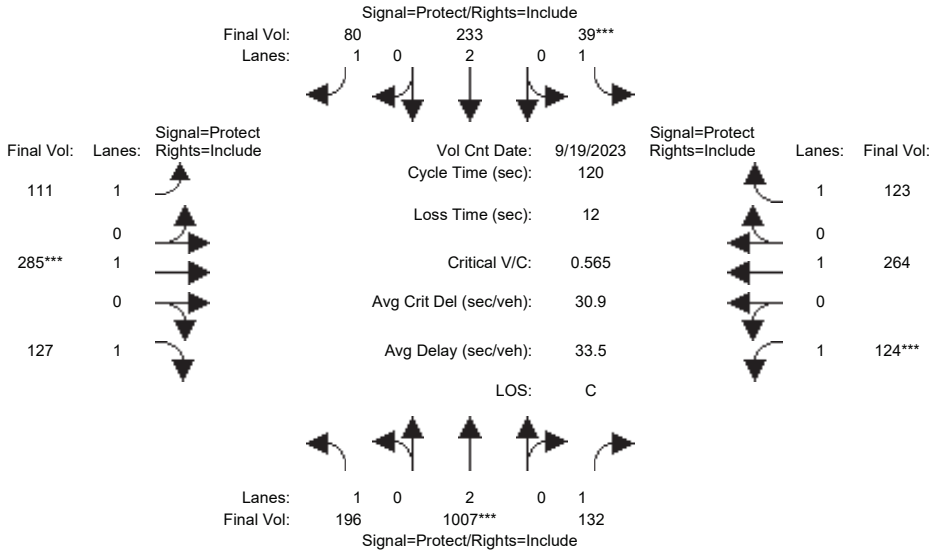
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #119: Butterfield Boulevard and Main Avenue



Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	196	1007	131	39	232	79	111	284	127	121	261	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1007	131	39	232	79	111	284	127	121	261	123
Added Vol:	0	0	1	0	1	1	0	1	0	3	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	1007	132	39	233	80	111	285	127	124	264	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	1007	132	39	233	80	111	285	127	124	264	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1007	132	39	233	80	111	285	127	124	264	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	1007	132	39	233	80	111	285	127	124	264	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.08	0.02	0.06	0.05	0.06	0.15	0.07	0.07	0.14	0.07
Crit Moves:		****		****				****		****		
Green Time:	35.6	55.1	55.1	7.0	26.5	26.5	14.4	31.2	31.2	14.7	31.5	31.5
Volume/Cap:	0.38	0.58	0.16	0.38	0.28	0.21	0.53	0.58	0.28	0.58	0.53	0.27
Delay/Veh:	33.9	24.4	19.1	56.8	39.0	38.4	52.2	40.4	35.8	53.5	39.0	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	24.4	19.1	56.8	39.0	38.4	52.2	40.4	35.8	53.5	39.0	35.4
LOS by Move:	C	C	B	E	D	D	D	D	D	D	D	D
HCM2k95thQ:	11	23	6	3	7	5	8	16	8	9	15	7

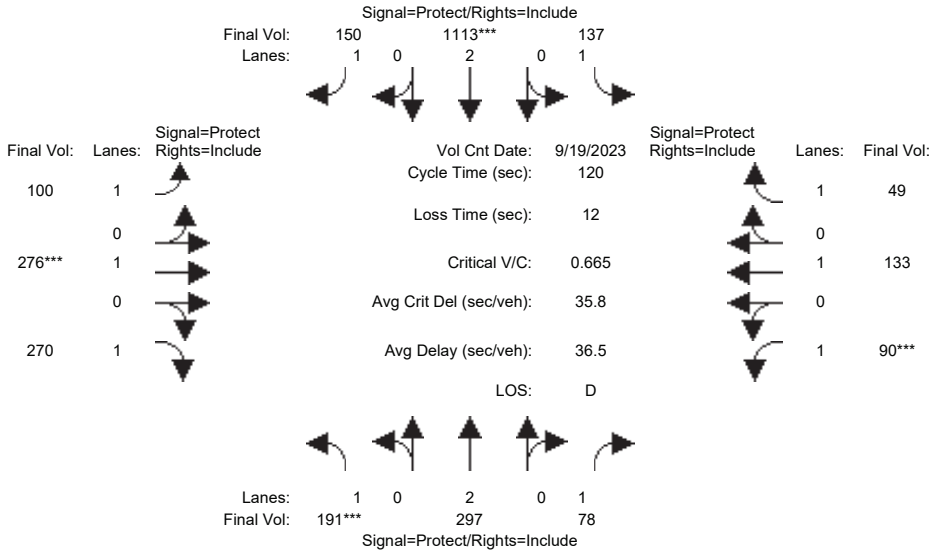
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #119: Butterfield Boulevard and Main Avenue



Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	191	297	78	137	1113	150	100	276	270	90	133	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	297	78	137	1113	150	100	276	270	90	133	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	297	78	137	1113	150	100	276	270	90	133	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	297	78	137	1113	150	100	276	270	90	133	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	297	78	137	1113	150	100	276	270	90	133	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	297	78	137	1113	150	100	276	270	90	133	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.04	0.08	0.29	0.09	0.06	0.15	0.15	0.05	0.07	0.03
Crit Moves:	****				****			****			****	
Green Time:	19.7	37.4	37.4	35.1	52.8	52.8	14.6	26.2	26.2	9.3	20.9	20.9
Volume/Cap:	0.67	0.25	0.14	0.27	0.67	0.19	0.47	0.67	0.71	0.67	0.40	0.16
Delay/Veh:	52.9	31.0	29.9	32.8	27.6	20.7	50.7	47.0	49.3	65.7	44.8	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	31.0	29.9	32.8	27.6	20.7	50.7	47.0	49.3	65.7	44.8	42.4
LOS by Move:	D	C	C	C	C	C	D	D	D	E	D	D
HCM2k95thQ:	14	8	4	8	28	7	7	17	18	7	8	3

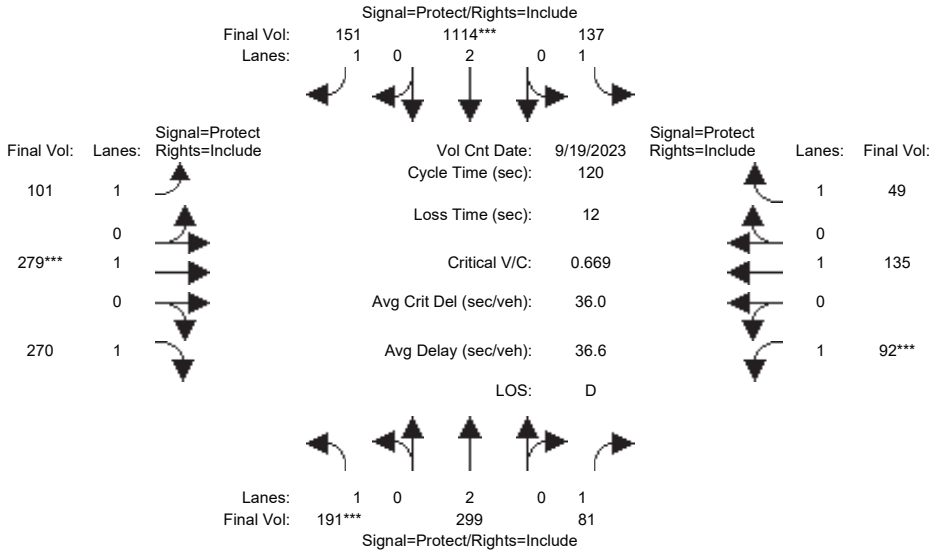
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #119: Butterfield Boulevard and Main Avenue



Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	191	297	78	137	1113	150	100	276	270	90	133	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	297	78	137	1113	150	100	276	270	90	133	49
Added Vol:	0	2	3	0	1	1	1	3	0	2	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	299	81	137	1114	151	101	279	270	92	135	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	299	81	137	1114	151	101	279	270	92	135	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	299	81	137	1114	151	101	279	270	92	135	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	299	81	137	1114	151	101	279	270	92	135	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.05	0.08	0.29	0.09	0.06	0.15	0.15	0.05	0.07	0.03
Crit Moves:	****				****			****			****	
Green Time:	19.6	37.2	37.2	35.0	52.6	52.6	14.7	26.4	26.4	9.4	21.1	21.1
Volume/Cap:	0.67	0.25	0.15	0.27	0.67	0.20	0.47	0.67	0.70	0.67	0.40	0.16
Delay/Veh:	53.1	31.1	30.1	33.0	27.8	20.8	50.6	47.0	49.0	65.7	44.7	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	31.1	30.1	33.0	27.8	20.8	50.6	47.0	49.0	65.7	44.7	42.2
LOS by Move:	D	C	C	C	C	C	D	D	D	E	D	D
HCM2k95thQ:	14	8	5	8	28	7	7	17	18	7	8	3

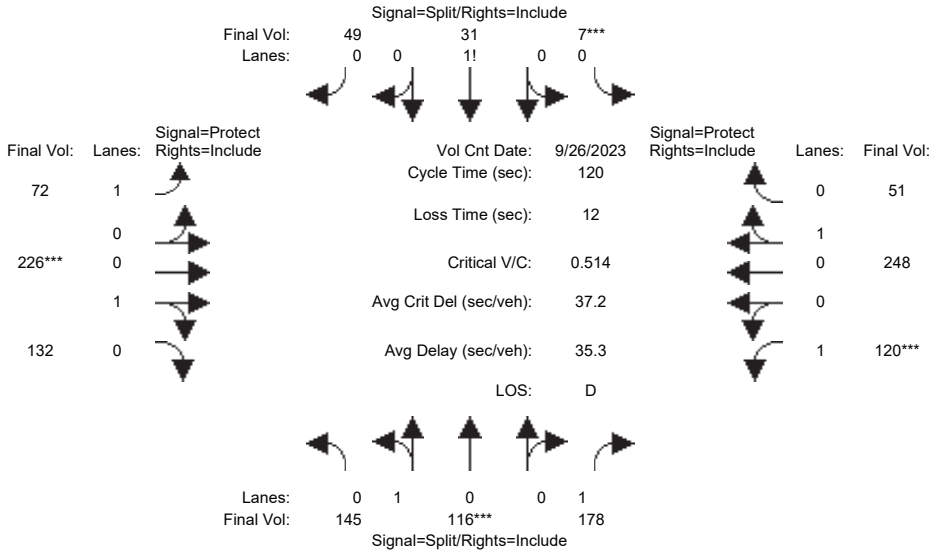
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	145	116	178	7	31	49	72	226	132	120	248	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	116	178	7	31	49	72	226	132	120	248	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	116	178	7	31	49	72	226	132	120	248	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	116	178	7	31	49	72	226	132	120	248	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	116	178	7	31	49	72	226	132	120	248	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	116	178	7	31	49	72	226	132	120	248	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.56	0.44	1.00	0.08	0.36	0.56	1.00	0.63	0.37	1.00	0.83	0.17
Final Sat.:	1000	800	1750	141	624	986	1750	1136	664	1750	1493	307
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.10	0.05	0.05	0.05	0.04	0.20	0.20	0.07	0.17	0.17
Crit Moves:		****		****				****		****		
Green Time:	33.9	33.9	33.9	11.6	11.6	11.6	16.2	46.5	46.5	16.0	46.3	46.3
Volume/Cap:	0.51	0.51	0.36	0.51	0.51	0.51	0.30	0.51	0.51	0.51	0.43	0.43
Delay/Veh:	37.0	37.0	34.8	54.2	54.2	54.2	47.5	28.8	28.8	50.3	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	37.0	34.8	54.2	54.2	54.2	47.5	28.8	28.8	50.3	27.6	27.6
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	16	16	11	8	8	8	5	19	19	10	16	16

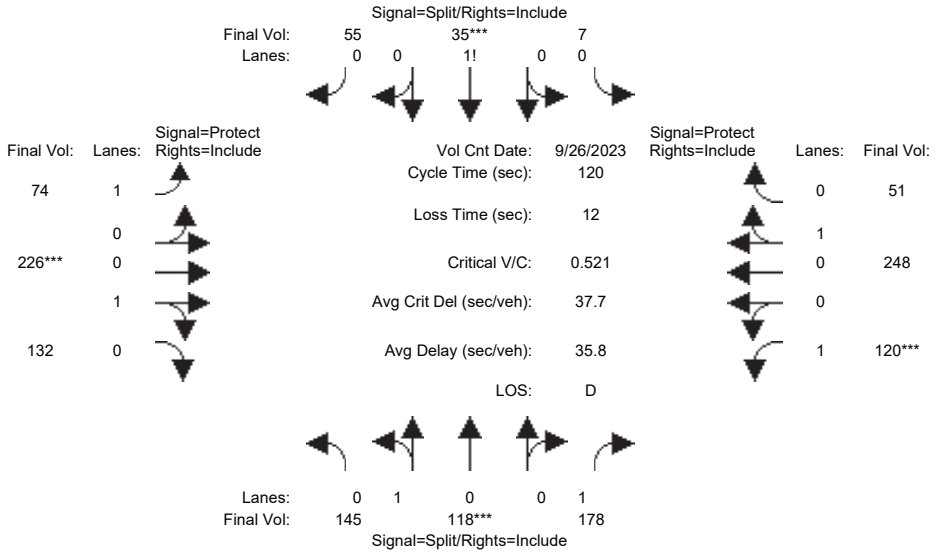
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	145	116	178	7	31	49	72	226	132	120	248	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	116	178	7	31	49	72	226	132	120	248	51
Added Vol:	0	2	0	0	4	6	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	118	178	7	35	55	74	226	132	120	248	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	118	178	7	35	55	74	226	132	120	248	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	118	178	7	35	55	74	226	132	120	248	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	118	178	7	35	55	74	226	132	120	248	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.55	0.45	1.00	0.07	0.36	0.57	1.00	0.63	0.37	1.00	0.83	0.17
Final Sat.:	992	808	1750	126	631	992	1750	1136	664	1750	1493	307
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.10	0.06	0.06	0.06	0.04	0.20	0.20	0.07	0.17	0.17
Crit Moves:		****			****			****			****	
Green Time:	33.6	33.6	33.6	12.8	12.8	12.8	16.0	45.8	45.8	15.8	45.6	45.6
Volume/Cap:	0.52	0.52	0.36	0.52	0.52	0.52	0.32	0.52	0.52	0.52	0.44	0.44
Delay/Veh:	37.4	37.4	35.0	53.4	53.4	53.4	47.8	29.4	29.4	50.7	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	37.4	35.0	53.4	53.4	53.4	47.8	29.4	29.4	50.7	28.1	28.1
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	17	17	11	9	9	9	5	19	19	10	16	16

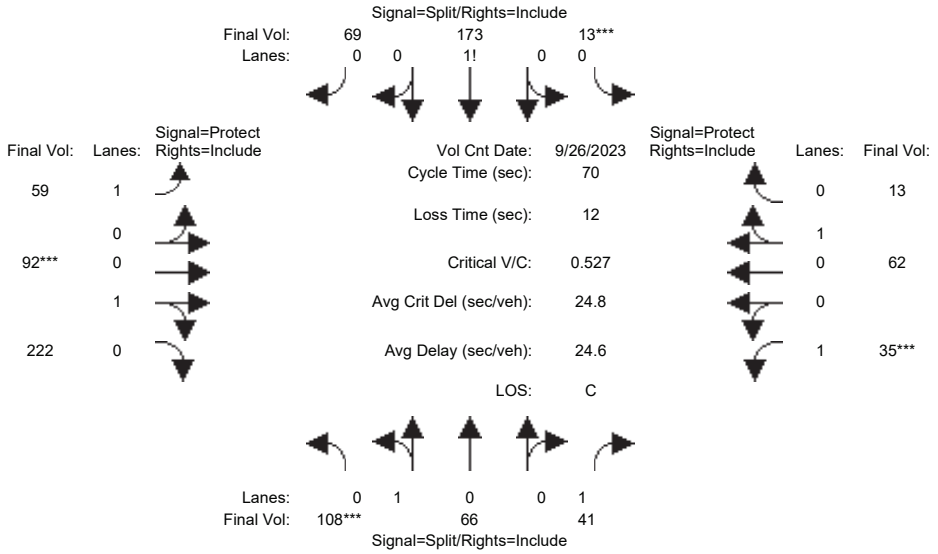
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	108	66	41	13	173	69	59	92	222	35	62	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	66	41	13	173	69	59	92	222	35	62	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	66	41	13	173	69	59	92	222	35	62	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	66	41	13	173	69	59	92	222	35	62	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	66	41	13	173	69	59	92	222	35	62	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	66	41	13	173	69	59	92	222	35	62	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.62	0.38	1.00	0.05	0.68	0.27	1.00	0.29	0.71	1.00	0.83	0.17
Final Sat.:	1117	683	1750	89	1187	474	1750	527	1273	1750	1488	312
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.15	0.15	0.15	0.03	0.17	0.17	0.02	0.04	0.04
Crit Moves:	****			****				****		****		
Green Time:	11.8	11.8	11.8	17.8	17.8	17.8	11.7	21.3	21.3	7.0	16.7	16.7
Volume/Cap:	0.57	0.57	0.14	0.57	0.57	0.57	0.20	0.57	0.57	0.20	0.17	0.17
Delay/Veh:	29.4	29.4	25.0	24.6	24.6	24.6	25.5	21.9	21.9	29.5	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	29.4	25.0	24.6	24.6	24.6	25.5	21.9	21.9	29.5	21.4	21.4
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	9	9	2	12	12	12	2	11	11	2	3	3

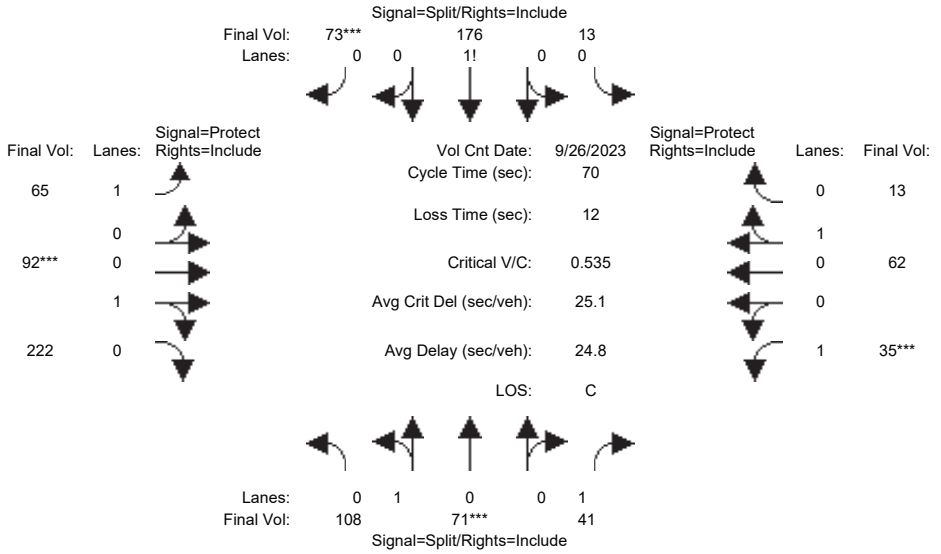
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	108	66	41	13	173	69	59	92	222	35	62	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	66	41	13	173	69	59	92	222	35	62	13
Added Vol:	0	5	0	0	3	4	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	71	41	13	176	73	65	92	222	35	62	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	71	41	13	176	73	65	92	222	35	62	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	71	41	13	176	73	65	92	222	35	62	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	71	41	13	176	73	65	92	222	35	62	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.60	0.40	1.00	0.05	0.67	0.28	1.00	0.29	0.71	1.00	0.83	0.17
Final Sat.:	1086	714	1750	87	1176	488	1750	527	1273	1750	1488	312
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.15	0.15	0.15	0.04	0.17	0.17	0.02	0.04	0.04
Crit Moves:		****				****		****		****		
Green Time:	12.0	12.0	12.0	18.0	18.0	18.0	11.5	21.0	21.0	7.0	16.5	16.5
Volume/Cap:	0.58	0.58	0.14	0.58	0.58	0.58	0.23	0.58	0.58	0.20	0.18	0.18
Delay/Veh:	29.5	29.5	24.8	24.6	24.6	24.6	25.8	22.4	22.4	29.5	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	29.5	24.8	24.6	24.6	24.6	25.8	22.4	22.4	29.5	21.6	21.6
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	9	9	2	12	12	12	3	11	11	2	3	3

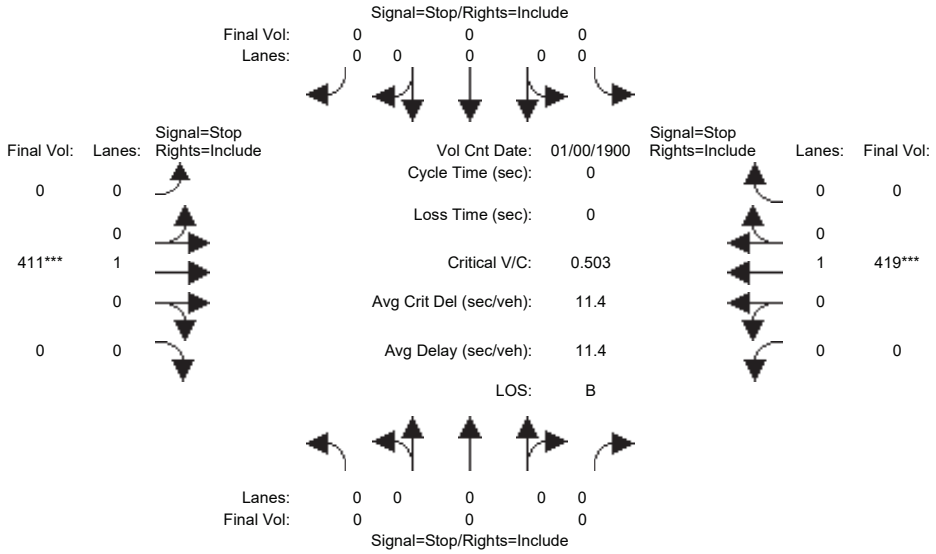
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (2023) AM

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 <<												
Base Vol:	0	0	0	0	0	0	0	411	0	0	419	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	411	0	0	419	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	411	0	0	419	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	411	0	0	419	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	411	0	0	419	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	411	0	0	419	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	832	0	0	833	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.49	xxxx	xxxx	0.50	xxxx
Crit Moves:								****			****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.4	0.0	0.0	11.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.4	0.0	0.0	11.5	0.0
LOS by Move:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			11.4			11.5		
Delay Adj:	xxxxx			xxxxx			1.00			1.00		
ApprAdjDel:	xxxxxx			xxxxxx			11.4			11.5		
LOS by Appr:	*			*			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.9	0.9	1.0	1.0	1.0

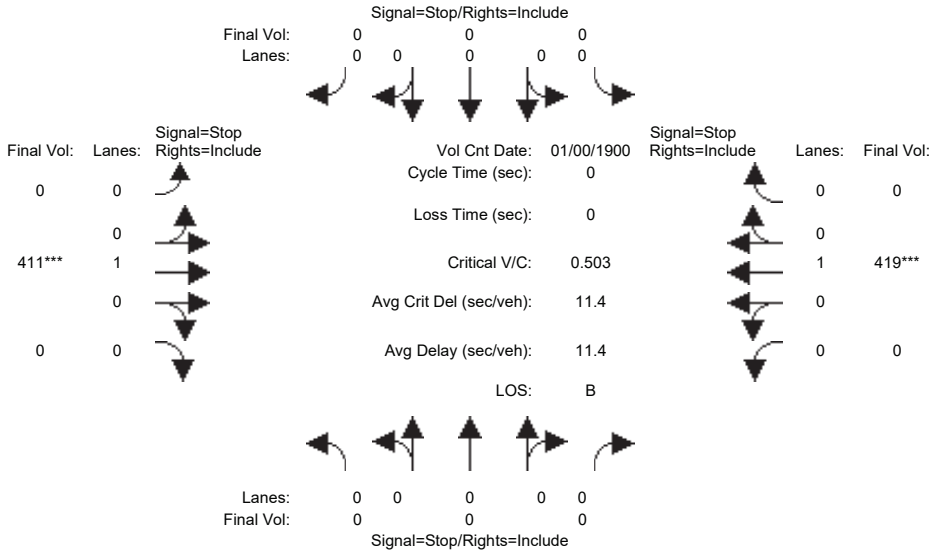
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 <<												
Base Vol:	0	0	0	0	0	0	0	411	0	0	419	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	411	0	0	419	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	411	0	0	419	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	411	0	0	419	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	411	0	0	419	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	411	0	0	419	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	832	0	0	833	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.49	xxxx	xxxx	0.50	xxxx
Crit Moves:								****			****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.4	0.0	0.0	11.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.4	0.0	0.0	11.5	0.0
LOS by Move:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				11.4			11.5	
Delay Adj:	xxxxx			xxxxx				1.00			1.00	
ApprAdjDel:	xxxxxx			xxxxxx				11.4			11.5	
LOS by Appr:	*			*				B			B	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.9	0.9	1.0	1.0	1.0

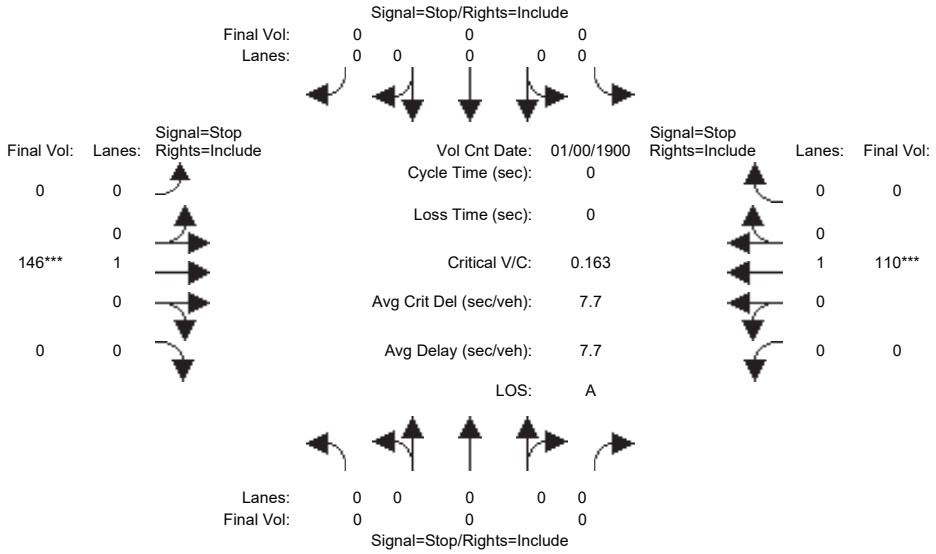
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (2023) PM

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 <<												
Base Vol:	0	0	0	0	0	0	0	146	0	0	110	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	146	0	0	110	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	146	0	0	110	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	146	0	0	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	146	0	0	110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	146	0	0	110	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	898	0	0	889	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	0.12	xxxx
Crit Moves:								****			****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0	7.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0	7.6	0.0
LOS by Move:	*	*	*	*	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx				7.8			7.6	
Delay Adj:	xxxxx			xxxxx				1.00			1.00	
ApprAdjDel:	xxxxxx			xxxxxx				7.8			7.6	
LOS by Appr:	*			*				A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1

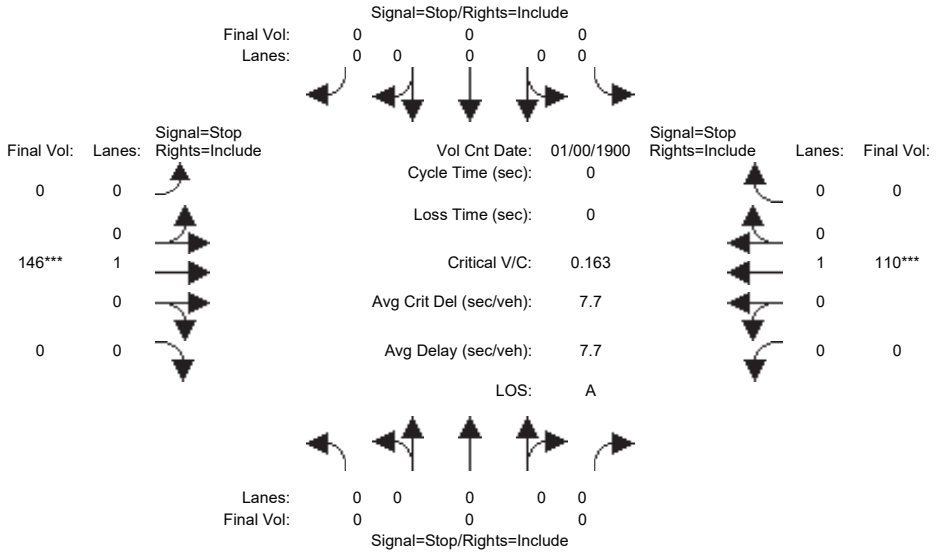
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 <<												
Base Vol:	0	0	0	0	0	0	0	146	0	0	110	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	146	0	0	110	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	146	0	0	110	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	146	0	0	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	146	0	0	110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	146	0	0	110	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	898	0	0	889	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	0.12	xxxx
Crit Moves:								****			****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0	7.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0	7.6	0.0
LOS by Move:	*	*	*	*	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx				7.8			7.6	
Delay Adj:	xxxxx			xxxxx				1.00			1.00	
ApprAdjDel:	xxxxxx			xxxxxx				7.8			7.6	
LOS by Appr:	*			*				A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1

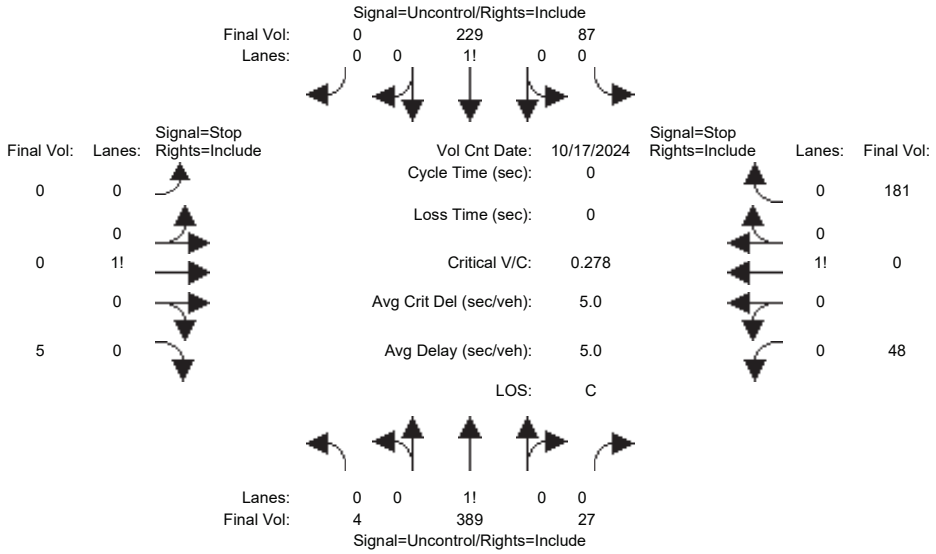
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) AM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 17 Oct 2024 <<												
Base Vol:	4	389	27	87	229	0	0	0	5	48	0	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	389	27	87	229	0	0	0	5	48	0	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	389	27	87	229	0	0	0	5	48	0	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	389	27	87	229	0	0	0	5	48	0	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	389	27	87	229	0	0	0	5	48	0	181
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	229	xxxx	xxxxx	416	xxxx	xxxxx	xxxx	xxxx	229	816	814	403
Potent Cap.:	1351	xxxx	xxxxx	1154	xxxx	xxxxx	xxxx	xxxx	815	298	315	652
Move Cap.:	1351	xxxx	xxxxx	1154	xxxx	xxxxx	xxxx	xxxx	815	278	289	652
Volume/Cap:	0.00	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	0.01	0.17	0.00	0.28
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	9.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	A	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	508	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			9.4			17.8		
ApproachLOS:	*			*			A			C		

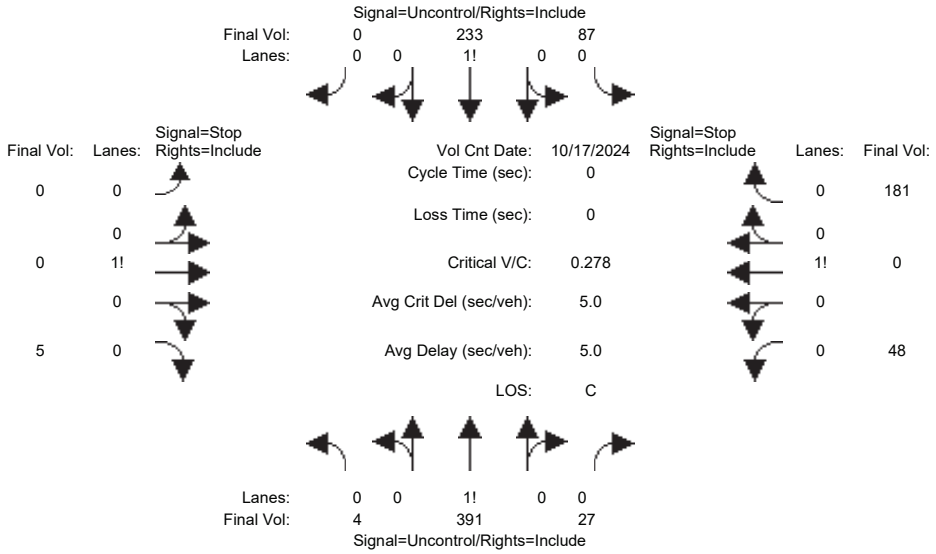
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 17 Oct 2024 <<												
Base Vol:	4	389	27	87	229	0	0	0	5	48	0	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	389	27	87	229	0	0	0	5	48	0	181
Added Vol:	0	2	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	391	27	87	233	0	0	0	5	48	0	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	391	27	87	233	0	0	0	5	48	0	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	391	27	87	233	0	0	0	5	48	0	181
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	233	xxxx	xxxxx	418	xxxx	xxxxx	xxxx	xxxx	233	822	820	405
Potent Cap.:	1346	xxxx	xxxxx	1152	xxxx	xxxxx	xxxx	xxxx	811	295	312	651
Move Cap.:	1346	xxxx	xxxxx	1152	xxxx	xxxxx	xxxx	xxxx	811	275	287	651
Volume/Cap:	0.00	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	0.01	0.17	0.00	0.28
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	A	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	506	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			9.5			17.9		
ApproachLOS:	*			*			A			C		

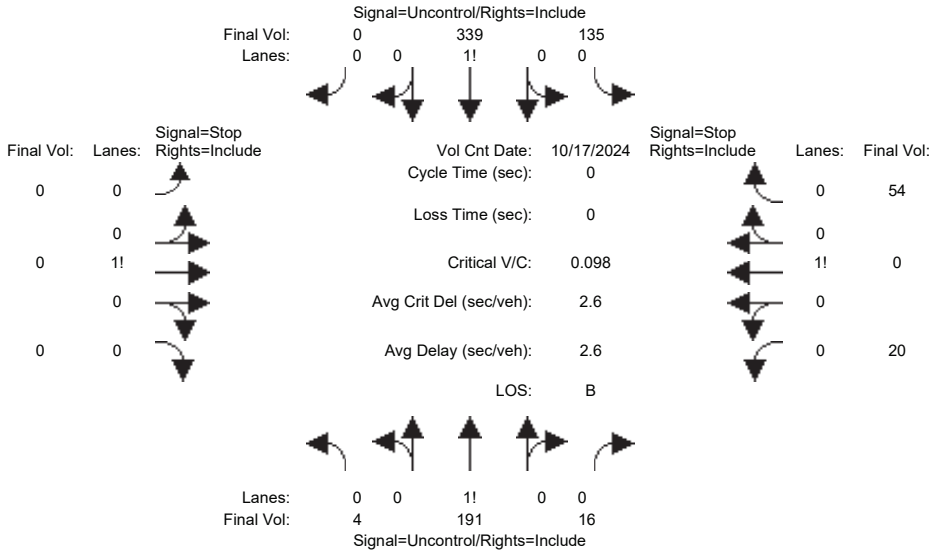
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) PM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 17 Oct 2024 <<												
Base Vol:	4	191	16	135	339	0	0	0	0	20	0	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	191	16	135	339	0	0	0	0	20	0	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	191	16	135	339	0	0	0	0	20	0	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	191	16	135	339	0	0	0	0	20	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	191	16	135	339	0	0	0	0	20	0	54
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	339	xxxx	xxxxx	207	xxxx	xxxxx	843	824	339	816	816	199
Potent Cap.:	1231	xxxx	xxxxx	1376	xxxx	xxxxx	286	310	708	349	314	847
Move Cap.:	1231	xxxx	xxxxx	1376	xxxx	xxxxx	245	277	708	320	280	847
Volume/Cap:	0.00	xxxx	xxxx	0.10	xxxx	xxxx	0.00	0.00	0.00	0.06	0.00	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	586	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.0		
ApproachLOS:	*			*			*			B		

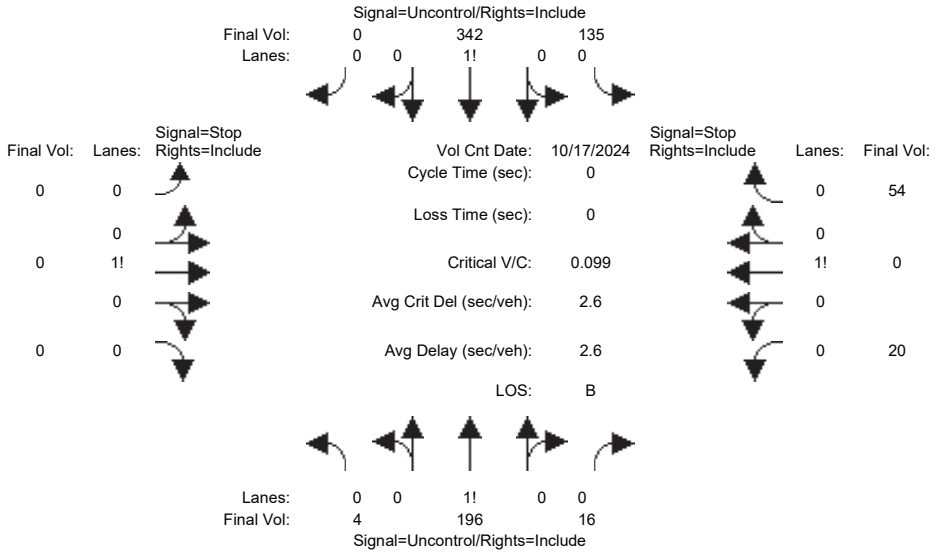
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 17 Oct 2024 <<												
Base Vol:	4	191	16	135	339	0	0	0	0	20	0	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	191	16	135	339	0	0	0	0	20	0	54
Added Vol:	0	5	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	196	16	135	342	0	0	0	0	20	0	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	196	16	135	342	0	0	0	0	20	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	196	16	135	342	0	0	0	0	20	0	54
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	342	xxxx	xxxxx	212	xxxx	xxxxx	851	832	342	824	824	204
Potent Cap.:	1228	xxxx	xxxxx	1370	xxxx	xxxxx	282	307	705	346	310	842
Move Cap.:	1228	xxxx	xxxxx	1370	xxxx	xxxxx	242	273	705	317	276	842
Volume/Cap:	0.00	xxxx	xxxx	0.10	xxxx	xxxx	0.00	0.00	0.00	0.06	0.00	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	581	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.1		
ApproachLOS:	*			*			*			B		

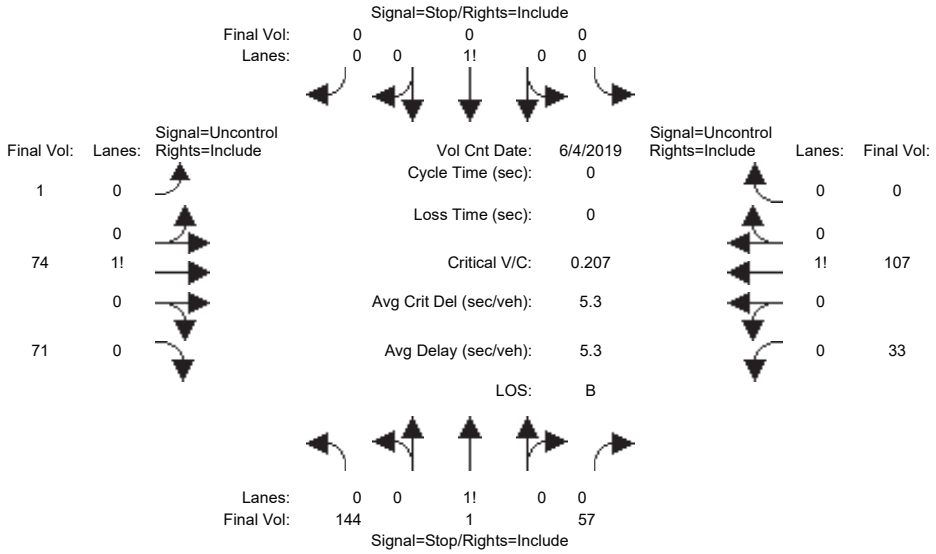
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) AM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	144	1	57	0	0	0	1	74	71	33	107	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1	57	0	0	0	1	74	71	33	107	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	1	57	0	0	0	1	74	71	33	107	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1	57	0	0	0	1	74	71	33	107	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	144	1	57	0	0	0	1	74	71	33	107	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	285	285	110	314	320	107	107	xxxx	xxxxx	145	xxxx	xxxxx
Potent Cap.:	710	628	950	643	600	953	1497	xxxx	xxxxx	1450	xxxx	xxxxx
Move Cap.:	697	613	950	593	586	953	1497	xxxx	xxxxx	1450	xxxx	xxxxx
Volume/Cap:	0.21	0.00	0.06	0.00	0.00	0.00	0.00	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	753	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

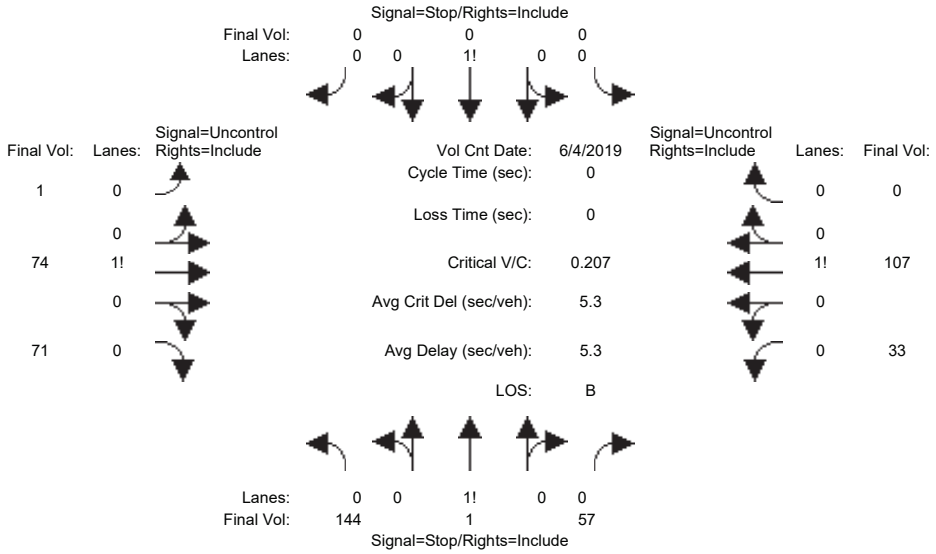
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	144	1	57	0	0	0	1	74	71	33	107	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1	57	0	0	0	1	74	71	33	107	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	1	57	0	0	0	1	74	71	33	107	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1	57	0	0	0	1	74	71	33	107	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	144	1	57	0	0	0	1	74	71	33	107	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	285	285	110	314	320	107	107	xxxx	xxxxx	145	xxxx	xxxxx
Potent Cap.:	710	628	950	643	600	953	1497	xxxx	xxxxx	1450	xxxx	xxxxx
Move Cap.:	697	613	950	593	586	953	1497	xxxx	xxxxx	1450	xxxx	xxxxx
Volume/Cap:	0.21	0.00	0.06	0.00	0.00	0.00	0.00	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	753	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

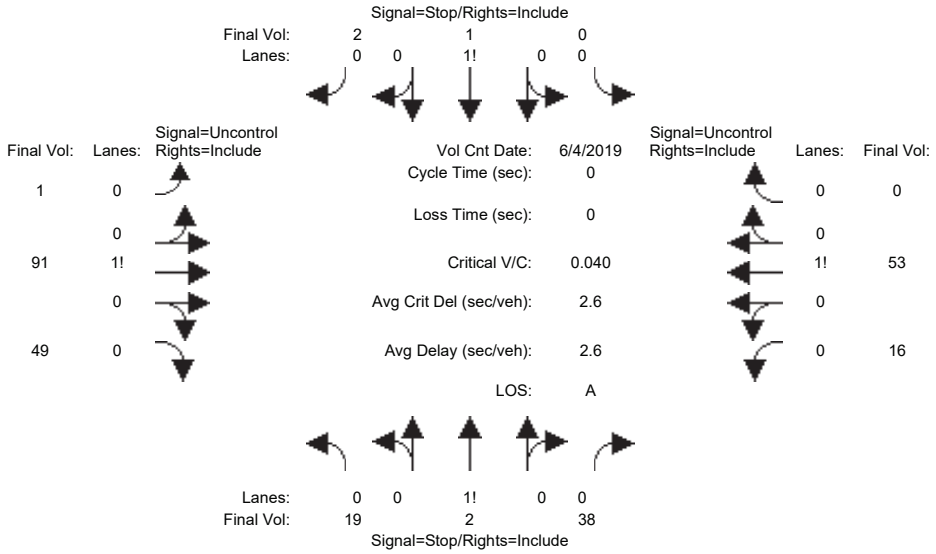
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) PM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	19	2	38	0	1	2	1	91	49	16	53	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	2	38	0	1	2	1	91	49	16	53	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	2	38	0	1	2	1	91	49	16	53	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	2	38	0	1	2	1	91	49	16	53	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	2	38	0	1	2	1	91	49	16	53	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	204	203	116	xxxx	227	53	53	xxxx	xxxxx	140	xxxx	xxxxx
Potent Cap.:	758	697	942	xxxx	676	1020	1566	xxxx	xxxxx	1456	xxxx	xxxxx
Move Cap.:	749	689	942	xxxx	668	1020	1566	xxxx	xxxxx	1456	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.04	xxxx	0.00	0.00	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	860	xxxxx	xxxx	xxxx	868	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.5	xxxxx	xxxxx	xxxx	9.2	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	A	*	*	*	A	*	*
ApproachDel:		9.5			9.2		xxxxxx			xxxxxx		
ApproachLOS:		A			A		*			*		

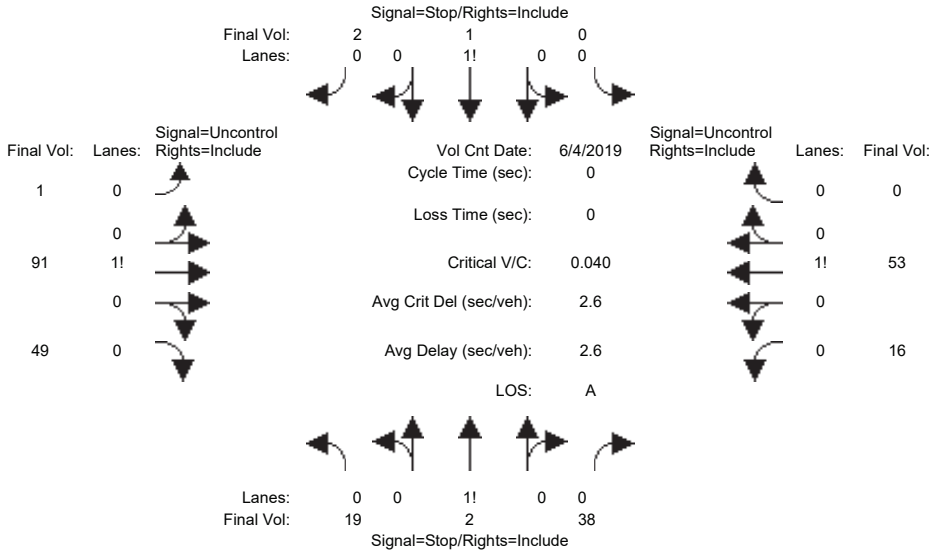
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	19	2	38	0	1	2	1	91	49	16	53	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	2	38	0	1	2	1	91	49	16	53	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	2	38	0	1	2	1	91	49	16	53	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	2	38	0	1	2	1	91	49	16	53	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	2	38	0	1	2	1	91	49	16	53	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	204	203	116	xxxx	227	53	53	xxxx	xxxxx	140	xxxx	xxxxx
Potent Cap.:	758	697	942	xxxx	676	1020	1566	xxxx	xxxxx	1456	xxxx	xxxxx
Move Cap.:	749	689	942	xxxx	668	1020	1566	xxxx	xxxxx	1456	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.04	xxxx	0.00	0.00	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	860	xxxxx	xxxx	xxxx	868	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.5	xxxxx	xxxxx	xxxx	9.2	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	A	*	*	*	A	*	*
ApproachDel:		9.5			9.2		xxxxxx			xxxxxx		
ApproachLOS:		A			A		*			*		

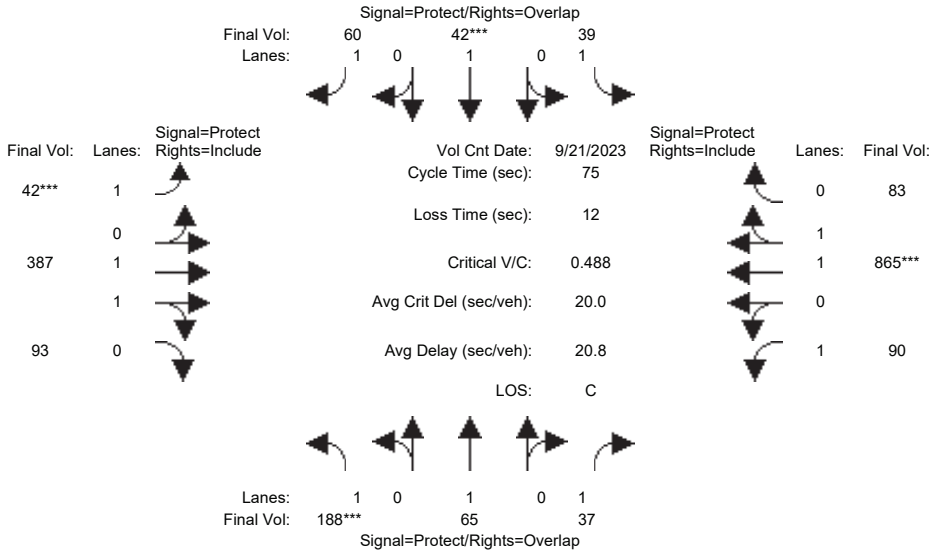
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	188	65	37	39	42	60	42	387	93	90	865	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	65	37	39	42	60	42	387	93	90	865	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	65	37	39	42	60	42	387	93	90	865	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	65	37	39	42	60	42	387	93	90	865	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	65	37	39	42	60	42	387	93	90	865	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	65	37	39	42	60	42	387	93	90	865	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.60	0.40	1.00	1.82	0.18
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2983	717	1750	3376	324
Capacity Analysis Module:												
Vol/Sat:	0.11	0.03	0.02	0.02	0.02	0.03	0.02	0.13	0.13	0.05	0.26	0.26
Crit Moves:	****				****		****				****	
Green Time:	13.6	13.9	30.1	9.7	10.0	17.0	7.0	23.2	23.2	16.2	32.4	32.4
Volume/Cap:	0.59	0.18	0.05	0.17	0.17	0.15	0.26	0.42	0.42	0.24	0.59	0.59
Delay/Veh:	31.2	26.0	13.8	29.4	29.1	23.4	32.4	20.8	20.8	24.6	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	26.0	13.8	29.4	29.1	23.4	32.4	20.8	20.8	24.6	16.9	16.9
LOS by Move:	C	C	B	C	C	C	C	C	C	C	B	B
HCM2k95thQ:	10	3	1	2	2	3	2	9	9	4	16	16

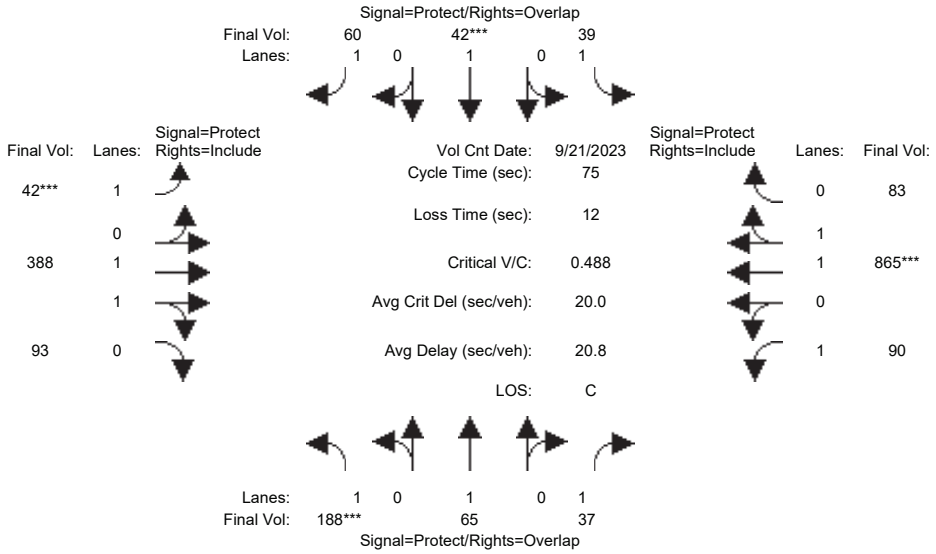
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	188	65	37	39	42	60	42	387	93	90	865	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	65	37	39	42	60	42	387	93	90	865	83
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	65	37	39	42	60	42	388	93	90	865	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	65	37	39	42	60	42	388	93	90	865	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	65	37	39	42	60	42	388	93	90	865	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	65	37	39	42	60	42	388	93	90	865	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.60	0.40	1.00	1.82	0.18
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2984	715	1750	3376	324
Capacity Analysis Module:												
Vol/Sat:	0.11	0.03	0.02	0.02	0.02	0.03	0.02	0.13	0.13	0.05	0.26	0.26
Crit Moves:	****				****		****				****	
Green Time:	13.6	13.9	30.1	9.7	10.0	17.0	7.0	23.2	23.2	16.2	32.4	32.4
Volume/Cap:	0.59	0.18	0.05	0.17	0.17	0.15	0.26	0.42	0.42	0.24	0.59	0.59
Delay/Veh:	31.2	26.0	13.8	29.4	29.1	23.4	32.4	20.8	20.8	24.6	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	26.0	13.8	29.4	29.1	23.4	32.4	20.8	20.8	24.6	16.9	16.9
LOS by Move:	C	C	B	C	C	C	C	C	C	C	B	B
HCM2k95thQ:	10	3	1	2	2	3	2	9	9	4	16	16

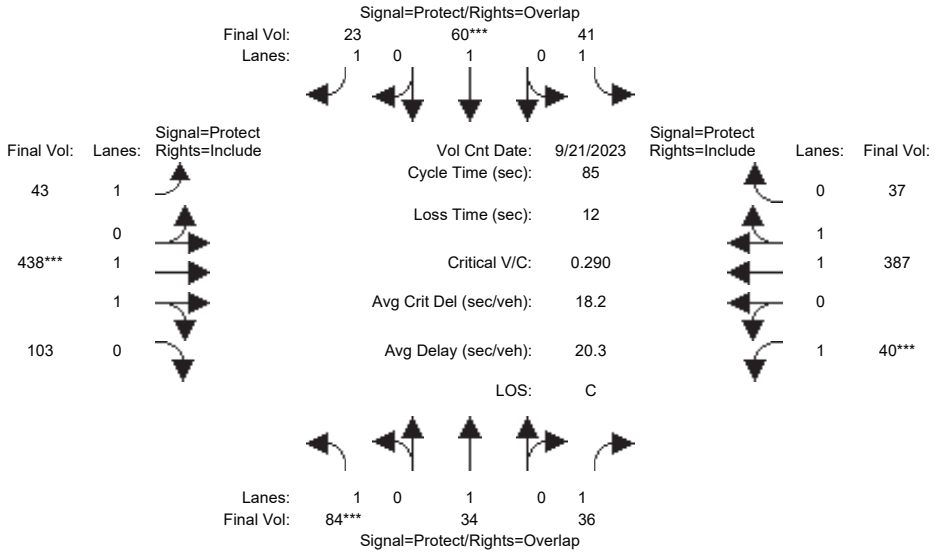
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	84	34	36	41	60	23	43	438	103	40	387	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	34	36	41	60	23	43	438	103	40	387	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	34	36	41	60	23	43	438	103	40	387	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	34	36	41	60	23	43	438	103	40	387	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	34	36	41	60	23	43	438	103	40	387	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	34	36	41	60	23	43	438	103	40	387	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.61	0.39	1.00	1.82	0.18
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2995	704	1750	3377	323
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.02	0.03	0.01	0.02	0.15	0.15	0.02	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	13.8	14.0	21.0	9.8	10.0	30.2	20.2	42.2	42.2	7.0	28.9	28.9
Volume/Cap:	0.29	0.11	0.08	0.20	0.27	0.04	0.10	0.29	0.29	0.28	0.34	0.34
Delay/Veh:	31.9	30.3	24.7	34.5	34.8	17.9	25.4	12.7	12.7	37.7	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	30.3	24.7	34.5	34.8	17.9	25.4	12.7	12.7	37.7	21.1	21.1
LOS by Move:	C	C	C	C	C	B	C	B	B	D	C	C
HCM2k95thQ:	5	2	2	2	3	1	2	8	8	2	8	8

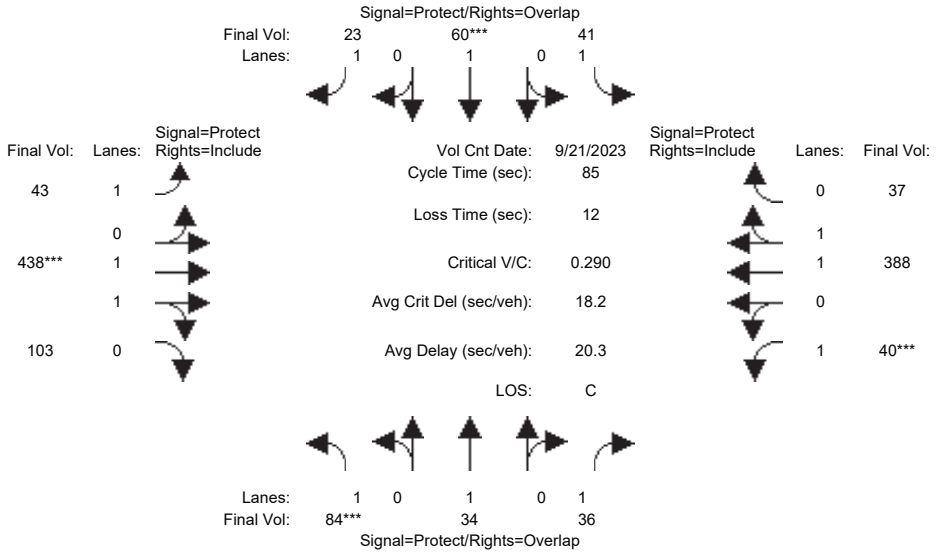
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	84	34	36	41	60	23	43	438	103	40	387	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	34	36	41	60	23	43	438	103	40	387	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	34	36	41	60	23	43	438	103	40	388	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	34	36	41	60	23	43	438	103	40	388	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	34	36	41	60	23	43	438	103	40	388	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	34	36	41	60	23	43	438	103	40	388	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.61	0.39	1.00	1.82	0.18
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2995	704	1750	3378	322
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.02	0.03	0.01	0.02	0.15	0.15	0.02	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	13.8	14.0	21.0	9.8	10.0	30.2	20.2	42.2	42.2	7.0	28.9	28.9
Volume/Cap:	0.29	0.11	0.08	0.20	0.27	0.04	0.10	0.29	0.29	0.28	0.34	0.34
Delay/Veh:	31.9	30.3	24.7	34.5	34.8	17.9	25.4	12.7	12.7	37.7	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	30.3	24.7	34.5	34.8	17.9	25.4	12.7	12.7	37.7	21.1	21.1
LOS by Move:	C	C	C	C	C	B	C	B	B	D	C	C
HCM2k95thQ:	5	2	2	2	3	1	2	8	8	2	8	8

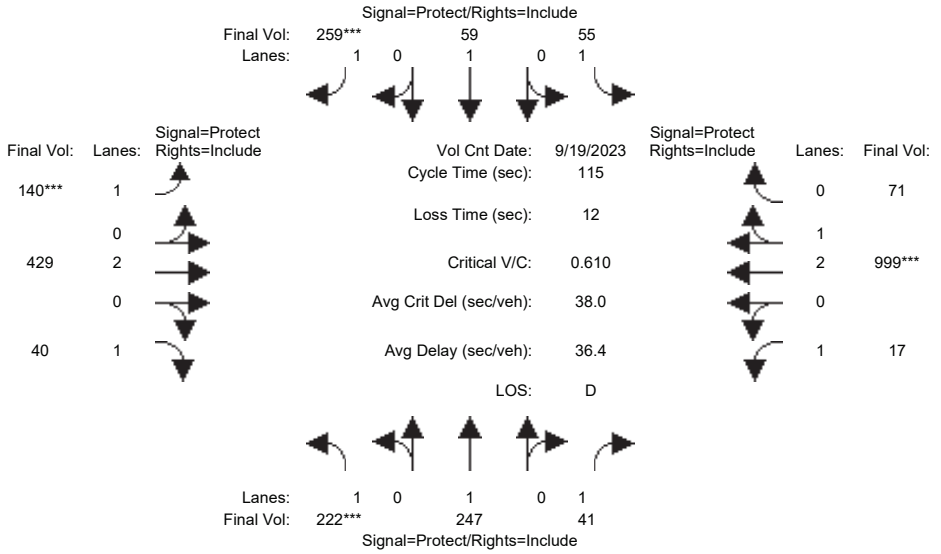
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	222	247	41	55	59	259	140	429	40	17	999	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	247	41	55	59	259	140	429	40	17	999	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	247	41	55	59	259	140	429	40	17	999	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	247	41	55	59	259	140	429	40	17	999	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	247	41	55	59	259	140	429	40	17	999	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	247	41	55	59	259	140	429	40	17	999	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.79	0.21
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	5228	372
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.02	0.03	0.03	0.15	0.08	0.11	0.02	0.01	0.19	0.19
Crit Moves:	****					****	****				****	
Green Time:	23.9	35.3	35.3	16.5	27.9	27.9	15.1	33.2	33.2	17.9	36.1	36.1
Volume/Cap:	0.61	0.42	0.08	0.22	0.13	0.61	0.61	0.39	0.08	0.06	0.61	0.61
Delay/Veh:	44.3	32.2	28.3	44.0	34.2	41.3	51.9	33.0	29.8	41.5	34.1	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	32.2	28.3	44.0	34.2	41.3	51.9	33.0	29.8	41.5	34.1	34.1
LOS by Move:	D	C	C	D	C	D	D	C	C	D	C	C
HCM2k95thQ:	16	13	2	4	3	18	10	11	2	1	19	19

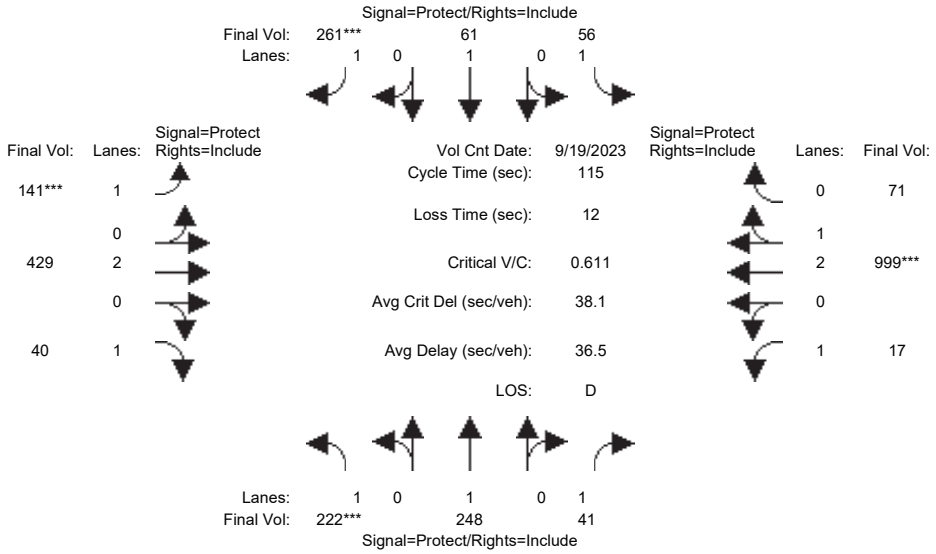
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	222	247	41	55	59	259	140	429	40	17	999	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	247	41	55	59	259	140	429	40	17	999	71
Added Vol:	0	1	0	1	2	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	248	41	56	61	261	141	429	40	17	999	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	248	41	56	61	261	141	429	40	17	999	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	248	41	56	61	261	141	429	40	17	999	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	248	41	56	61	261	141	429	40	17	999	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.79	0.21
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	5228	372
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.02	0.03	0.03	0.15	0.08	0.11	0.02	0.01	0.19	0.19
Crit Moves:	****					****	****				****	
Green Time:	23.9	35.4	35.4	16.5	28.0	28.0	15.2	33.2	33.2	17.9	35.9	35.9
Volume/Cap:	0.61	0.42	0.08	0.22	0.13	0.61	0.61	0.39	0.08	0.06	0.61	0.61
Delay/Veh:	44.4	32.2	28.3	44.0	34.1	41.2	51.9	33.0	29.8	41.5	34.2	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	32.2	28.3	44.0	34.1	41.2	51.9	33.0	29.8	41.5	34.2	34.2
LOS by Move:	D	C	C	D	C	D	D	C	C	D	C	C
HCM2k95thQ:	16	13	2	4	3	18	10	11	2	1	19	19

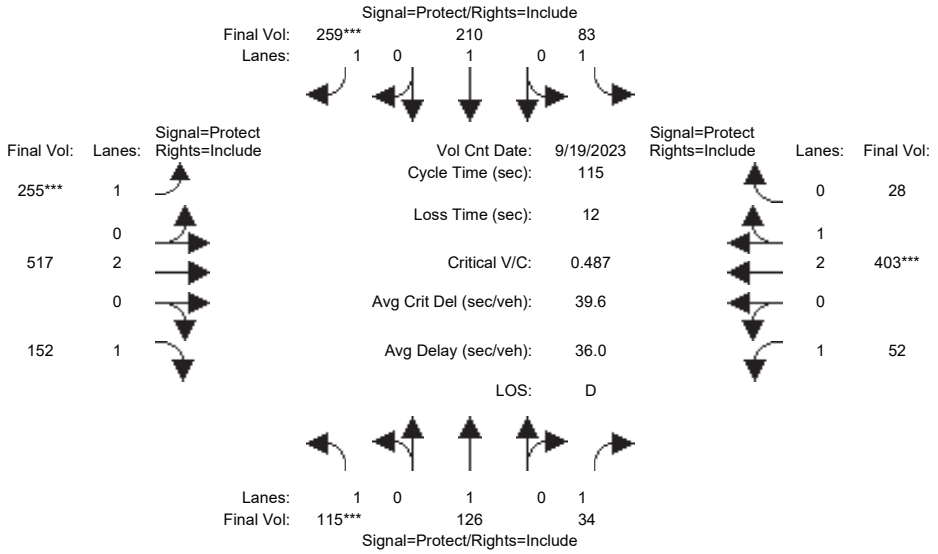
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	115	126	34	83	210	259	255	517	152	52	403	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	126	34	83	210	259	255	517	152	52	403	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	126	34	83	210	259	255	517	152	52	403	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	126	34	83	210	259	255	517	152	52	403	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	126	34	83	210	259	255	517	152	52	403	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	126	34	83	210	259	255	517	152	52	403	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.80	0.20
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	5236	364
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.05	0.11	0.15	0.15	0.14	0.09	0.03	0.08	0.08
Crit Moves:	****					****	****				****	
Green Time:	15.5	29.7	29.7	20.8	34.9	34.9	34.4	36.3	36.3	16.2	18.2	18.2
Volume/Cap:	0.49	0.26	0.08	0.26	0.36	0.49	0.49	0.43	0.28	0.21	0.49	0.49
Delay/Veh:	47.6	34.2	32.4	41.0	31.7	33.4	33.8	31.4	29.8	44.1	44.6	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	34.2	32.4	41.0	31.7	33.4	33.8	31.4	29.8	44.1	44.6	44.6
LOS by Move:	D	C	C	D	C	C	C	C	C	D	D	D
HCM2k95thQ:	9	7	2	6	11	16	15	13	8	3	9	9

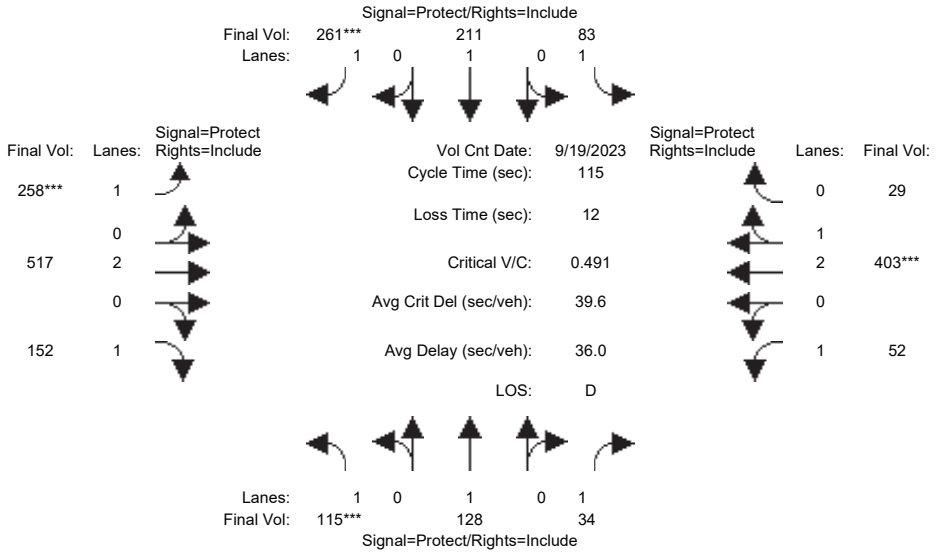
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	115	126	34	83	210	259	255	517	152	52	403	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	126	34	83	210	259	255	517	152	52	403	28
Added Vol:	0	2	0	0	1	2	3	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	128	34	83	211	261	258	517	152	52	403	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	128	34	83	211	261	258	517	152	52	403	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	128	34	83	211	261	258	517	152	52	403	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	128	34	83	211	261	258	517	152	52	403	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.79	0.21
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	5224	376
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.05	0.11	0.15	0.15	0.14	0.09	0.03	0.08	0.08
Crit Moves:	****					****	****				****	
Green Time:	15.4	29.6	29.6	20.7	35.0	35.0	34.6	36.4	36.4	16.3	18.1	18.1
Volume/Cap:	0.49	0.26	0.08	0.26	0.37	0.49	0.49	0.43	0.27	0.21	0.49	0.49
Delay/Veh:	47.8	34.3	32.4	41.0	31.7	33.5	33.7	31.4	29.7	44.1	44.7	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	34.3	32.4	41.0	31.7	33.5	33.7	31.4	29.7	44.1	44.7	44.7
LOS by Move:	D	C	C	D	C	C	C	C	C	D	D	D
HCM2k95thQ:	9	7	2	6	11	16	15	13	8	3	9	9

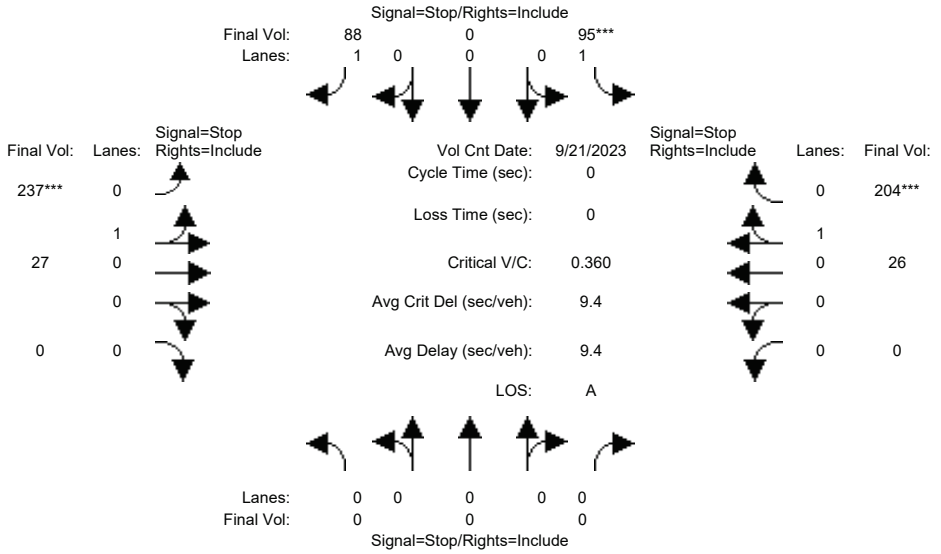
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (2023) AM

Intersection #3117: Mission View Drive and Half Road



Street Name:	Mission View Drive						Half Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	0	0	0	95	0	88	237	27	0	0	26	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	95	0	88	237	27	0	0	26	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	95	0	88	237	27	0	0	26	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	95	0	88	237	27	0	0	26	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	0	88	237	27	0	0	26	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	95	0	88	237	27	0	0	26	204
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.90	0.10	0.00	0.00	0.11	0.89
Final Sat.:	0	0	0	566	0	696	658	75	0	0	95	743
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.17	xxxx	0.13	0.36	0.36	xxxx	xxxx	0.27	0.27
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	9.9	0.0	8.2	10.4	10.4	0.0	0.0	8.6	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.9	0.0	8.2	10.4	10.4	0.0	0.0	8.6	8.6
LOS by Move:	*	*	*	A	*	A	B	B	*	*	A	A
ApproachDel:	xxxxxx			9.1			10.4			8.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.1			10.4			8.6		
LOS by Appr:	*			A			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.0	0.1	0.5	0.5	0.5	0.3	0.3	0.3

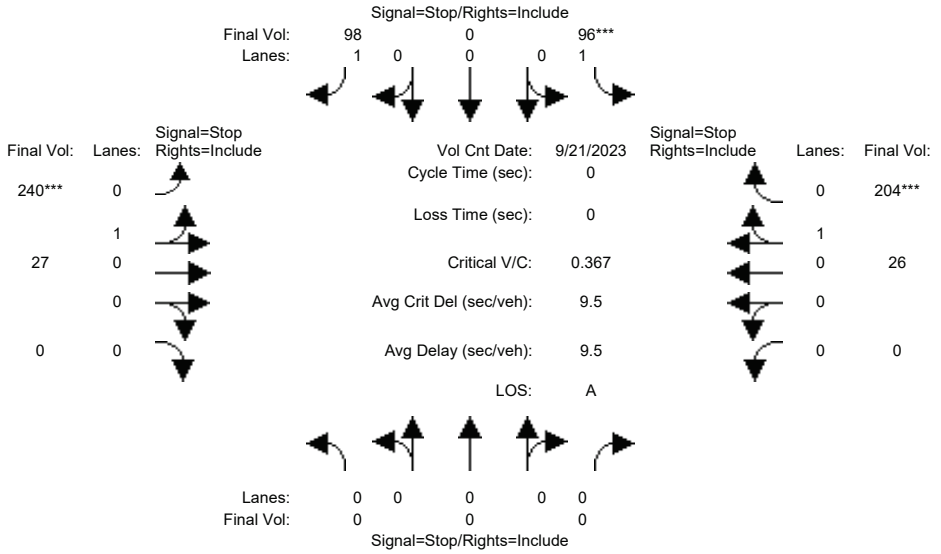
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #3117: Mission View Drive and Half Road



Street Name:	Mission View Drive						Half Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	0	0	0	95	0	88	237	27	0	0	26	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	95	0	88	237	27	0	0	26	204
Added Vol:	0	0	0	1	0	10	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	96	0	98	240	27	0	0	26	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	96	0	98	240	27	0	0	26	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	96	0	98	240	27	0	0	26	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	96	0	98	240	27	0	0	26	204
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.90	0.10	0.00	0.00	0.11	0.89
Final Sat.:	0	0	0	565	0	695	654	74	0	0	94	736
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.17	xxxx	0.14	0.37	0.37	xxxx	xxxx	0.28	0.28
Crit Moves:				****			****					****
Delay/Veh:	0.0	0.0	0.0	9.9	0.0	8.3	10.5	10.5	0.0	0.0	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.9	0.0	8.3	10.5	10.5	0.0	0.0	8.7	8.7
LOS by Move:	*	*	*	A	*	A	B	B	*	*	A	A
ApproachDel:	xxxxxx			9.1			10.5			8.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.1			10.5			8.7		
LOS by Appr:	*			A			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.0	0.1	0.5	0.5	0.5	0.4	0.4	0.4

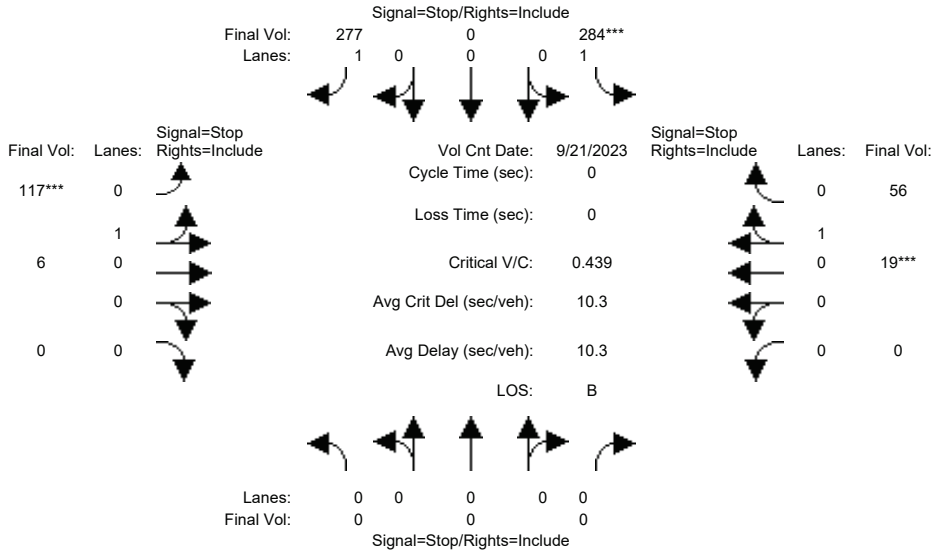
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (2023) PM

Intersection #3117: Mission View Drive and Half Road



Street Name:	Mission View Drive						Half Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	0	0	0	284	0	277	117	6	0	0	19	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	284	0	277	117	6	0	0	19	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	284	0	277	117	6	0	0	19	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	284	0	277	117	6	0	0	19	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	284	0	277	117	6	0	0	19	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	284	0	277	117	6	0	0	19	56
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.95	0.05	0.00	0.00	0.25	0.75
Final Sat.:	0	0	0	647	0	825	612	31	0	0	180	530
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.44	xxxx	0.34	0.19	0.19	xxxx	xxxx	0.11	0.11
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	12.3	0.0	9.1	9.5	9.5	0.0	0.0	8.3	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.3	0.0	9.1	9.5	9.5	0.0	0.0	8.3	8.3
LOS by Move:	*	*	*	B	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			10.7			9.5			8.3		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.7			9.5			8.3		
LOS by Appr:	*			B			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.0	0.5	0.2	0.2	0.2	0.1	0.1	0.1

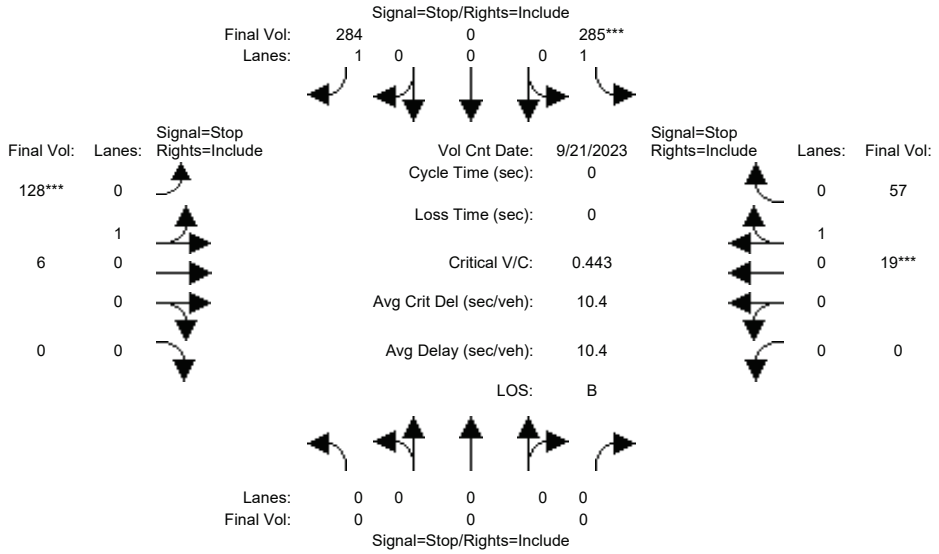
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #3117: Mission View Drive and Half Road



Street Name:	Mission View Drive						Half Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	0	0	0	284	0	277	117	6	0	0	19	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	284	0	277	117	6	0	0	19	56
Added Vol:	0	0	0	1	0	7	11	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	285	0	284	128	6	0	0	19	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	285	0	284	128	6	0	0	19	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	285	0	284	128	6	0	0	19	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	285	0	284	128	6	0	0	19	57
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.96	0.04	0.00	0.00	0.25	0.75
Final Sat.:	0	0	0	643	0	819	613	29	0	0	176	529
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.44	xxxx	0.35	0.21	0.21	xxxx	xxxx	0.11	0.11
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	12.4	0.0	9.3	9.7	9.7	0.0	0.0	8.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.4	0.0	9.3	9.7	9.7	0.0	0.0	8.4	8.4
LOS by Move:	*	*	*	B	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			10.9			9.7			8.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.9			9.7			8.4		
LOS by Appr:	*			B			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.0	0.5	0.2	0.2	0.2	0.1	0.1	0.1

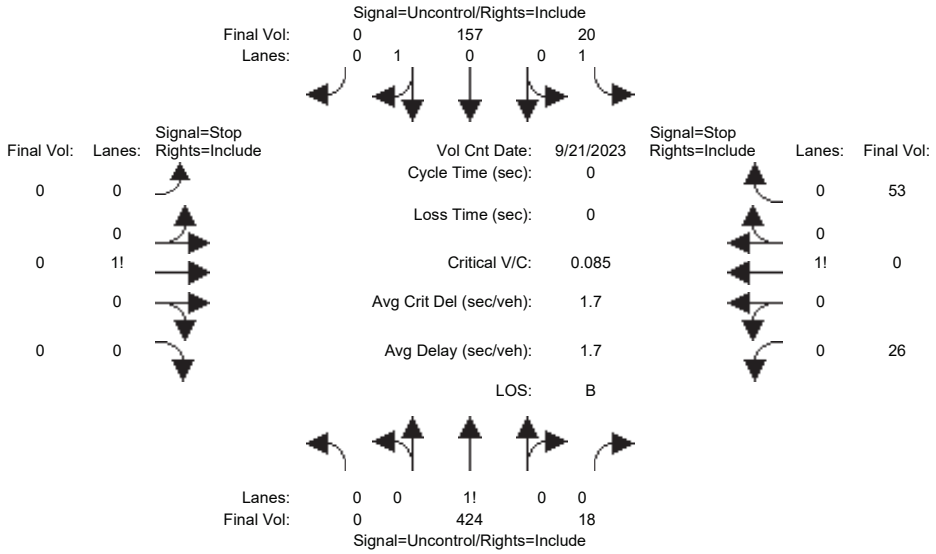
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) AM

Intersection #5664: Mission View Drive and Avenida De Los Padres



Street Name:	Mission View Drive						Avenida De Los Padres					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	0	424	18	20	157	0	0	0	0	26	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	424	18	20	157	0	0	0	0	26	0	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	424	18	20	157	0	0	0	0	26	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	424	18	20	157	0	0	0	0	26	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	424	18	20	157	0	0	0	0	26	0	53
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	442	xxxx	xxxxx	657	639	157	630	630	433
Potent Cap.:	xxxx	xxxx	xxxxx	1129	xxxx	xxxxx	381	397	894	449	401	627
Move Cap.:	xxxx	xxxx	xxxxx	1129	xxxx	xxxxx	344	389	894	443	394	627
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.00	0.00	0.06	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	551	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.6		
ApproachLOS:	*			*			*			B		

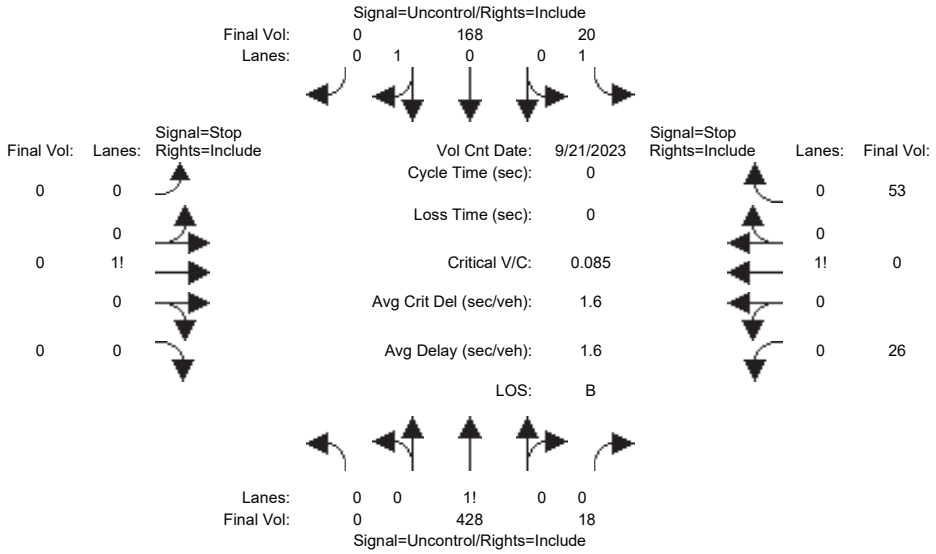
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #5664: Mission View Drive and Avenida De Los Padres



Street Name:	Mission View Drive						Avenida De Los Padres					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	0	424	18	20	157	0	0	0	0	26	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	424	18	20	157	0	0	0	0	26	0	53
Added Vol:	0	4	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	428	18	20	168	0	0	0	0	26	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	428	18	20	168	0	0	0	0	26	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	428	18	20	168	0	0	0	0	26	0	53
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	446	xxxx	xxxxx	672	654	168	645	645	437
Potent Cap.:	xxxx	xxxx	xxxxx	1125	xxxx	xxxxx	373	389	881	440	393	624
Move Cap.:	xxxx	xxxx	xxxxx	1125	xxxx	xxxxx	336	382	881	434	386	624
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.00	0.00	0.06	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	545	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.7		
ApproachLOS:	*			*			*			B		

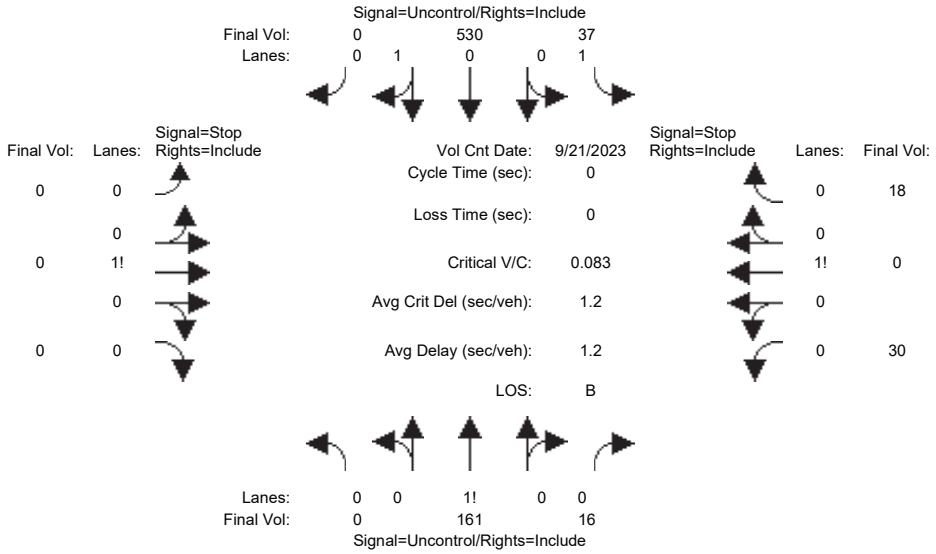
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) PM

Intersection #5664: Mission View Drive and Avenida De Los Padres



Street Name:	Mission View Drive						Avenida De Los Padres					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	0	161	16	37	530	0	0	0	0	30	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	161	16	37	530	0	0	0	0	30	0	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	161	16	37	530	0	0	0	0	30	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	161	16	37	530	0	0	0	0	30	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	161	16	37	530	0	0	0	0	30	0	18
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	177	xxxx	xxxxx	782	781	530	773	773	169
Potent Cap.:	xxxx	xxxx	xxxxx	1411	xxxx	xxxxx	314	329	553	370	332	880
Move Cap.:	xxxx	xxxx	xxxxx	1411	xxxx	xxxxx	302	320	553	363	323	880
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.00	0.00	0.00	0.08	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	465	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.6		
ApproachLOS:	*			*			*			B		

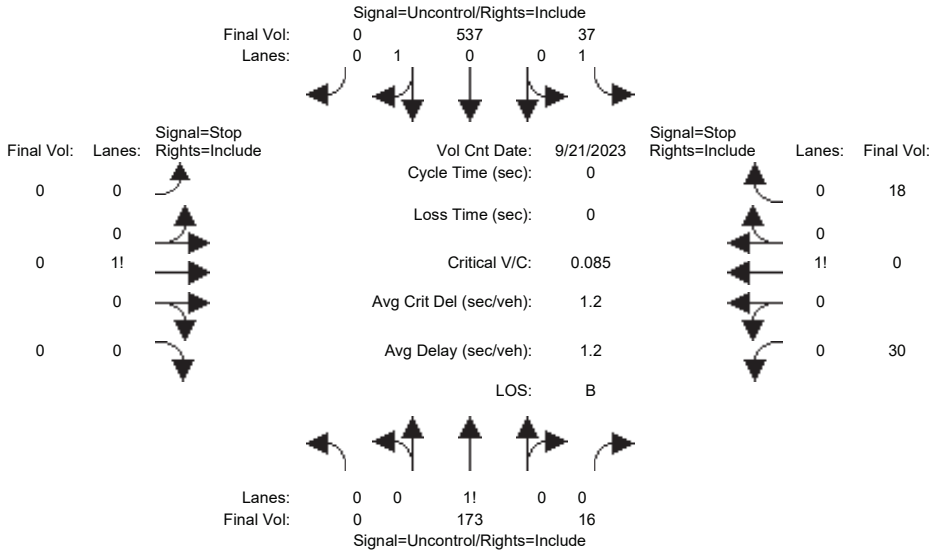
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #5664: Mission View Drive and Avenida De Los Padres



Street Name:	Mission View Drive						Avenida De Los Padres					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	0	161	16	37	530	0	0	0	0	30	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	161	16	37	530	0	0	0	0	30	0	18
Added Vol:	0	12	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	173	16	37	537	0	0	0	0	30	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	173	16	37	537	0	0	0	0	30	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	173	16	37	537	0	0	0	0	30	0	18
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	189	xxxx	xxxxx	801	800	537	792	792	181
Potent Cap.:	xxxx	xxxx	xxxxx	1397	xxxx	xxxxx	305	320	548	361	324	867
Move Cap.:	xxxx	xxxx	xxxxx	1397	xxxx	xxxxx	293	312	548	354	315	867
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.00	0.00	0.00	0.08	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	454	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.9		
ApproachLOS:	*			*			*			B		

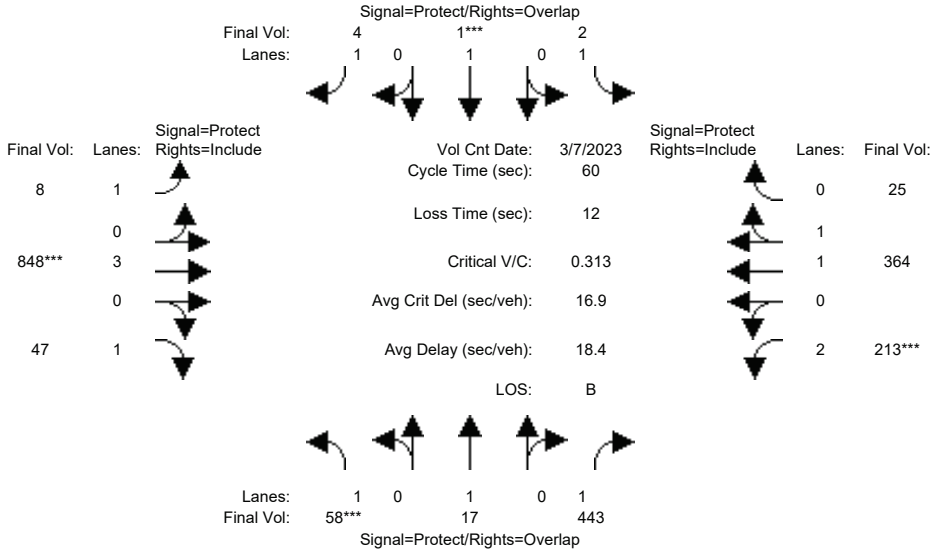
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	58	17	443	2	1	4	8	848	47	213	364	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	17	443	2	1	4	8	848	47	213	364	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	17	443	2	1	4	8	848	47	213	364	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	17	443	2	1	4	8	848	47	213	364	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	17	443	2	1	4	8	848	47	213	364	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	17	443	2	1	4	8	848	47	213	364	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.87	0.13
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3462	238
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.25	0.00	0.00	0.00	0.00	0.15	0.03	0.07	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	7.0	10.0	19.7	7.0	10.0	22.8	12.8	21.3	21.3	9.7	18.2	18.2
Volume/Cap:	0.28	0.05	0.77	0.01	0.00	0.01	0.02	0.42	0.08	0.42	0.35	0.35
Delay/Veh:	25.0	21.1	24.5	23.5	20.8	11.6	18.7	14.8	12.9	23.2	16.4	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	21.1	24.5	23.5	20.8	11.6	18.7	14.8	12.9	23.2	16.4	16.4
LOS by Move:	C	C	C	C	C	B	B	B	B	C	B	B
HCM2k95thQ:	3	1	19	0	0	0	0	8	1	4	6	6

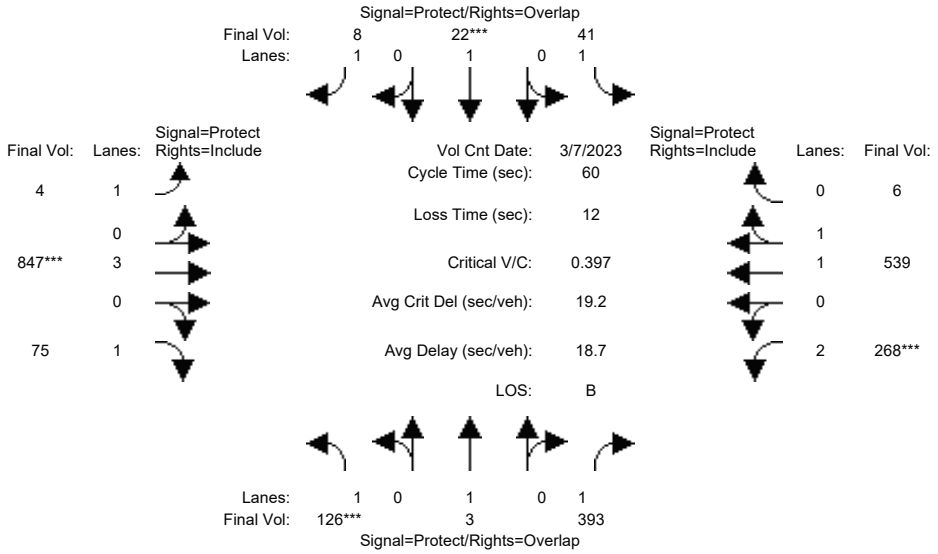
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	126	3	393	41	22	8	4	847	75	268	539	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	3	393	41	22	8	4	847	75	268	539	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	3	393	41	22	8	4	847	75	268	539	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	3	393	41	22	8	4	847	75	268	539	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	3	393	41	22	8	4	847	75	268	539	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	3	393	41	22	8	4	847	75	268	539	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.98	0.02
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3659	41
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.22	0.02	0.01	0.00	0.00	0.15	0.04	0.09	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	9.0	11.1	21.7	7.8	10.0	22.0	12.0	18.5	18.5	10.6	17.1	17.1
Volume/Cap:	0.48	0.01	0.62	0.18	0.07	0.01	0.01	0.48	0.14	0.48	0.52	0.52
Delay/Veh:	24.8	19.9	17.6	23.6	21.2	12.1	19.3	17.1	15.1	22.9	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	19.9	17.6	23.6	21.2	12.1	19.3	17.1	15.1	22.9	18.4	18.4
LOS by Move:	C	B	B	C	C	B	B	B	B	C	B	B
HCM2k95thQ:	6	0	14	2	1	0	0	8	2	5	8	8

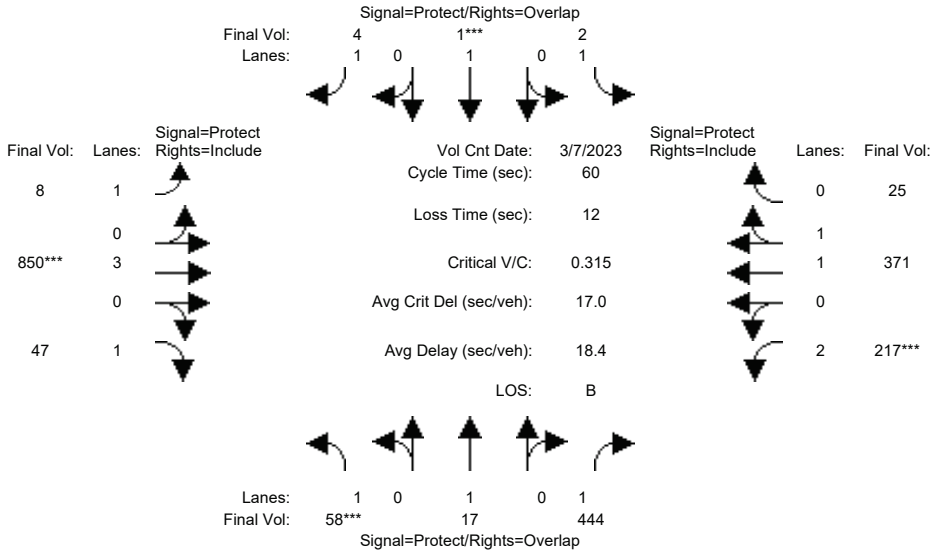
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	58	17	443	2	1	4	8	848	47	213	364	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	17	443	2	1	4	8	848	47	213	364	25
Added Vol:	0	0	1	0	0	0	0	2	0	4	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	17	444	2	1	4	8	850	47	217	371	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	17	444	2	1	4	8	850	47	217	371	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	17	444	2	1	4	8	850	47	217	371	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	17	444	2	1	4	8	850	47	217	371	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.87	0.13
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3466	234
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.25	0.00	0.00	0.00	0.00	0.15	0.03	0.07	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	7.0	10.0	19.8	7.0	10.0	22.8	12.8	21.2	21.2	9.8	18.2	18.2
Volume/Cap:	0.28	0.05	0.77	0.01	0.00	0.01	0.02	0.42	0.08	0.42	0.35	0.35
Delay/Veh:	25.0	21.1	24.3	23.5	20.8	11.6	18.7	14.9	12.9	23.1	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	21.1	24.3	23.5	20.8	11.6	18.7	14.9	12.9	23.1	16.5	16.5
LOS by Move:	C	C	C	C	C	B	B	B	B	C	B	B
HCM2k95thQ:	3	1	19	0	0	0	0	8	1	4	6	6

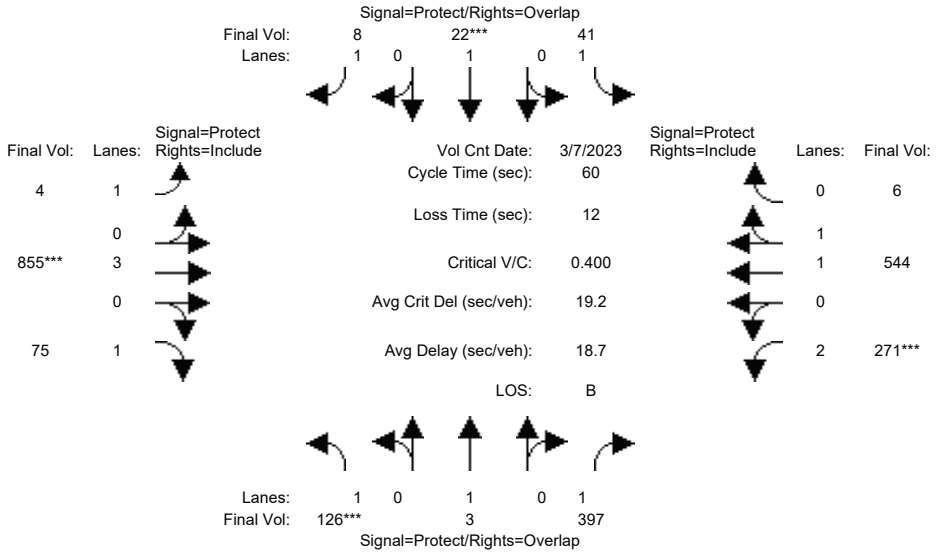
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	126	3	393	41	22	8	4	847	75	268	539	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	3	393	41	22	8	4	847	75	268	539	6
Added Vol:	0	0	4	0	0	0	0	8	0	3	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	3	397	41	22	8	4	855	75	271	544	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	3	397	41	22	8	4	855	75	271	544	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	3	397	41	22	8	4	855	75	271	544	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	3	397	41	22	8	4	855	75	271	544	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.98	0.02
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3660	40
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.23	0.02	0.01	0.00	0.00	0.15	0.04	0.09	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	8.9	11.1	21.7	7.8	10.0	22.0	12.0	18.5	18.5	10.6	17.1	17.1
Volume/Cap:	0.49	0.01	0.63	0.18	0.07	0.01	0.01	0.49	0.14	0.49	0.52	0.52
Delay/Veh:	24.9	20.0	17.8	23.7	21.2	12.1	19.3	17.1	15.1	22.9	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	20.0	17.8	23.7	21.2	12.1	19.3	17.1	15.1	22.9	18.5	18.5
LOS by Move:	C	B	B	C	C	B	B	B	B	C	B	B
HCM2k95thQ:	6	0	14	2	1	0	0	8	2	5	9	9

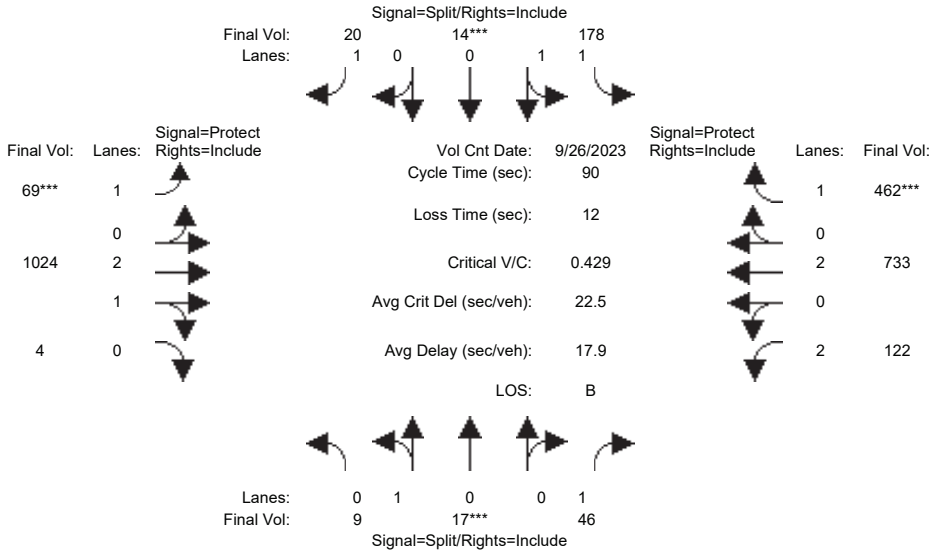
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	9	17	46	178	14	20	69	1024	4	122	733	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	17	46	178	14	20	69	1024	4	122	733	462
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	17	46	178	14	20	69	1024	4	122	733	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	17	46	178	14	20	69	1024	4	122	733	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	17	46	178	14	20	69	1024	4	122	733	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	17	46	178	14	20	69	1024	4	122	733	462
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.35	0.65	1.00	1.86	0.14	1.00	1.00	2.99	0.01	2.00	2.00	1.00
Final Sat.:	623	1177	1750	3291	259	1750	1750	5578	22	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.05	0.05	0.01	0.04	0.18	0.18	0.04	0.19	0.26
Crit Moves:		****			****		****					****
Green Time:	10.0	10.0	10.0	10.3	10.3	10.3	7.5	40.5	40.5	17.2	50.2	50.2
Volume/Cap:	0.13	0.13	0.24	0.47	0.47	0.10	0.47	0.41	0.41	0.20	0.35	0.47
Delay/Veh:	36.4	36.4	37.1	38.2	38.2	35.9	41.8	16.8	16.8	30.8	11.0	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	36.4	37.1	38.2	38.2	35.9	41.8	16.8	16.8	30.8	11.0	12.3
LOS by Move:	D	D	D	D	D	D	D	B	B	C	B	B
HCM2k95thQ:	2	2	3	7	7	1	4	12	12	4	11	16

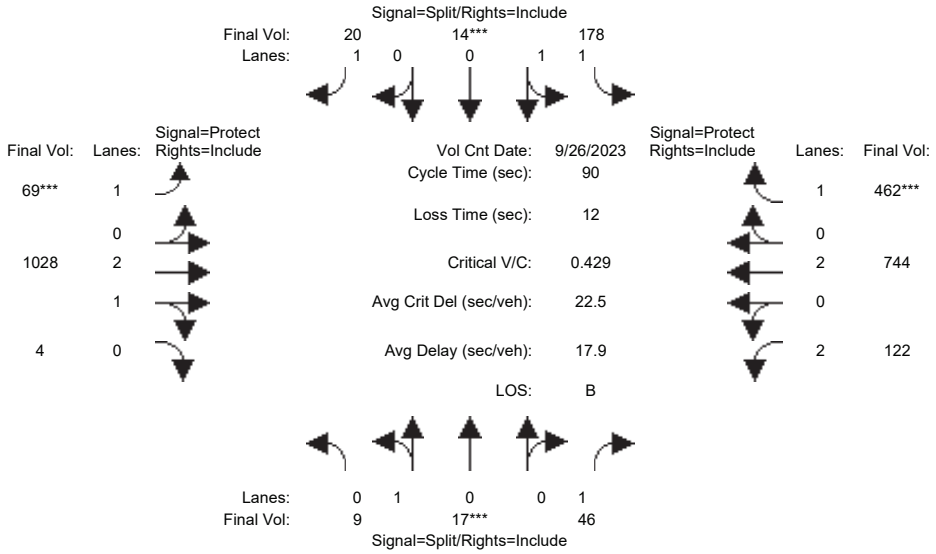
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	9	17	46	178	14	20	69	1024	4	122	733	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	17	46	178	14	20	69	1024	4	122	733	462
Added Vol:	0	0	0	0	0	0	0	4	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	17	46	178	14	20	69	1028	4	122	744	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	17	46	178	14	20	69	1028	4	122	744	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	17	46	178	14	20	69	1028	4	122	744	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	17	46	178	14	20	69	1028	4	122	744	462
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.35	0.65	1.00	1.86	0.14	1.00	1.00	2.99	0.01	2.00	2.00	1.00
Final Sat.:	623	1177	1750	3291	259	1750	1750	5578	22	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.05	0.05	0.01	0.04	0.18	0.18	0.04	0.20	0.26
Crit Moves:		****			****		****					****
Green Time:	10.0	10.0	10.0	10.3	10.3	10.3	7.5	40.6	40.6	17.1	50.2	50.2
Volume/Cap:	0.13	0.13	0.24	0.47	0.47	0.10	0.47	0.41	0.41	0.20	0.35	0.47
Delay/Veh:	36.4	36.4	37.1	38.2	38.2	35.9	41.8	16.7	16.7	30.9	11.0	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	36.4	37.1	38.2	38.2	35.9	41.8	16.7	16.7	30.9	11.0	12.3
LOS by Move:	D	D	D	D	D	D	D	B	B	C	B	B
HCM2k95thQ:	2	2	3	7	7	1	4	12	12	4	11	16

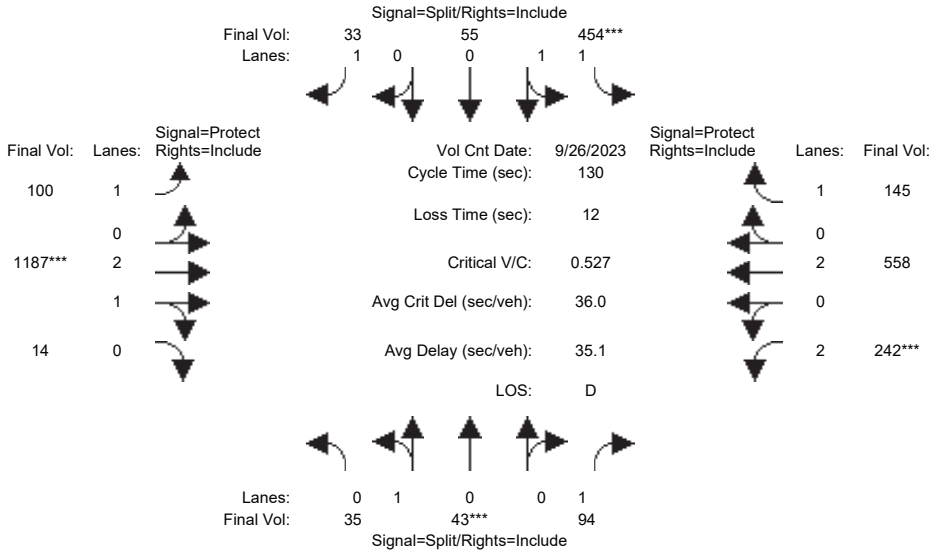
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	35	43	94	454	55	33	100	1187	14	242	558	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	43	94	454	55	33	100	1187	14	242	558	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	43	94	454	55	33	100	1187	14	242	558	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	43	94	454	55	33	100	1187	14	242	558	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	43	94	454	55	33	100	1187	14	242	558	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	43	94	454	55	33	100	1187	14	242	558	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.45	0.55	1.00	1.79	0.21	1.00	1.00	2.96	0.04	2.00	2.00	1.00
Final Sat.:	808	992	1750	3166	384	1750	1750	5535	65	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.14	0.14	0.02	0.06	0.21	0.21	0.08	0.15	0.08
Crit Moves:		****		****				****		****		
Green Time:	13.3	13.3	13.3	35.4	35.4	35.4	20.1	52.9	52.9	19.0	51.8	51.8
Volume/Cap:	0.42	0.42	0.53	0.53	0.53	0.07	0.37	0.53	0.53	0.53	0.37	0.21
Delay/Veh:	56.4	56.4	58.3	40.7	40.7	35.1	50.1	29.3	29.3	52.5	27.7	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	56.4	58.3	40.7	40.7	35.1	50.1	29.3	29.3	52.5	27.7	25.8
LOS by Move:	E	E	E	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	7	7	9	17	17	2	7	21	21	11	15	8

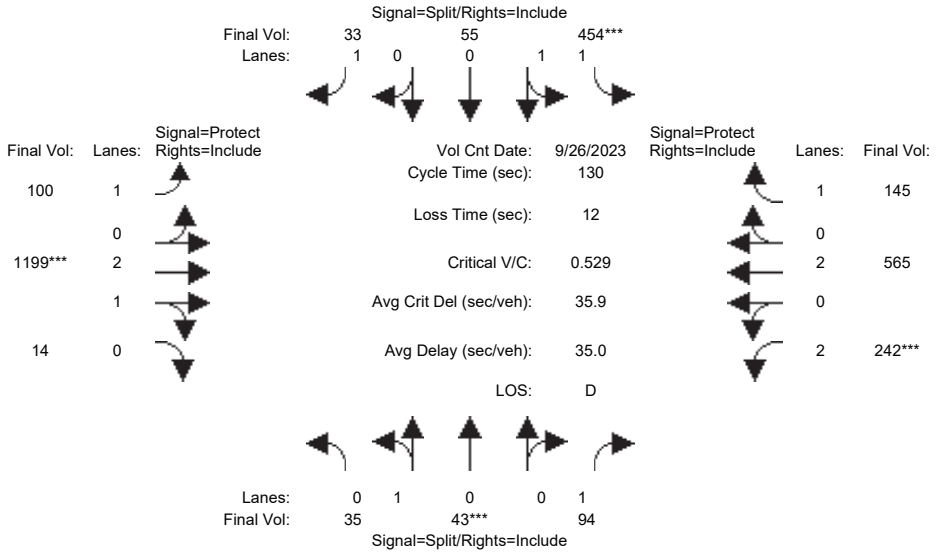
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	35	43	94	454	55	33	100	1187	14	242	558	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	43	94	454	55	33	100	1187	14	242	558	145
Added Vol:	0	0	0	0	0	0	0	12	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	43	94	454	55	33	100	1199	14	242	565	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	43	94	454	55	33	100	1199	14	242	565	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	43	94	454	55	33	100	1199	14	242	565	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	43	94	454	55	33	100	1199	14	242	565	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.45	0.55	1.00	1.79	0.21	1.00	1.00	2.96	0.04	2.00	2.00	1.00
Final Sat.:	808	992	1750	3166	384	1750	1750	5535	65	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.14	0.14	0.02	0.06	0.22	0.22	0.08	0.15	0.08
Crit Moves:		****		****				****		****		
Green Time:	13.2	13.2	13.2	35.2	35.2	35.2	20.0	53.2	53.2	18.9	52.1	52.1
Volume/Cap:	0.43	0.43	0.53	0.53	0.53	0.07	0.37	0.53	0.53	0.53	0.37	0.21
Delay/Veh:	56.4	56.4	58.4	40.9	40.9	35.3	50.2	29.2	29.2	52.6	27.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	56.4	58.4	40.9	40.9	35.3	50.2	29.2	29.2	52.6	27.6	25.6
LOS by Move:	E	E	E	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	7	7	9	18	18	2	7	22	22	11	15	8

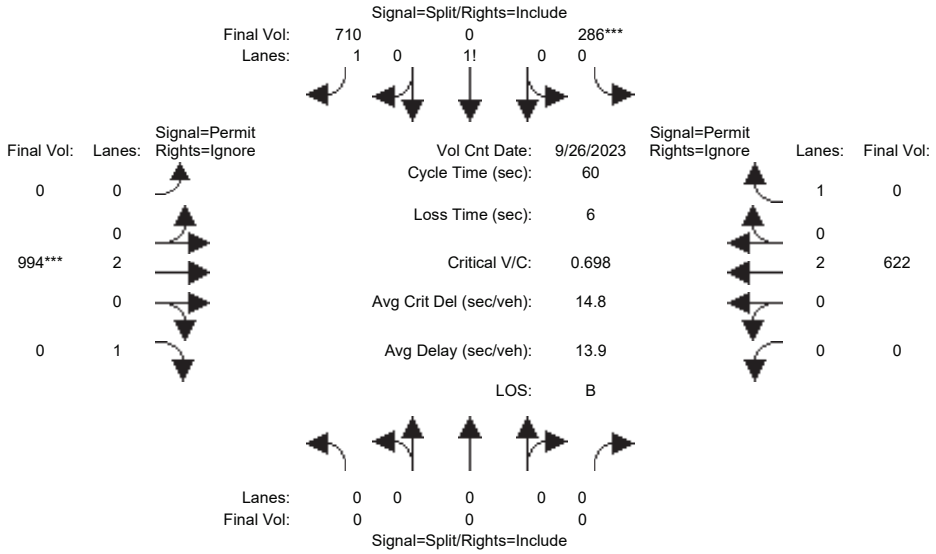
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	286	0	710	0	994	278	0	622	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	286	0	710	0	994	278	0	622	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	286	0	710	0	994	278	0	622	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	286	0	710	0	994	0	0	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	286	0	710	0	994	0	0	622	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	286	0	710	0	994	0	0	622	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.45	0.00	1.55	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	781	0	2719	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.26	0.00	0.26	0.00	0.00	0.16	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	31.5	0.0	31.5	0.0	22.5	0.0	0.0	22.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.50	0.00	0.70	0.00	0.00	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	12.2	0.0	9.4	0.0	17.4	0.0	0.0	14.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.2	0.0	9.4	0.0	17.4	0.0	0.0	14.2	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	20	0	12	0	17	0	0	8	0

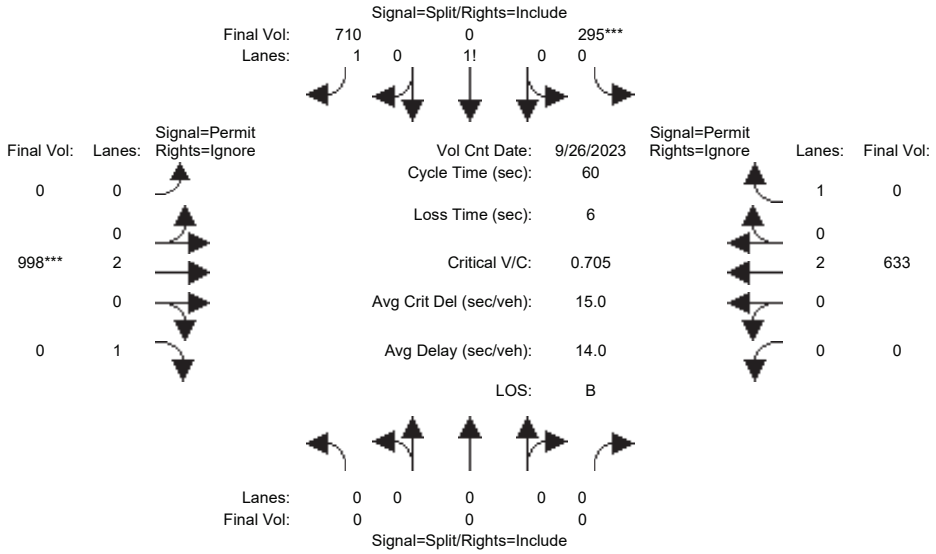
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	286	0	710	0	994	278	0	622	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	286	0	710	0	994	278	0	622	176
Added Vol:	0	0	0	9	0	0	0	4	0	0	11	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	295	0	710	0	998	278	0	633	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	295	0	710	0	998	0	0	633	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	295	0	710	0	998	0	0	633	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	295	0	710	0	998	0	0	633	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.45	0.00	1.55	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	794	0	2706	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.26	0.00	0.26	0.00	0.00	0.17	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	31.6	0.0	31.6	0.0	22.4	0.0	0.0	22.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.50	0.00	0.70	0.00	0.00	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	12.3	0.0	9.3	0.0	17.6	0.0	0.0	14.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.3	0.0	9.3	0.0	17.6	0.0	0.0	14.4	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	20	0	12	0	17	0	0	9	0

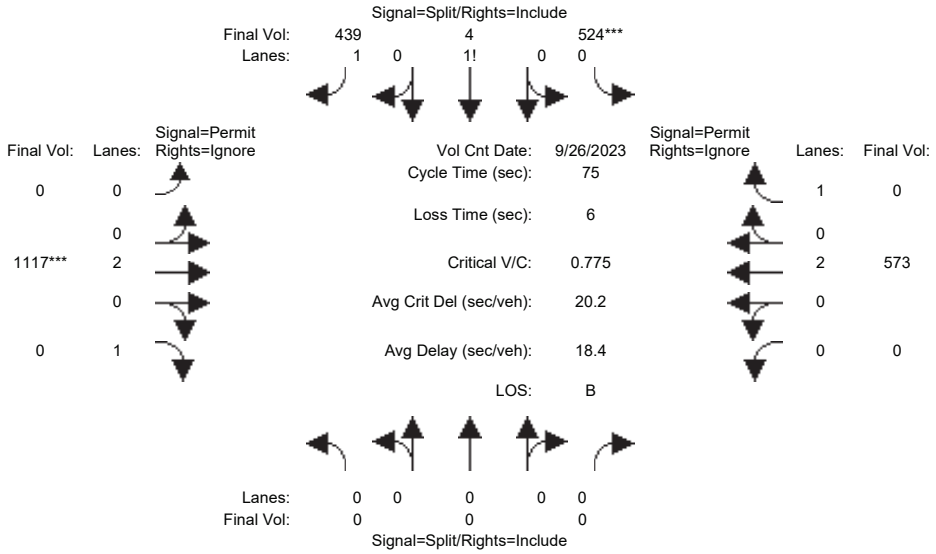
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	524	4	439	0	1117	687	0	573	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	524	4	439	0	1117	687	0	573	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	524	4	439	0	1117	687	0	573	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	524	4	439	0	1117	0	0	573	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	524	4	439	0	1117	0	0	573	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	524	4	439	0	1117	0	0	573	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.69	0.01	1.30	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1251	10	2274	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.42	0.19	0.00	0.29	0.00	0.00	0.15	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	40.5	40.5	40.5	0.0	28.5	0.0	0.0	28.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.77	0.77	0.36	0.00	0.77	0.00	0.00	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	16.7	16.7	9.9	0.0	23.1	0.0	0.0	17.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.7	16.7	9.9	0.0	23.1	0.0	0.0	17.2	0.0
LOS by Move:	A	A	A	B	B	A	A	C	A	A	B	A
HCM2k95thQ:	0	0	0	28	28	10	0	24	0	0	9	0

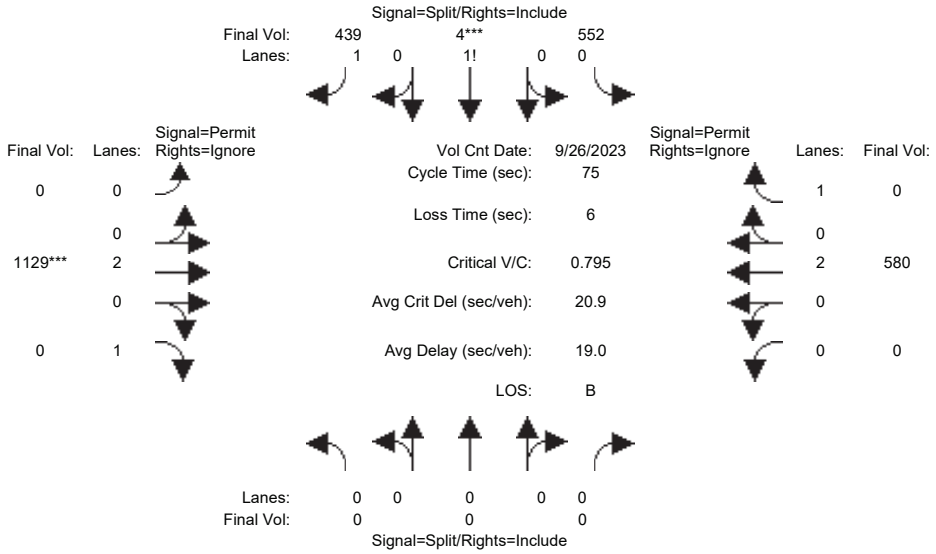
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	524	4	439	0	1117	687	0	573	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	524	4	439	0	1117	687	0	573	149
Added Vol:	0	0	0	28	0	0	0	12	0	0	7	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	552	4	439	0	1129	687	0	580	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	552	4	439	0	1129	0	0	580	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	552	4	439	0	1129	0	0	580	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	552	4	439	0	1129	0	0	580	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.70	0.01	1.29	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1271	9	2255	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.43	0.43	0.19	0.00	0.30	0.00	0.00	0.15	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	41.0	41.0	41.0	0.0	28.0	0.0	0.0	28.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.80	0.80	0.36	0.00	0.80	0.00	0.00	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	17.3	17.3	9.7	0.0	24.1	0.0	0.0	17.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.3	17.3	9.7	0.0	24.1	0.0	0.0	17.6	0.0
LOS by Move:	A	A	A	B	B	A	A	C	A	A	B	A
HCM2k95thQ:	0	0	0	30	30	10	0	24	0	0	9	0

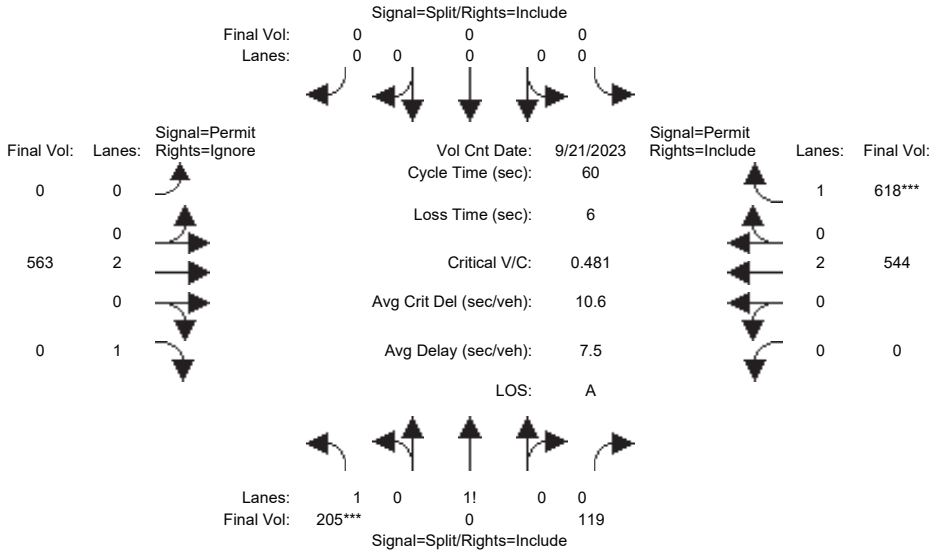
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	205	0	119	0	0	0	0	563	741	0	544	618
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	0	119	0	0	0	0	563	741	0	544	618
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	119	0	0	0	0	563	741	0	544	618
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	0	119	0	0	0	0	563	0	0	544	618
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	119	0	0	0	0	563	0	0	544	618
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	0	119	0	0	0	0	563	0	0	544	618
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	0.00	0.54	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2560	0	940	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.14	0.35
Crit Moves:	****											****
Green Time:	15.8	0.0	15.8	0.0	0.0	0.0	0.0	38.2	0.0	0.0	38.2	38.2
Volume/Cap:	0.30	0.00	0.48	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.22	0.55
Delay/Veh:	17.9	0.0	19.2	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	0.0	19.2	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	6.7
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	8	0	0	0	0	4	0	0	4	13

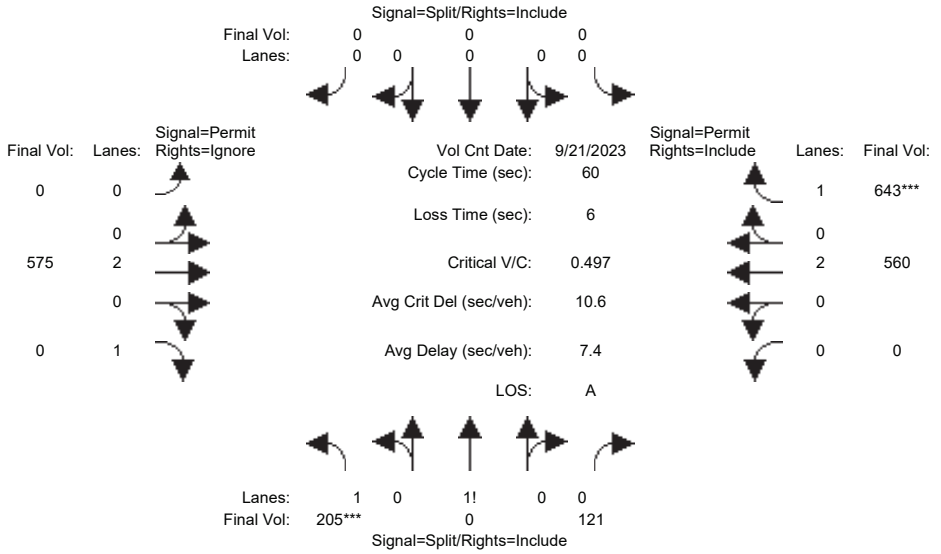
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	205	0	119	0	0	0	0	563	741	0	544	618
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	0	119	0	0	0	0	563	741	0	544	618
Added Vol:	0	0	2	0	0	0	0	12	0	0	16	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	121	0	0	0	0	575	741	0	560	643
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	0	121	0	0	0	0	575	0	0	560	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	121	0	0	0	0	575	0	0	560	643
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	0	121	0	0	0	0	575	0	0	560	643
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	0.00	0.54	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2553	0	947	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.15	0.37
Crit Moves:	****											****
Green Time:	15.4	0.0	15.4	0.0	0.0	0.0	0.0	38.6	0.0	0.0	38.6	38.6
Volume/Cap:	0.31	0.00	0.50	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.23	0.57
Delay/Veh:	18.2	0.0	19.6	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.5	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	0.0	19.6	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.5	6.7
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	9	0	0	0	0	4	0	0	4	14

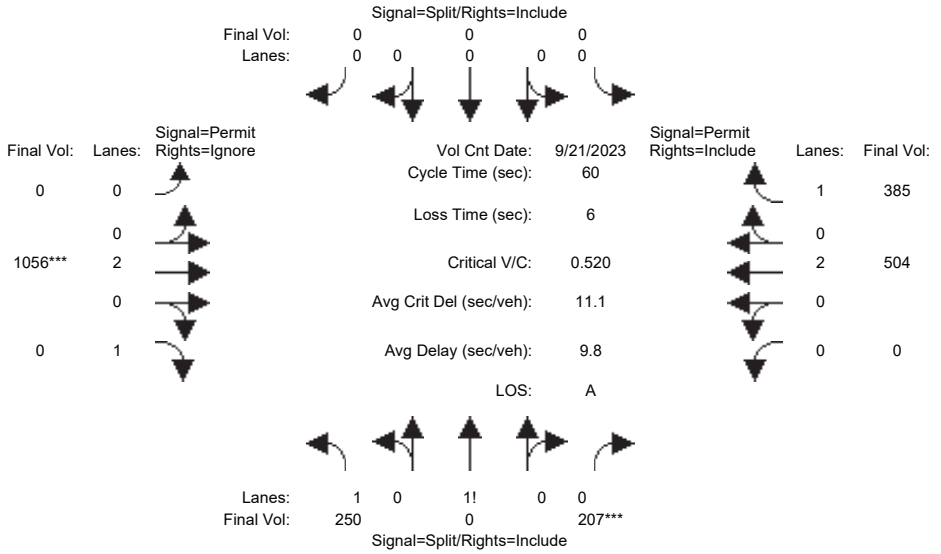
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	250	0	207	0	0	0	0	1056	693	0	504	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	207	0	0	0	0	1056	693	0	504	385
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	207	0	0	0	0	1056	693	0	504	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	207	0	0	0	0	1056	0	0	504	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	207	0	0	0	0	1056	0	0	504	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	207	0	0	0	0	1056	0	0	504	385
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.38	0.00	0.62	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2409	0	1091	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.19	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.13	0.22
Crit Moves:			****					****				
Green Time:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	32.1	0.0	0.0	32.1	32.1
Volume/Cap:	0.28	0.00	0.52	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.25	0.41
Delay/Veh:	13.6	0.0	15.5	0.0	0.0	0.0	0.0	9.2	0.0	0.0	7.5	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	0.0	15.5	0.0	0.0	0.0	0.0	9.2	0.0	0.0	7.5	8.6
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	11	0	0	0	0	12	0	0	5	9

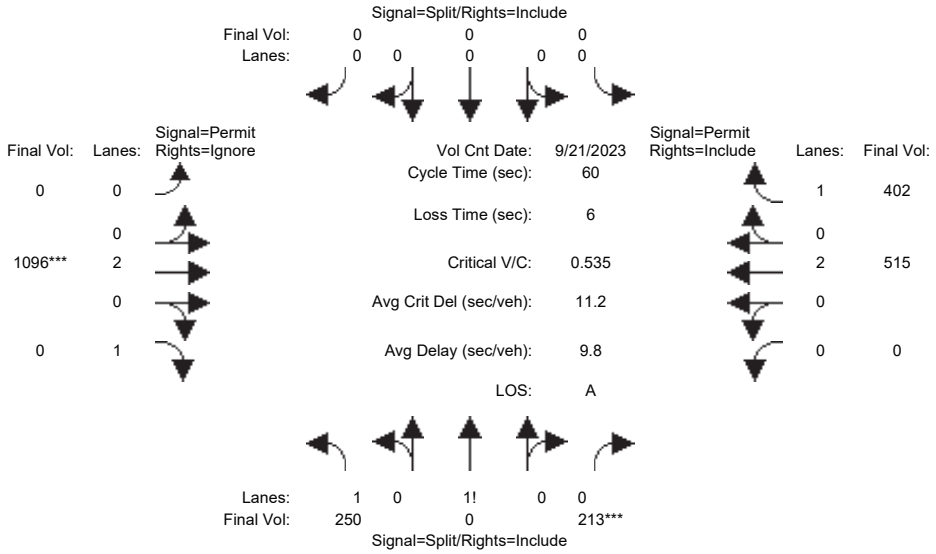
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	250	0	207	0	0	0	0	1056	693	0	504	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	207	0	0	0	0	1056	693	0	504	385
Added Vol:	0	0	6	0	0	0	0	40	0	0	11	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	213	0	0	0	0	1096	693	0	515	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	213	0	0	0	0	1096	0	0	515	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	213	0	0	0	0	1096	0	0	515	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	213	0	0	0	0	1096	0	0	515	402
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.37	0.00	0.63	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2397	0	1103	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.19	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.14	0.23
Crit Moves:			****					****				
Green Time:	21.7	0.0	21.7	0.0	0.0	0.0	0.0	32.3	0.0	0.0	32.3	32.3
Volume/Cap:	0.29	0.00	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.25	0.43
Delay/Veh:	13.8	0.0	15.8	0.0	0.0	0.0	0.0	9.2	0.0	0.0	7.4	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	0.0	15.8	0.0	0.0	0.0	0.0	9.2	0.0	0.0	7.4	8.6
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	6	0	12	0	0	0	0	12	0	0	5	9

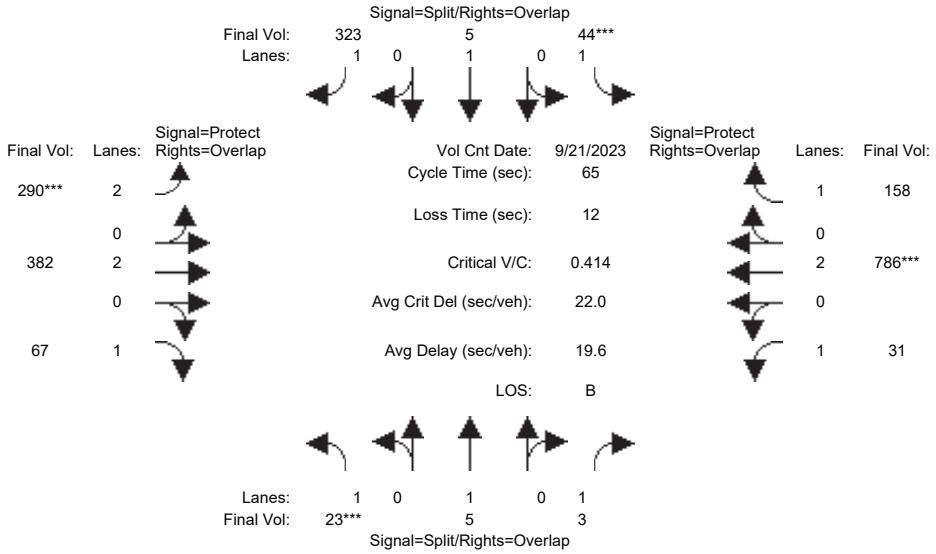
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #109: De Paul Drive and Cochrane Road



Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	23	5	3	44	5	323	290	382	67	31	786	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	5	3	44	5	323	290	382	67	31	786	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	5	3	44	5	323	290	382	67	31	786	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	5	3	44	5	323	290	382	67	31	786	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	5	3	44	5	323	290	382	67	31	786	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	5	3	44	5	323	290	382	67	31	786	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.03	0.00	0.18	0.09	0.10	0.04	0.02	0.21	0.09
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	22.7	12.1	12.1	21.6	9.5	18.2	28.2	12.7	21.4	33.5
Volume/Cap:	0.09	0.02	0.00	0.14	0.01	0.56	0.63	0.36	0.09	0.09	0.63	0.18
Delay/Veh:	23.7	23.4	13.8	22.3	21.6	18.9	28.8	19.0	10.9	21.5	19.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	23.4	13.8	22.3	21.6	18.9	28.8	19.0	10.9	21.5	19.5	8.5
LOS by Move:	C	C	B	C	C	B	C	B	B	C	B	A
HCM2k95thQ:	1	0	0	2	0	12	7	6	2	1	13	4

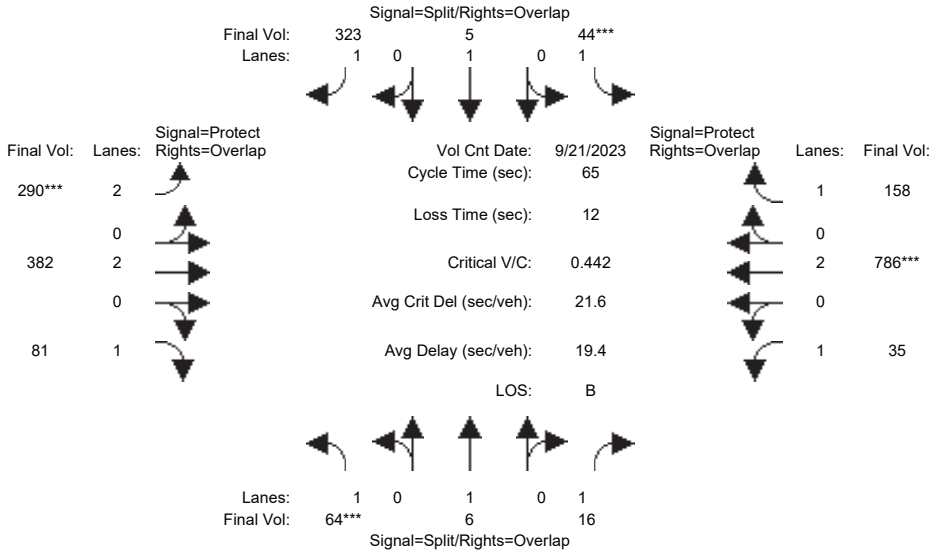
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #109: De Paul Drive and Cochrane Road



Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	23	5	3	44	5	323	290	382	67	31	786	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	5	3	44	5	323	290	382	67	31	786	158
Added Vol:	41	1	13	0	0	0	0	0	14	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	6	16	44	5	323	290	382	81	35	786	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	6	16	44	5	323	290	382	81	35	786	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	6	16	44	5	323	290	382	81	35	786	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	6	16	44	5	323	290	382	81	35	786	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.03	0.00	0.18	0.09	0.10	0.05	0.02	0.21	0.09
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	23.1	11.3	11.3	21.1	9.8	18.6	28.6	13.1	21.9	33.2
Volume/Cap:	0.24	0.02	0.03	0.14	0.02	0.57	0.61	0.35	0.11	0.10	0.61	0.18
Delay/Veh:	24.6	23.4	13.7	23.0	22.3	19.6	28.2	18.6	10.7	21.3	18.9	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	23.4	13.7	23.0	22.3	19.6	28.2	18.6	10.7	21.3	18.9	8.6
LOS by Move:	C	C	B	C	C	B	C	B	B	C	B	A
HCM2k95thQ:	3	0	0	2	0	13	7	6	2	1	12	4

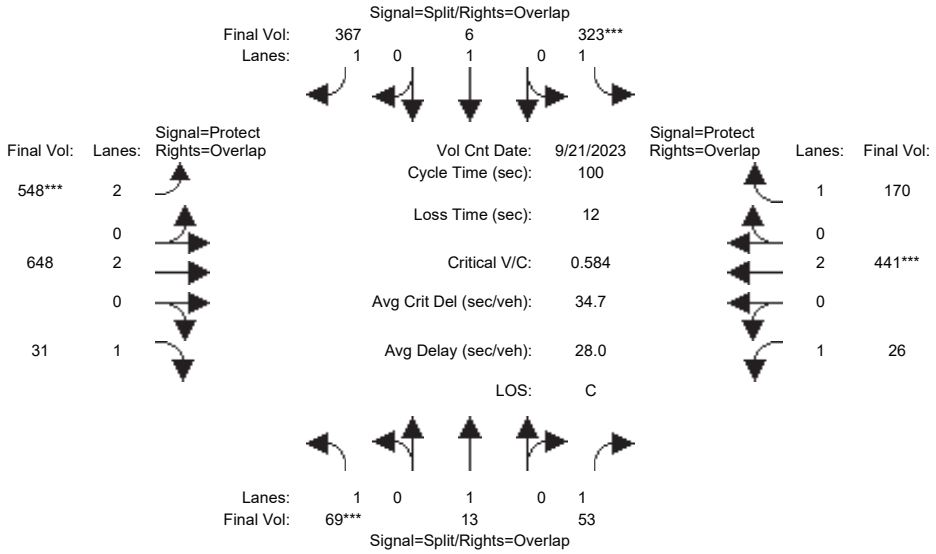
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #109: De Paul Drive and Cochrane Road



Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	69	13	53	323	6	367	548	648	31	26	441	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	13	53	323	6	367	548	648	31	26	441	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	13	53	323	6	367	548	648	31	26	441	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	13	53	323	6	367	548	648	31	26	441	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	13	53	323	6	367	548	648	31	26	441	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	13	53	323	6	367	548	648	31	26	441	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.03	0.18	0.00	0.21	0.17	0.17	0.02	0.01	0.12	0.10
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	23.9	30.3	30.3	58.9	28.6	33.8	43.8	13.9	19.1	49.4
Volume/Cap:	0.39	0.07	0.13	0.61	0.01	0.36	0.61	0.50	0.04	0.11	0.61	0.20
Delay/Veh:	43.6	40.9	30.0	31.8	24.4	10.9	32.1	26.7	16.1	37.8	38.6	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	40.9	30.0	31.8	24.4	10.9	32.1	26.7	16.1	37.8	38.6	14.3
LOS by Move:	D	D	C	C	C	B	C	C	B	D	D	B
HCM2k95thQ:	5	1	3	18	0	12	16	14	1	2	12	6

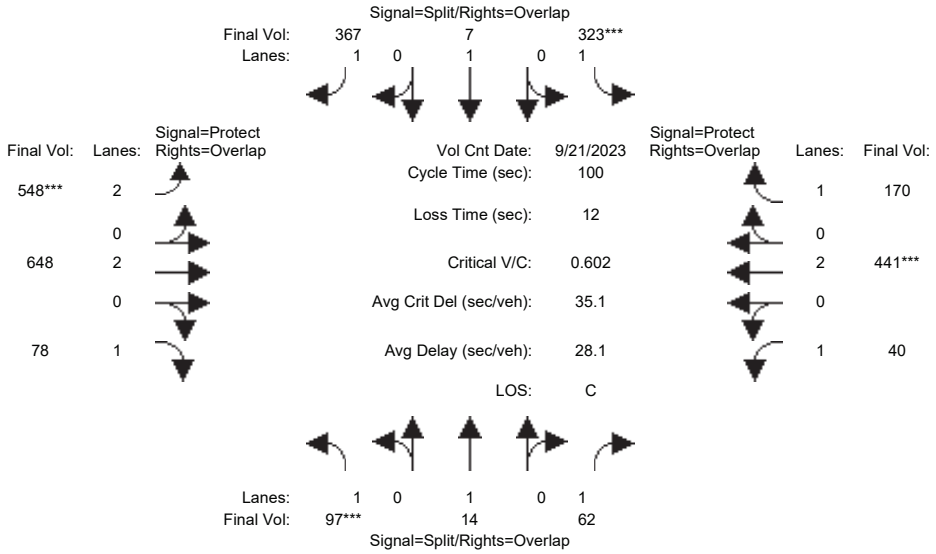
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #109: De Paul Drive and Cochrane Road



Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	69	13	53	323	6	367	548	648	31	26	441	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	13	53	323	6	367	548	648	31	26	441	170
Added Vol:	28	1	9	0	1	0	0	0	47	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	14	62	323	7	367	548	648	78	40	441	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	14	62	323	7	367	548	648	78	40	441	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	14	62	323	7	367	548	648	78	40	441	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	14	62	323	7	367	548	648	78	40	441	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.04	0.18	0.00	0.21	0.17	0.17	0.04	0.02	0.12	0.10
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	23.9	30.3	30.3	58.9	28.6	33.8	43.8	13.9	19.1	49.4
Volume/Cap:	0.55	0.07	0.15	0.61	0.01	0.36	0.61	0.50	0.10	0.16	0.61	0.20
Delay/Veh:	46.7	41.0	30.2	31.8	24.4	10.9	32.1	26.7	16.6	38.3	38.6	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	41.0	30.2	31.8	24.4	10.9	32.1	26.7	16.6	38.3	38.6	14.3
LOS by Move:	D	D	C	C	C	B	C	C	B	D	D	B
HCM2k95thQ:	8	1	3	18	0	12	16	14	3	2	12	6

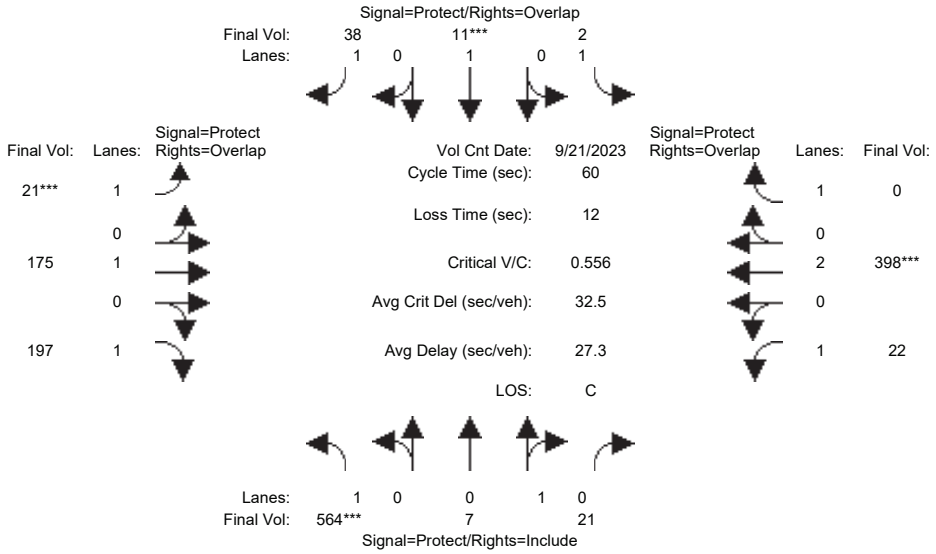
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #110: Mission View Drive and Cochrane Road



Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	564	7	21	2	11	38	21	175	197	22	398	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	564	7	21	2	11	38	21	175	197	22	398	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	564	7	21	2	11	38	21	175	197	22	398	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	564	7	21	2	11	38	21	175	197	22	398	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	564	7	21	2	11	38	21	175	197	22	398	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	564	7	21	2	11	38	21	175	197	22	398	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.25	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	450	1350	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.02	0.02	0.00	0.01	0.02	0.01	0.09	0.11	0.01	0.10	0.00
Crit Moves:	****				****		****				****	
Green Time:	21.0	18.2	18.2	12.8	10.0	17.0	7.0	10.0	31.0	7.0	10.0	0.0
Volume/Cap:	0.92	0.05	0.05	0.01	0.03	0.08	0.10	0.55	0.22	0.11	0.63	0.00
Delay/Veh:	38.0	14.8	14.8	18.6	21.0	15.8	23.9	25.1	8.0	23.9	25.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	14.8	14.8	18.6	21.0	15.8	23.9	25.1	8.0	23.9	25.3	0.0
LOS by Move:	D	B	B	B	C	B	C	C	A	C	C	A
HCM2k95thQ:	28	1	1	0	0	1	1	6	4	1	9	0

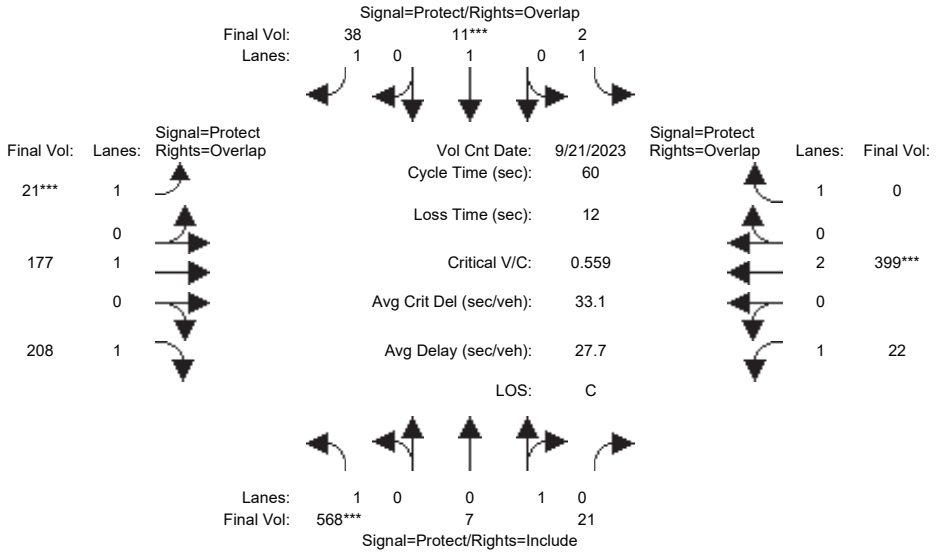
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #110: Mission View Drive and Cochrane Road



Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	564	7	21	2	11	38	21	175	197	22	398	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	564	7	21	2	11	38	21	175	197	22	398	0
Added Vol:	4	0	0	0	0	0	0	2	11	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	568	7	21	2	11	38	21	177	208	22	399	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	568	7	21	2	11	38	21	177	208	22	399	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	7	21	2	11	38	21	177	208	22	399	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	568	7	21	2	11	38	21	177	208	22	399	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.25	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	450	1350	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.02	0.02	0.00	0.01	0.02	0.01	0.09	0.12	0.01	0.11	0.00
Crit Moves:	****				****		****				****	
Green Time:	21.0	18.2	18.2	12.8	10.0	17.0	7.0	10.0	31.0	7.0	10.0	0.0
Volume/Cap:	0.93	0.05	0.05	0.01	0.03	0.08	0.10	0.56	0.23	0.11	0.63	0.00
Delay/Veh:	39.2	14.8	14.8	18.6	21.0	15.8	23.9	25.2	8.1	23.9	25.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	14.8	14.8	18.6	21.0	15.8	23.9	25.2	8.1	23.9	25.3	0.0
LOS by Move:	D	B	B	B	C	B	C	C	A	C	C	A
HCM2k95thQ:	28	1	1	0	0	1	1	6	4	1	9	0

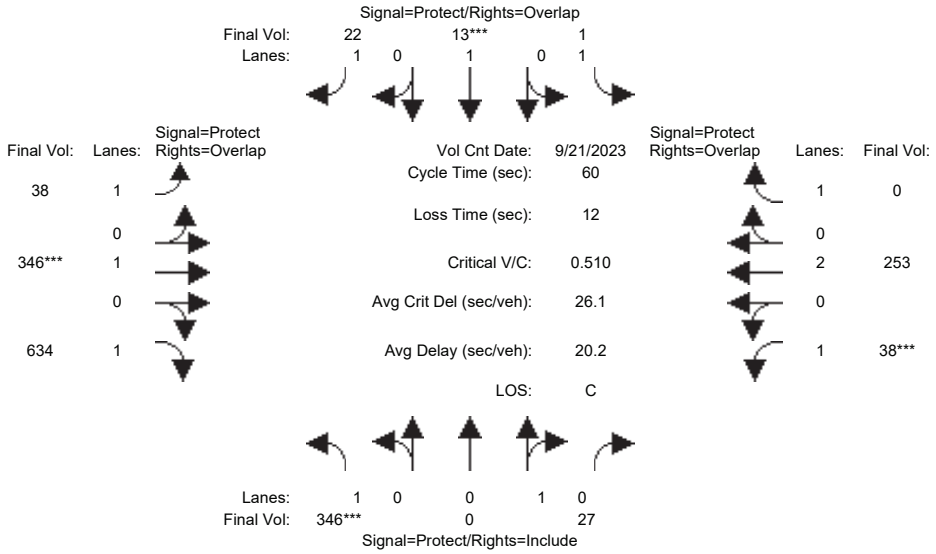
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #110: Mission View Drive and Cochrane Road



Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	346	0	27	1	13	22	38	346	634	38	253	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	0	27	1	13	22	38	346	634	38	253	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	0	27	1	13	22	38	346	634	38	253	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	0	27	1	13	22	38	346	634	38	253	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	0	27	1	13	22	38	346	634	38	253	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	0	27	1	13	22	38	346	634	38	253	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	0	1800	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.02	0.00	0.01	0.01	0.02	0.18	0.36	0.02	0.07	0.00
Crit Moves:	****				****			****			****	
Green Time:	16.1	0.0	15.4	10.8	10.0	19.0	9.0	14.9	31.0	7.0	12.9	0.0
Volume/Cap:	0.74	0.00	0.06	0.00	0.04	0.04	0.14	0.74	0.70	0.19	0.31	0.00
Delay/Veh:	25.9	0.0	16.9	20.2	21.0	14.2	22.4	26.7	13.5	24.4	20.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	0.0	16.9	20.2	21.0	14.2	22.4	26.7	13.5	24.4	20.1	0.0
LOS by Move:	C	A	B	C	C	B	C	C	B	C	C	A
HCM2k95thQ:	15	0	1	0	0	1	1	12	18	2	5	0

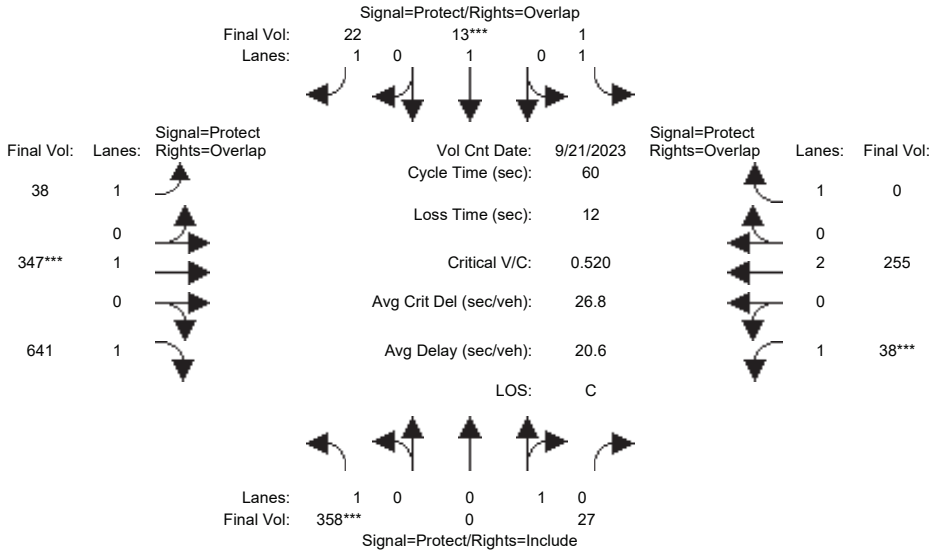
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #110: Mission View Drive and Cochrane Road



Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	346	0	27	1	13	22	38	346	634	38	253	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	0	27	1	13	22	38	346	634	38	253	0
Added Vol:	12	0	0	0	0	0	0	1	7	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	0	27	1	13	22	38	347	641	38	255	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	0	27	1	13	22	38	347	641	38	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	0	27	1	13	22	38	347	641	38	255	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	0	27	1	13	22	38	347	641	38	255	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	0	1800	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.02	0.00	0.01	0.01	0.02	0.18	0.37	0.02	0.07	0.00
Crit Moves:	****				****			****		****		
Green Time:	16.4	0.0	15.5	10.9	10.0	18.9	8.9	14.6	31.0	7.0	12.7	0.0
Volume/Cap:	0.75	0.00	0.06	0.00	0.04	0.04	0.15	0.75	0.71	0.19	0.32	0.00
Delay/Veh:	26.4	0.0	16.8	20.1	21.0	14.3	22.5	27.7	13.7	24.4	20.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	0.0	16.8	20.1	21.0	14.3	22.5	27.7	13.7	24.4	20.2	0.0
LOS by Move:	C	A	B	C	C	B	C	C	B	C	C	A
HCM2k95thQ:	16	0	1	0	0	1	1	12	18	2	5	0

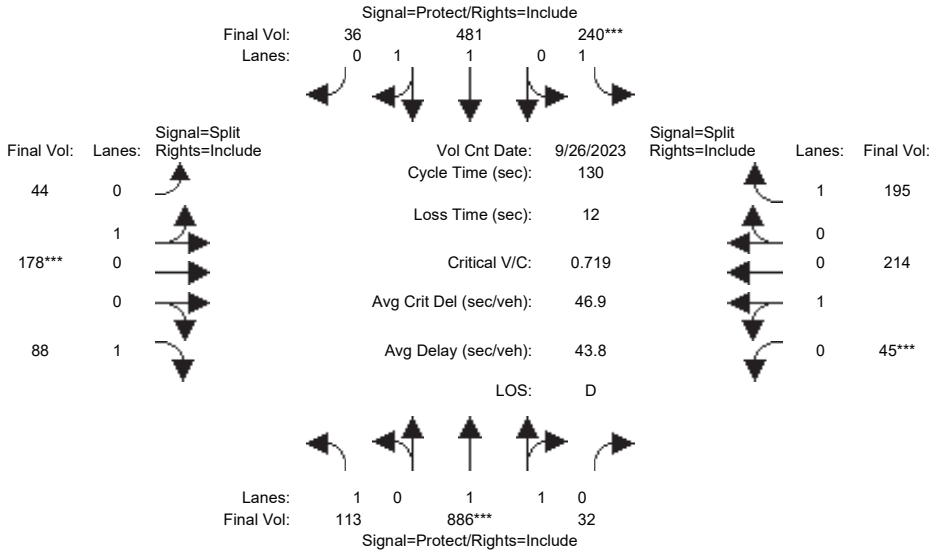
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	113	886	32	240	481	36	44	178	88	45	214	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	886	32	240	481	36	44	178	88	45	214	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	886	32	240	481	36	44	178	88	45	214	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	886	32	240	481	36	44	178	88	45	214	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	886	32	240	481	36	44	178	88	45	214	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	886	32	240	481	36	44	178	88	45	214	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.93	0.07	1.00	1.86	0.14	0.20	0.80	1.00	0.17	0.83	1.00
Final Sat.:	1750	3571	129	1750	3442	258	357	1443	1750	313	1487	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.14	0.14	0.14	0.12	0.12	0.05	0.14	0.14	0.11
Crit Moves:		****		****				****		****		
Green Time:	22.0	44.9	44.9	24.8	47.7	47.7	22.3	22.3	22.3	26.0	26.0	26.0
Volume/Cap:	0.38	0.72	0.72	0.72	0.38	0.38	0.72	0.72	0.29	0.72	0.72	0.56
Delay/Veh:	48.8	39.1	39.1	56.7	30.5	30.5	58.8	58.8	47.5	55.4	55.4	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	39.1	39.1	56.7	30.5	30.5	58.8	58.8	47.5	55.4	55.4	48.8
LOS by Move:	D	D	D	E	C	C	E	E	D	E	E	D
HCM2k95thQ:	8	28	28	18	14	14	17	17	6	19	19	14

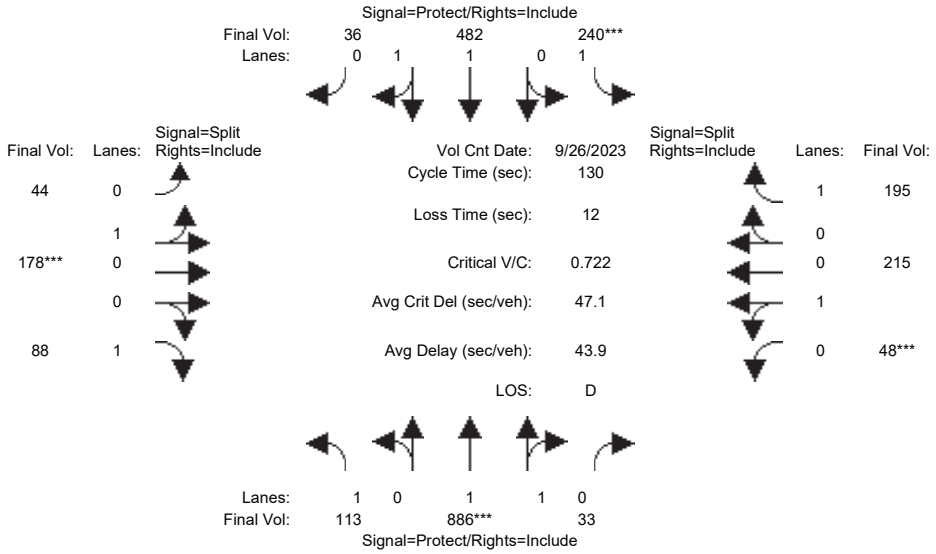
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	113	886	32	240	481	36	44	178	88	45	214	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	886	32	240	481	36	44	178	88	45	214	195
Added Vol:	0	0	1	0	1	0	0	0	0	3	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	886	33	240	482	36	44	178	88	48	215	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	886	33	240	482	36	44	178	88	48	215	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	886	33	240	482	36	44	178	88	48	215	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	886	33	240	482	36	44	178	88	48	215	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.93	0.07	1.00	1.86	0.14	0.20	0.80	1.00	0.18	0.82	1.00
Final Sat.:	1750	3567	133	1750	3443	257	357	1443	1750	329	1471	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.14	0.14	0.14	0.12	0.12	0.05	0.15	0.15	0.11
Crit Moves:		****		****				****		****		
Green Time:	21.9	44.7	44.7	24.7	47.5	47.5	22.2	22.2	22.2	26.3	26.3	26.3
Volume/Cap:	0.38	0.72	0.72	0.72	0.38	0.38	0.72	0.72	0.29	0.72	0.72	0.55
Delay/Veh:	48.9	39.2	39.2	57.0	30.6	30.6	59.1	59.1	47.6	55.3	55.3	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	39.2	39.2	57.0	30.6	30.6	59.1	59.1	47.6	55.3	55.3	48.4
LOS by Move:	D	D	D	E	C	C	E	E	D	E	E	D
HCM2k95thQ:	8	29	29	18	14	14	17	17	6	19	19	14

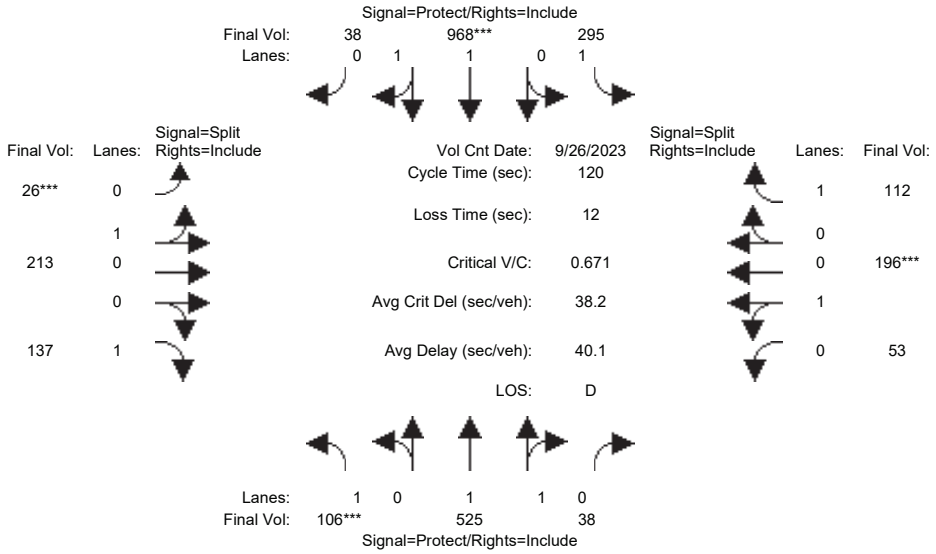
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	106	525	38	295	968	38	26	213	137	53	196	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	525	38	295	968	38	26	213	137	53	196	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	525	38	295	968	38	26	213	137	53	196	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	525	38	295	968	38	26	213	137	53	196	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	525	38	295	968	38	26	213	137	53	196	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	525	38	295	968	38	26	213	137	53	196	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.86	0.14	1.00	1.92	0.08	0.11	0.89	1.00	0.21	0.79	1.00
Final Sat.:	1750	3450	250	1750	3560	140	196	1604	1750	383	1417	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.17	0.27	0.27	0.13	0.13	0.08	0.14	0.14	0.06
Crit Moves:	****				****		****				****	
Green Time:	10.8	28.2	28.2	31.3	48.7	48.7	23.8	23.8	23.8	24.8	24.8	24.8
Volume/Cap:	0.67	0.65	0.65	0.65	0.67	0.67	0.67	0.67	0.40	0.67	0.67	0.31
Delay/Veh:	63.5	43.1	43.1	42.7	30.3	30.3	49.4	49.4	42.6	48.6	48.6	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	43.1	43.1	42.7	30.3	30.3	49.4	49.4	42.6	48.6	48.6	40.9
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	8	18	18	19	27	27	16	16	9	17	17	7

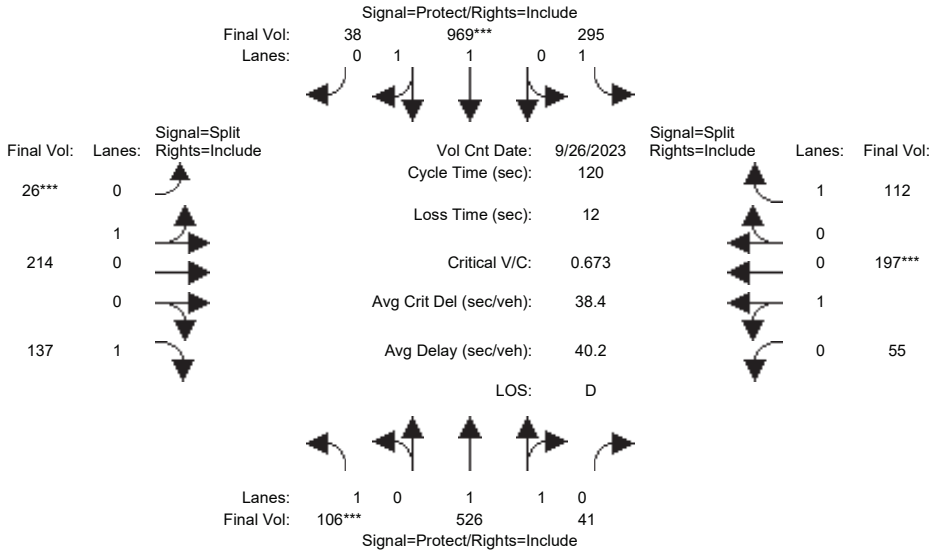
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	106	525	38	295	968	38	26	213	137	53	196	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	525	38	295	968	38	26	213	137	53	196	112
Added Vol:	0	1	3	0	1	0	0	1	0	2	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	526	41	295	969	38	26	214	137	55	197	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	526	41	295	969	38	26	214	137	55	197	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	526	41	295	969	38	26	214	137	55	197	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	526	41	295	969	38	26	214	137	55	197	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.85	0.15	1.00	1.92	0.08	0.11	0.89	1.00	0.22	0.78	1.00
Final Sat.:	1750	3432	268	1750	3560	140	195	1605	1750	393	1407	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.17	0.27	0.27	0.13	0.13	0.08	0.14	0.14	0.06
Crit Moves:	****				****		****				****	
Green Time:	10.8	28.2	28.2	31.1	48.5	48.5	23.8	23.8	23.8	24.9	24.9	24.9
Volume/Cap:	0.67	0.65	0.65	0.65	0.67	0.67	0.67	0.67	0.40	0.67	0.67	0.31
Delay/Veh:	63.8	43.2	43.2	43.0	30.5	30.5	49.5	49.5	42.6	48.6	48.6	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	43.2	43.2	43.0	30.5	30.5	49.5	49.5	42.6	48.6	48.6	40.7
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2k95thQ:	8	18	18	19	27	27	16	16	9	17	17	7

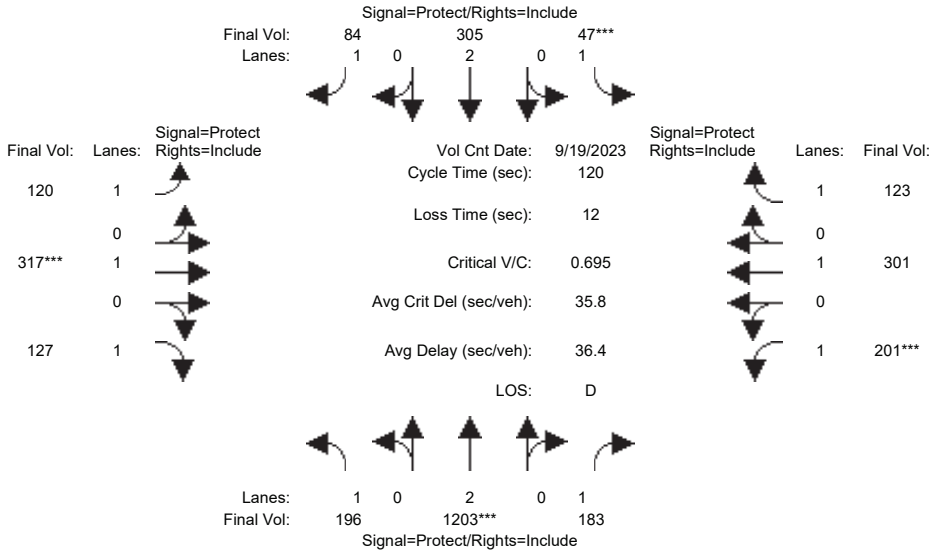
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #119: Butterfield Boulevard and Main Avenue



Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	196	1203	183	47	305	84	120	317	127	201	301	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1203	183	47	305	84	120	317	127	201	301	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	1203	183	47	305	84	120	317	127	201	301	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	1203	183	47	305	84	120	317	127	201	301	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1203	183	47	305	84	120	317	127	201	301	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	1203	183	47	305	84	120	317	127	201	301	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.10	0.03	0.08	0.05	0.07	0.17	0.07	0.11	0.16	0.07
Crit Moves:		****		****				****		****		
Green Time:	34.7	53.4	53.4	7.0	25.8	25.8	14.4	28.2	28.2	19.4	33.2	33.2
Volume/Cap:	0.39	0.71	0.23	0.46	0.37	0.22	0.57	0.71	0.31	0.71	0.57	0.25
Delay/Veh:	34.7	28.4	20.8	57.9	40.5	39.2	53.7	47.5	38.3	55.8	38.8	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	28.4	20.8	57.9	40.5	39.2	53.7	47.5	38.3	55.8	38.8	34.1
LOS by Move:	C	C	C	E	D	D	D	D	D	E	D	C
HCM2k95thQ:	11	30	8	4	9	5	9	19	8	14	17	7

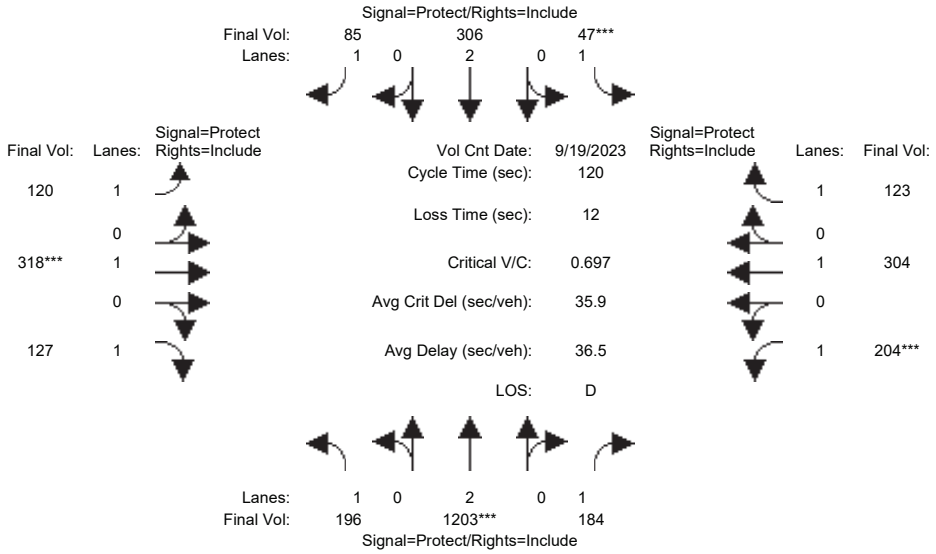
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #119: Butterfield Boulevard and Main Avenue



Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	196	1203	183	47	305	84	120	317	127	201	301	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1203	183	47	305	84	120	317	127	201	301	123
Added Vol:	0	0	1	0	1	1	0	1	0	3	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	1203	184	47	306	85	120	318	127	204	304	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	1203	184	47	306	85	120	318	127	204	304	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1203	184	47	306	85	120	318	127	204	304	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	1203	184	47	306	85	120	318	127	204	304	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.11	0.03	0.08	0.05	0.07	0.17	0.07	0.12	0.16	0.07
Crit Moves:		****		****				****		****		
Green Time:	34.5	53.2	53.2	7.0	25.7	25.7	14.3	28.1	28.1	19.6	33.4	33.4
Volume/Cap:	0.39	0.71	0.24	0.46	0.38	0.23	0.57	0.71	0.31	0.71	0.57	0.25
Delay/Veh:	34.8	28.6	20.9	57.9	40.6	39.3	53.8	47.6	38.3	55.8	38.7	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	28.6	20.9	57.9	40.6	39.3	53.8	47.6	38.3	55.8	38.7	33.9
LOS by Move:	C	C	C	E	D	D	D	D	D	E	D	C
HCM2k95thQ:	11	30	8	4	9	5	9	19	8	15	17	7

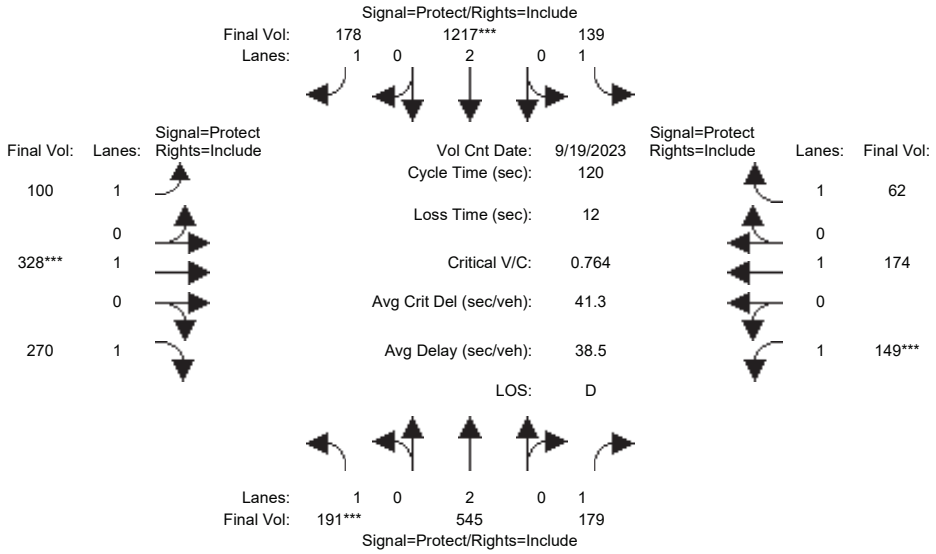
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #119: Butterfield Boulevard and Main Avenue



Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	191	545	179	139	1217	178	100	328	270	149	174	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	545	179	139	1217	178	100	328	270	149	174	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	545	179	139	1217	178	100	328	270	149	174	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	545	179	139	1217	178	100	328	270	149	174	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	545	179	139	1217	178	100	328	270	149	174	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	545	179	139	1217	178	100	328	270	149	174	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.10	0.08	0.32	0.10	0.06	0.17	0.15	0.09	0.09	0.04
Crit Moves:	****				****			****			****	
Green Time:	17.2	43.4	43.4	24.1	50.3	50.3	15.8	27.1	27.1	13.4	24.7	24.7
Volume/Cap:	0.76	0.40	0.28	0.40	0.76	0.24	0.43	0.76	0.68	0.76	0.44	0.17
Delay/Veh:	62.5	28.7	27.5	42.4	32.0	22.7	49.3	51.4	47.3	68.0	42.4	39.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	28.7	27.5	42.4	32.0	22.7	49.3	51.4	47.3	68.0	42.4	39.4
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	14	14	9	9	33	9	7	20	18	12	11	4

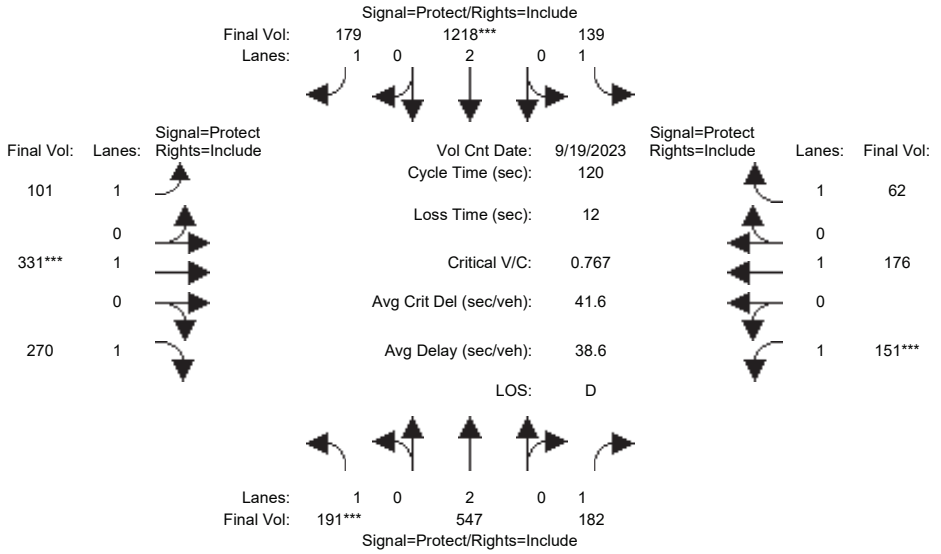
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #119: Butterfield Boulevard and Main Avenue



Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	191	545	179	139	1217	178	100	328	270	149	174	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	545	179	139	1217	178	100	328	270	149	174	62
Added Vol:	0	2	3	0	1	1	1	3	0	2	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	547	182	139	1218	179	101	331	270	151	176	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	547	182	139	1218	179	101	331	270	151	176	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	547	182	139	1218	179	101	331	270	151	176	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	547	182	139	1218	179	101	331	270	151	176	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.10	0.08	0.32	0.10	0.06	0.17	0.15	0.09	0.09	0.04
Crit Moves:	****				****			****			****	
Green Time:	17.1	43.3	43.3	23.9	50.2	50.2	15.8	27.3	27.3	13.5	25.0	25.0
Volume/Cap:	0.77	0.40	0.29	0.40	0.77	0.24	0.44	0.77	0.68	0.77	0.44	0.17
Delay/Veh:	62.9	28.8	27.6	42.5	32.2	22.8	49.4	51.5	47.1	68.2	42.2	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.9	28.8	27.6	42.5	32.2	22.8	49.4	51.5	47.1	68.2	42.2	39.2
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	14	14	10	9	33	9	7	21	18	12	11	4

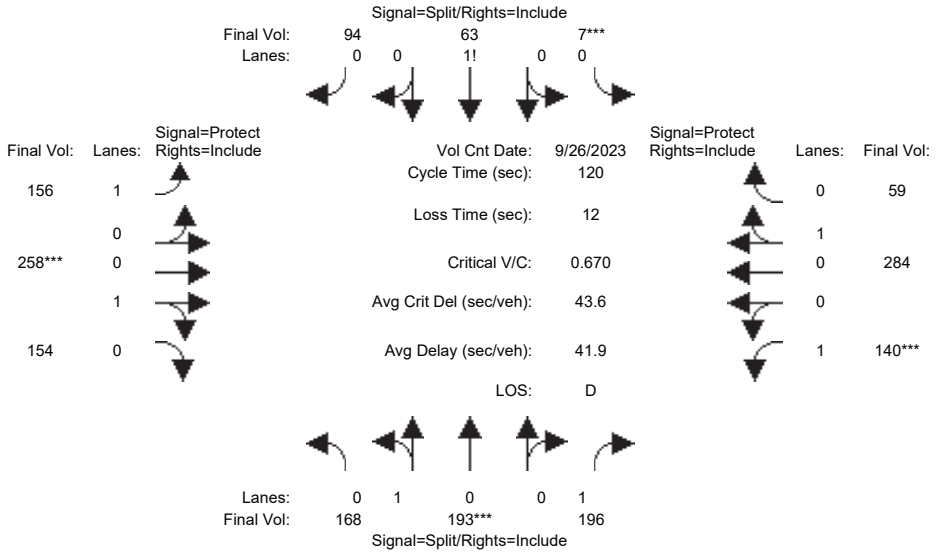
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	168	193	196	7	63	94	156	258	154	140	284	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	193	196	7	63	94	156	258	154	140	284	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	193	196	7	63	94	156	258	154	140	284	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	193	196	7	63	94	156	258	154	140	284	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	193	196	7	63	94	156	258	154	140	284	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	193	196	7	63	94	156	258	154	140	284	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.47	0.53	1.00	0.04	0.38	0.58	1.00	0.63	0.37	1.00	0.83	0.17
Final Sat.:	838	962	1750	75	672	1003	1750	1127	673	1750	1490	310
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.11	0.09	0.09	0.09	0.09	0.23	0.23	0.08	0.19	0.19
Crit Moves:		****		****				****		****		
Green Time:	35.9	35.9	35.9	16.8	16.8	16.8	17.6	41.0	41.0	14.3	37.7	37.7
Volume/Cap:	0.67	0.67	0.37	0.67	0.67	0.67	0.61	0.67	0.67	0.67	0.61	0.61
Delay/Veh:	40.1	40.1	33.6	56.0	56.0	56.0	52.1	36.6	36.6	58.7	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	40.1	33.6	56.0	56.0	56.0	52.1	36.6	36.6	58.7	36.8	36.8
LOS by Move:	D	D	C	E	E	E	D	D	D	E	D	D
HCM2k95thQ:	23	23	12	14	14	14	11	24	24	13	21	21

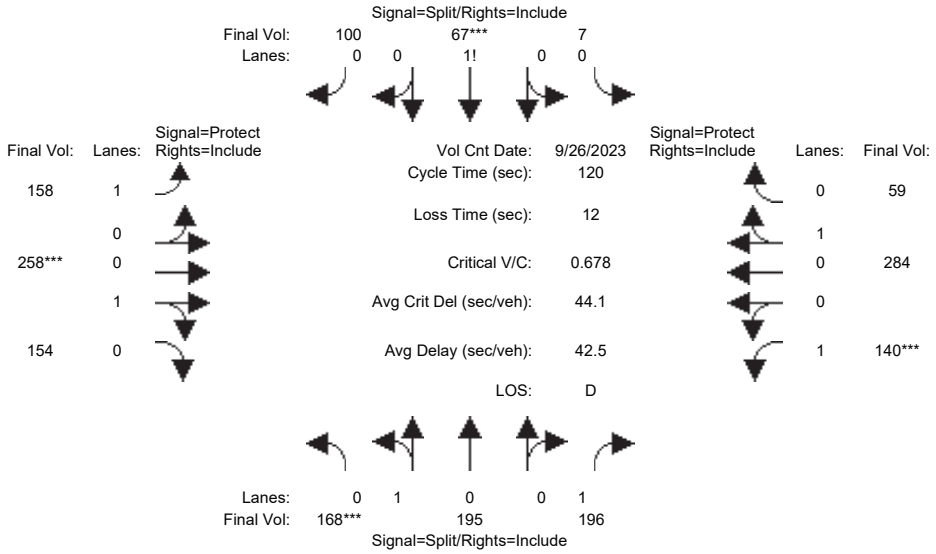
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	168	193	196	7	63	94	156	258	154	140	284	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	193	196	7	63	94	156	258	154	140	284	59
Added Vol:	0	2	0	0	4	6	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	195	196	7	67	100	158	258	154	140	284	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	195	196	7	67	100	158	258	154	140	284	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	195	196	7	67	100	158	258	154	140	284	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	195	196	7	67	100	158	258	154	140	284	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.46	0.54	1.00	0.04	0.39	0.57	1.00	0.63	0.37	1.00	0.83	0.17
Final Sat.:	833	967	1750	70	674	1006	1750	1127	673	1750	1490	310
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.11	0.10	0.10	0.10	0.09	0.23	0.23	0.08	0.19	0.19
Crit Moves:	****				****			****			****	
Green Time:	35.7	35.7	35.7	17.6	17.6	17.6	17.6	40.5	40.5	14.2	37.1	37.1
Volume/Cap:	0.68	0.68	0.38	0.68	0.68	0.68	0.62	0.68	0.68	0.68	0.62	0.62
Delay/Veh:	40.6	40.6	33.8	55.6	55.6	55.6	52.5	37.2	37.2	59.5	37.5	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	40.6	33.8	55.6	55.6	55.6	52.5	37.2	37.2	59.5	37.5	37.5
LOS by Move:	D	D	C	E	E	E	D	D	D	E	D	D
HCM2k95thQ:	24	24	12	15	15	15	11	24	24	13	21	21

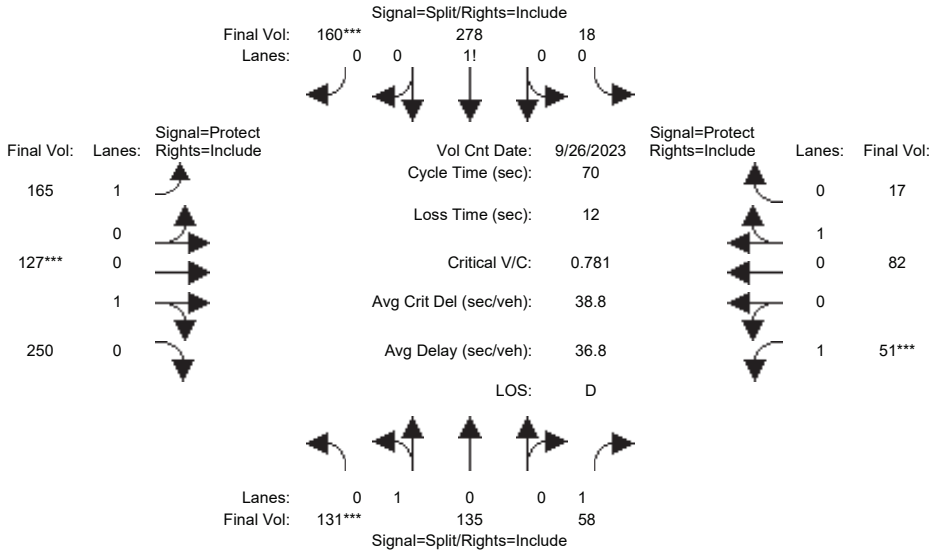
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	131	135	58	18	278	160	165	127	250	51	82	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	135	58	18	278	160	165	127	250	51	82	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	135	58	18	278	160	165	127	250	51	82	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	135	58	18	278	160	165	127	250	51	82	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	135	58	18	278	160	165	127	250	51	82	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	135	58	18	278	160	165	127	250	51	82	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.49	0.51	1.00	0.04	0.61	0.35	1.00	0.34	0.66	1.00	0.83	0.17
Final Sat.:	886	914	1750	69	1067	614	1750	606	1194	1750	1491	309
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.03	0.26	0.26	0.26	0.09	0.21	0.21	0.03	0.06	0.06
Crit Moves:	****					****		****		****		
Green Time:	12.2	12.2	12.2	21.5	21.5	21.5	10.0	17.3	17.3	7.0	14.3	14.3
Volume/Cap:	0.85	0.85	0.19	0.85	0.85	0.85	0.66	0.85	0.85	0.29	0.27	0.27
Delay/Veh:	47.0	47.0	25.0	34.7	34.7	34.7	34.8	39.3	39.3	30.1	23.9	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	47.0	25.0	34.7	34.7	34.7	34.8	39.3	39.3	30.1	23.9	23.9
LOS by Move:	D	D	C	C	C	C	C	D	D	C	C	C
HCM2k95thQ:	17	17	3	23	23	23	7	16	16	3	4	4

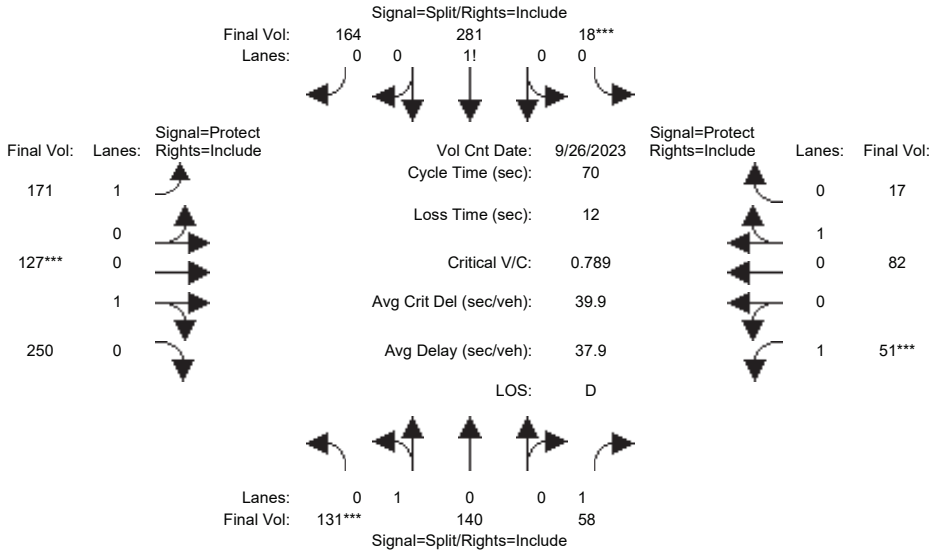
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	131	135	58	18	278	160	165	127	250	51	82	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	135	58	18	278	160	165	127	250	51	82	17
Added Vol:	0	5	0	0	3	4	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	140	58	18	281	164	171	127	250	51	82	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	140	58	18	281	164	171	127	250	51	82	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	140	58	18	281	164	171	127	250	51	82	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	140	58	18	281	164	171	127	250	51	82	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.48	0.52	1.00	0.04	0.61	0.35	1.00	0.34	0.66	1.00	0.83	0.17
Final Sat.:	870	930	1750	68	1062	620	1750	606	1194	1750	1491	309
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.03	0.26	0.26	0.26	0.10	0.21	0.21	0.03	0.06	0.06
Crit Moves:	****			****				****		****		
Green Time:	12.3	12.3	12.3	21.6	21.6	21.6	9.9	17.1	17.1	7.0	14.2	14.2
Volume/Cap:	0.86	0.86	0.19	0.86	0.86	0.86	0.69	0.86	0.86	0.29	0.27	0.27
Delay/Veh:	48.1	48.1	24.9	35.6	35.6	35.6	36.5	40.6	40.6	30.1	24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	48.1	24.9	35.6	35.6	35.6	36.5	40.6	40.6	30.1	24.0	24.0
LOS by Move:	D	D	C	D	D	D	D	D	D	C	C	C
HCM2k95thQ:	17	17	3	24	24	24	7	16	16	3	4	4

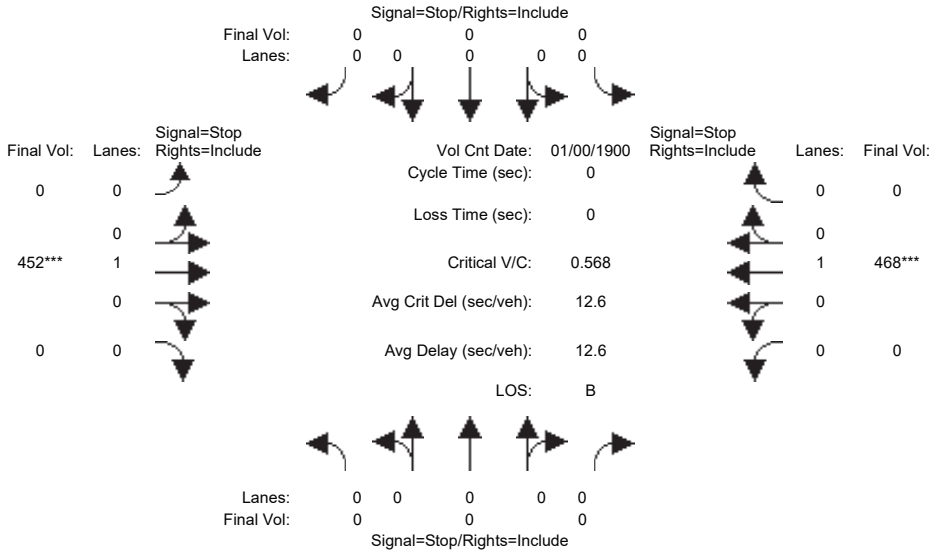
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 <<												
Base Vol:	0	0	0	0	0	0	0	452	0	0	468	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	452	0	0	468	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	452	0	0	468	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	452	0	0	468	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	452	0	0	468	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	452	0	0	468	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	821	0	0	824	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.55	xxxx	xxxx	0.57	xxxx
Crit Moves:								****			****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4	0.0	0.0	12.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4	0.0	0.0	12.8	0.0
LOS by Move:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				12.4			12.8	
Delay Adj:	xxxxx			xxxxx				1.00			1.00	
ApprAdjDel:	xxxxxx			xxxxxx				12.4			12.8	
LOS by Appr:	*			*				B			B	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	1.2	1.2	1.2	1.2

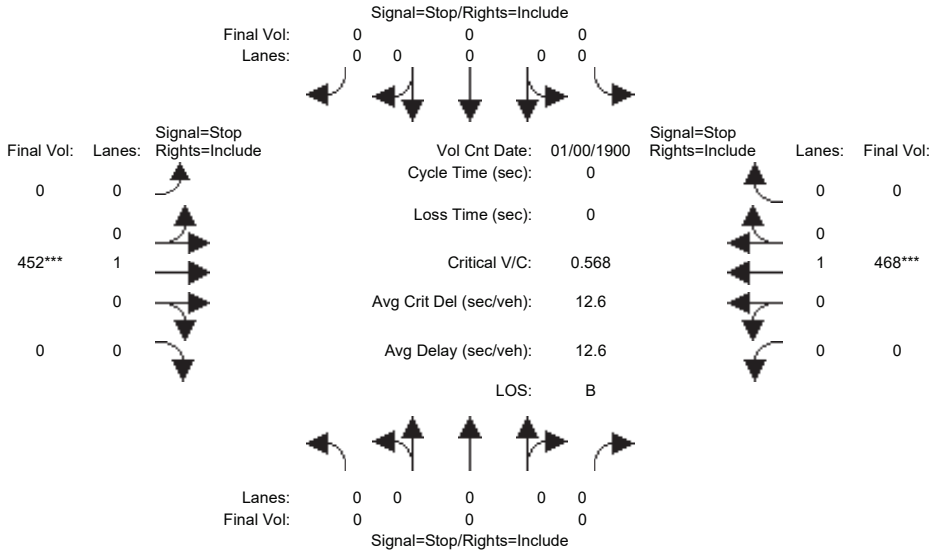
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 <<												
Base Vol:	0	0	0	0	0	0	0	452	0	0	468	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	452	0	0	468	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	452	0	0	468	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	452	0	0	468	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	452	0	0	468	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	452	0	0	468	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	821	0	0	824	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.55	xxxx	xxxx	0.57	xxxx
Crit Moves:								****			****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4	0.0	0.0	12.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4	0.0	0.0	12.8	0.0
LOS by Move:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				12.4			12.8	
Delay Adj:	xxxxx			xxxxx				1.00			1.00	
ApprAdjDel:	xxxxxx			xxxxxx				12.4			12.8	
LOS by Appr:	*			*				B			B	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	1.2	1.2	1.2	1.2

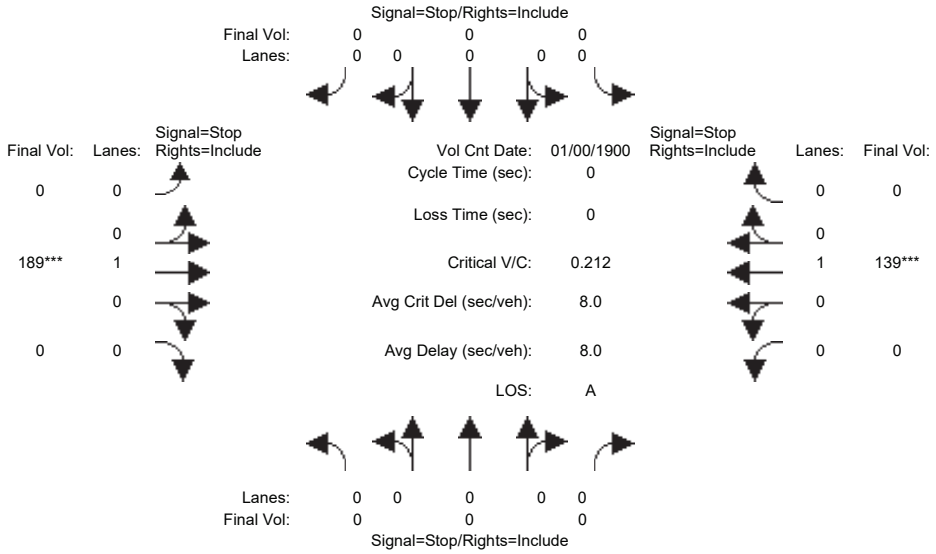
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 <<												
Base Vol:	0	0	0	0	0	0	0	189	0	0	139	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	189	0	0	139	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	189	0	0	139	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	189	0	0	139	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	189	0	0	139	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	189	0	0	139	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	890	0	0	879	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	xxxx	xxxx	0.16	xxxx
Crit Moves:								****			****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	7.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	7.8	0.0
LOS by Move:	*	*	*	*	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx				8.1			7.8	
Delay Adj:	xxxxx			xxxxx				1.00			1.00	
ApprAdjDel:	xxxxxx			xxxxxx				8.1			7.8	
LOS by Appr:	*			*				A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.2	0.2	0.2

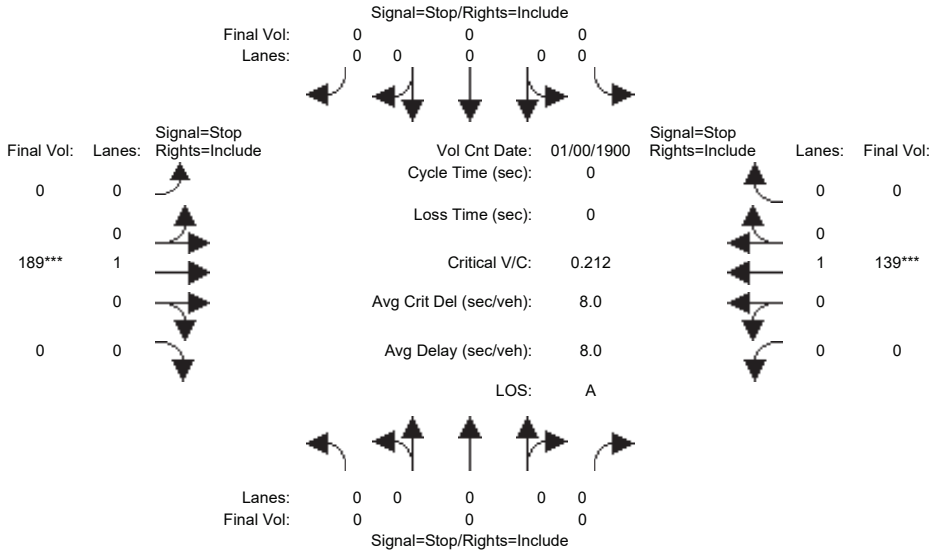
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 <<												
Base Vol:	0	0	0	0	0	0	0	189	0	0	139	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	189	0	0	139	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	189	0	0	139	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	189	0	0	139	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	189	0	0	139	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	189	0	0	139	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	890	0	0	879	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	xxxx	xxxx	0.16	xxxx
Crit Moves:								****			****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	7.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	7.8	0.0
LOS by Move:	*	*	*	*	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx				8.1			7.8	
Delay Adj:	xxxxx			xxxxx				1.00			1.00	
ApprAdjDel:	xxxxxx			xxxxxx				8.1			7.8	
LOS by Appr:	*			*				A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.2	0.2	0.2

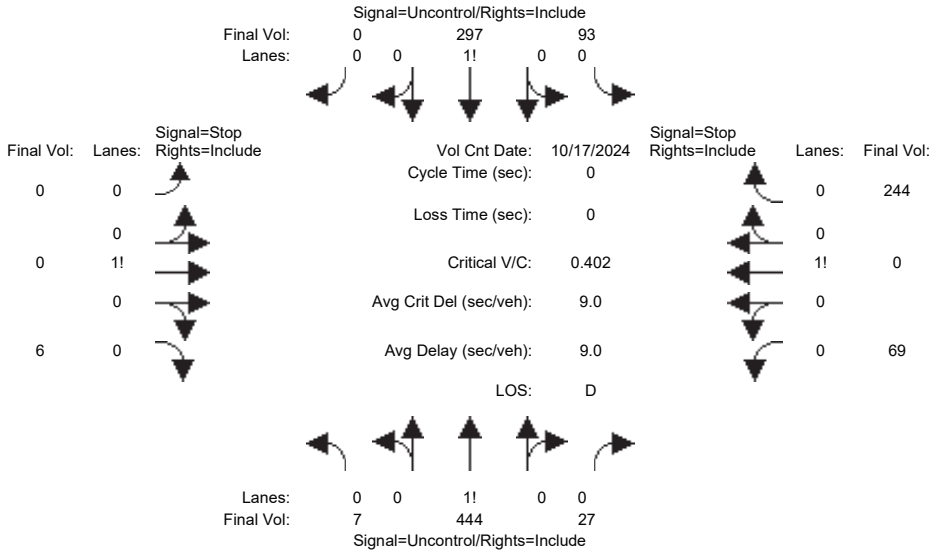
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 17 Oct 2024 <<												
Base Vol:	7	444	27	93	297	0	0	0	6	69	0	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	444	27	93	297	0	0	0	6	69	0	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	444	27	93	297	0	0	0	6	69	0	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	444	27	93	297	0	0	0	6	69	0	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	444	27	93	297	0	0	0	6	69	0	244
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	297	xxxx	xxxxx	471	xxxx	xxxxx	xxxx	xxxx	297	958	955	458
Potent Cap.:	1276	xxxx	xxxxx	1101	xxxx	xxxxx	xxxx	xxxx	747	239	261	607
Move Cap.:	1276	xxxx	xxxxx	1101	xxxx	xxxxx	xxxx	xxxx	747	220	236	607
Volume/Cap:	0.01	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	0.01	0.31	0.00	0.40
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	9.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	A	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	438	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	31.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			9.9			31.3		
ApproachLOS:	*			*			A			D		

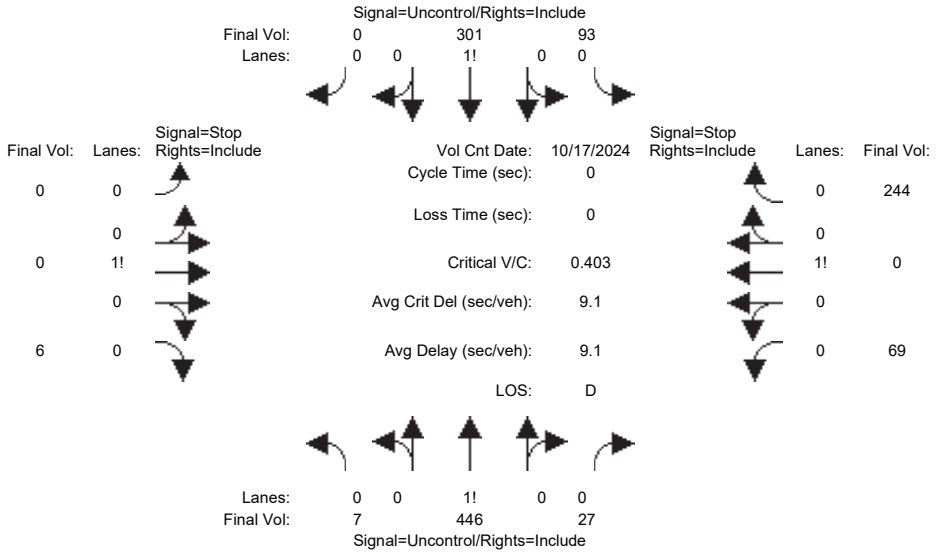
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 17 Oct 2024 <<												
Base Vol:	7	444	27	93	297	0	0	0	6	69	0	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	444	27	93	297	0	0	0	6	69	0	244
Added Vol:	0	2	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	446	27	93	301	0	0	0	6	69	0	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	446	27	93	301	0	0	0	6	69	0	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	446	27	93	301	0	0	0	6	69	0	244
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	301	xxxx	xxxxx	473	xxxx	xxxxx	xxxx	xxxx	301	964	961	460
Potent Cap.:	1272	xxxx	xxxxx	1099	xxxx	xxxxx	xxxx	xxxx	743	237	258	606
Move Cap.:	1272	xxxx	xxxxx	1099	xxxx	xxxxx	xxxx	xxxx	743	218	234	606
Volume/Cap:	0.01	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	0.01	0.32	0.00	0.40
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	9.9	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	A	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	435	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	31.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			9.9			31.8		
ApproachLOS:	*			*			A			D		

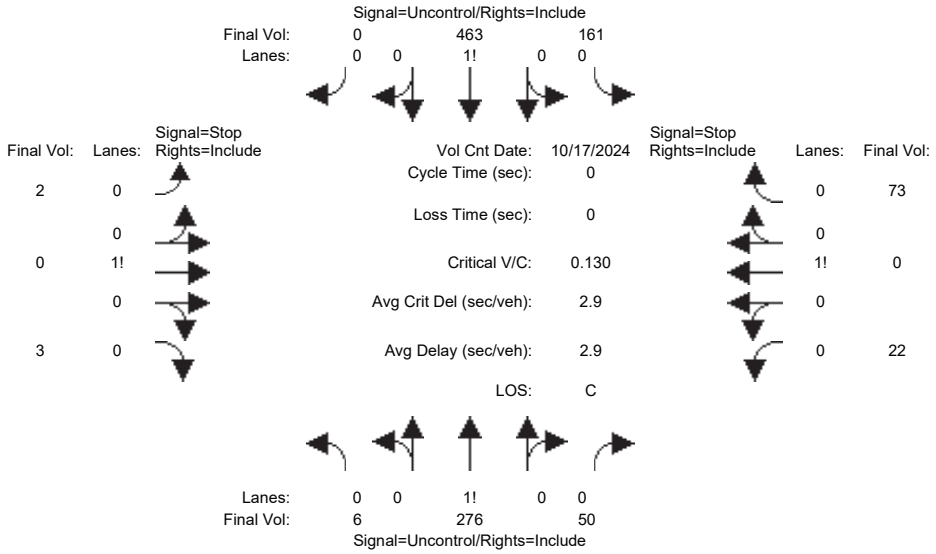
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 17 Oct 2024 <<												
Base Vol:	6	276	50	161	463	0	2	0	3	22	0	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	276	50	161	463	0	2	0	3	22	0	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	276	50	161	463	0	2	0	3	22	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	276	50	161	463	0	2	0	3	22	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	276	50	161	463	0	2	0	3	22	0	73
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	463	xxxx	xxxxx	326	xxxx	xxxxx	1135	1123	463	1100	1098	301
Potent Cap.:	1109	xxxx	xxxxx	1245	xxxx	xxxxx	181	207	603	191	215	743
Move Cap.:	1109	xxxx	xxxxx	1245	xxxx	xxxxx	145	177	603	169	183	743
Volume/Cap:	0.01	xxxx	xxxx	0.13	xxxx	xxxx	0.01	0.00	0.00	0.13	0.00	0.10
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	266	xxxxx	xxxx	416	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	18.8	xxxxx	xxxxx	16.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			18.8			16.2		
ApproachLOS:	*			*			C			C		

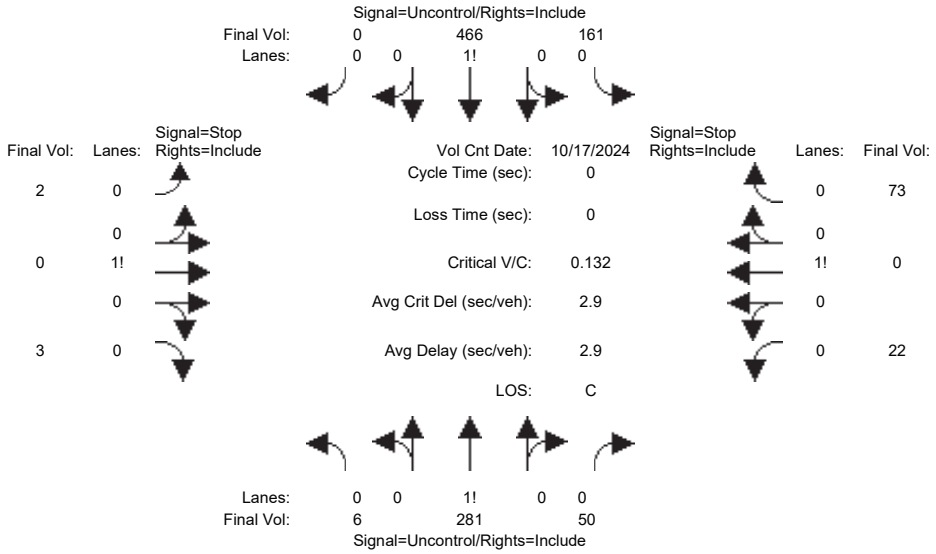
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 17 Oct 2024 <<												
Base Vol:	6	276	50	161	463	0	2	0	3	22	0	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	276	50	161	463	0	2	0	3	22	0	73
Added Vol:	0	5	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	281	50	161	466	0	2	0	3	22	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	281	50	161	466	0	2	0	3	22	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	281	50	161	466	0	2	0	3	22	0	73
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	466	xxxx	xxxxx	331	xxxx	xxxxx	1143	1131	466	1108	1106	306
Potent Cap.:	1106	xxxx	xxxxx	1240	xxxx	xxxxx	179	205	601	189	212	739
Move Cap.:	1106	xxxx	xxxxx	1240	xxxx	xxxxx	143	175	601	167	181	739
Volume/Cap:	0.01	xxxx	xxxx	0.13	xxxx	xxxx	0.01	0.00	0.00	0.13	0.00	0.10
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	264	xxxxx	xxxx	412	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	18.9	xxxxx	xxxxx	16.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			18.9			16.3		
ApproachLOS:	*			*			C			C		

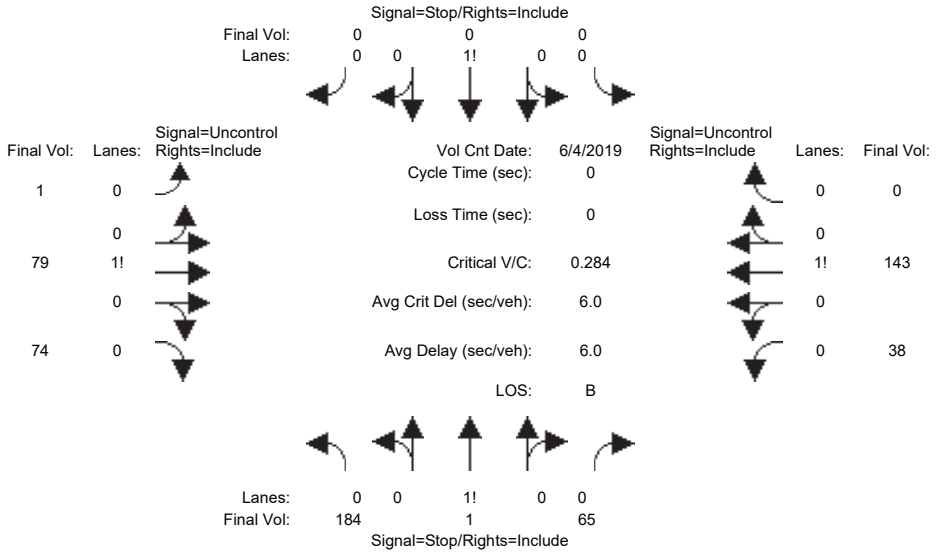
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	184	1	65	0	0	0	1	79	74	38	143	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	1	65	0	0	0	1	79	74	38	143	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	1	65	0	0	0	1	79	74	38	143	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	1	65	0	0	0	1	79	74	38	143	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	184	1	65	0	0	0	1	79	74	38	143	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	337	337	116	370	374	143	143	xxxx	xxxxx	153	xxxx	xxxxx
Potent Cap.:	663	587	942	590	560	910	1452	xxxx	xxxxx	1440	xxxx	xxxxx
Move Cap.:	649	571	942	537	544	910	1452	xxxx	xxxxx	1440	xxxx	xxxxx
Volume/Cap:	0.28	0.00	0.07	0.00	0.00	0.00	0.00	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	705	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		12.9		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

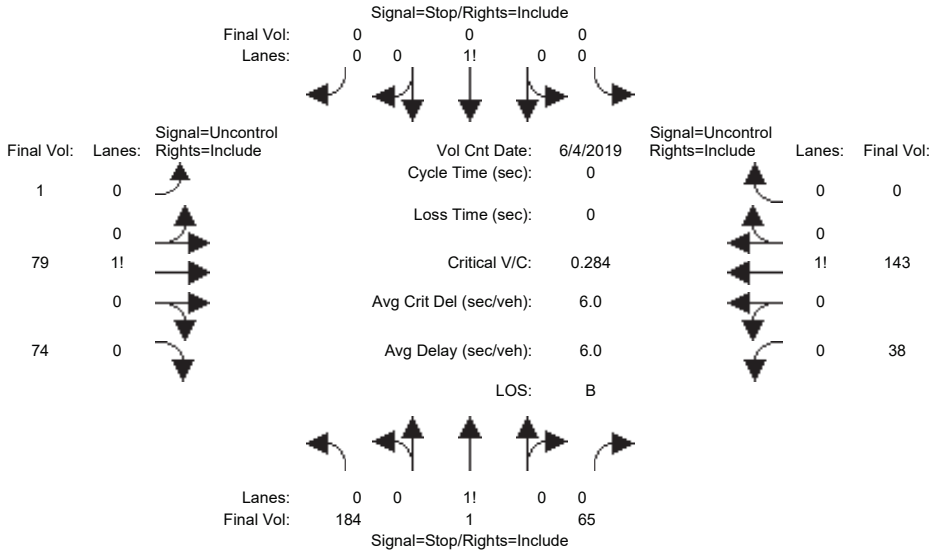
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	184	1	65	0	0	0	1	79	74	38	143	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	1	65	0	0	0	1	79	74	38	143	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	1	65	0	0	0	1	79	74	38	143	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	1	65	0	0	0	1	79	74	38	143	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	184	1	65	0	0	0	1	79	74	38	143	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	337	337	116	370	374	143	143	xxxx	xxxxx	153	xxxx	xxxxx
Potent Cap.:	663	587	942	590	560	910	1452	xxxx	xxxxx	1440	xxxx	xxxxx
Move Cap.:	649	571	942	537	544	910	1452	xxxx	xxxxx	1440	xxxx	xxxxx
Volume/Cap:	0.28	0.00	0.07	0.00	0.00	0.00	0.00	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	705	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		12.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

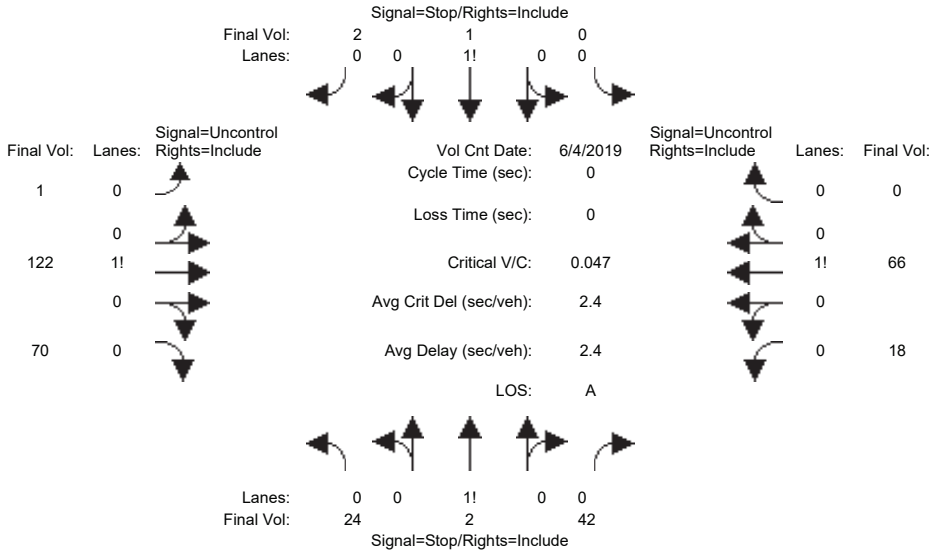
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	24	2	42	0	1	2	1	122	70	18	66	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	2	42	0	1	2	1	122	70	18	66	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	2	42	0	1	2	1	122	70	18	66	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	2	42	0	1	2	1	122	70	18	66	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	2	42	0	1	2	1	122	70	18	66	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	263	261	157	xxxx	296	66	66	xxxx	xxxxx	192	xxxx	xxxxx
Potent Cap.:	694	647	894	xxxx	619	1003	1549	xxxx	xxxxx	1394	xxxx	xxxxx
Move Cap.:	685	638	894	xxxx	610	1003	1549	xxxx	xxxxx	1394	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.05	xxxx	0.00	0.00	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	798	xxxxx	xxxx	xxxx	826	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.9	xxxxx	xxxxx	xxxx	9.4	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	A	*	*	*	A	*	*
ApproachDel:		9.9			9.4		xxxxxx			xxxxxx		
ApproachLOS:		A			A		*			*		

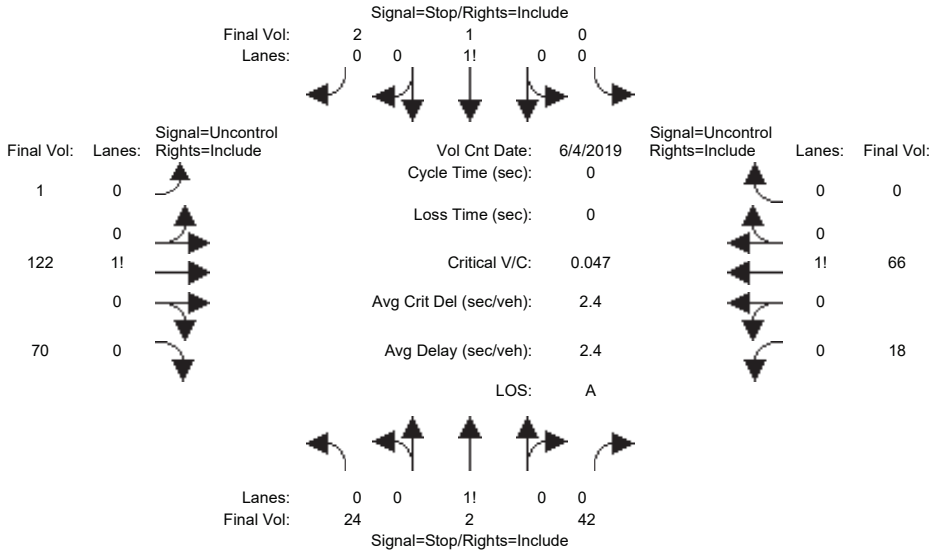
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	24	2	42	0	1	2	1	122	70	18	66	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	2	42	0	1	2	1	122	70	18	66	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	2	42	0	1	2	1	122	70	18	66	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	2	42	0	1	2	1	122	70	18	66	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	2	42	0	1	2	1	122	70	18	66	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	263	261	157	xxxx	296	66	66	xxxx	xxxxx	192	xxxx	xxxxx
Potent Cap.:	694	647	894	xxxx	619	1003	1549	xxxx	xxxxx	1394	xxxx	xxxxx
Move Cap.:	685	638	894	xxxx	610	1003	1549	xxxx	xxxxx	1394	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.05	xxxx	0.00	0.00	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	798	xxxxx	xxxx	xxxx	826	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.9	xxxxx	xxxxx	xxxx	9.4	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	A	*	*	*	A	*	*
ApproachDel:		9.9			9.4		xxxxxx			xxxxxx		
ApproachLOS:		A			A		*			*		

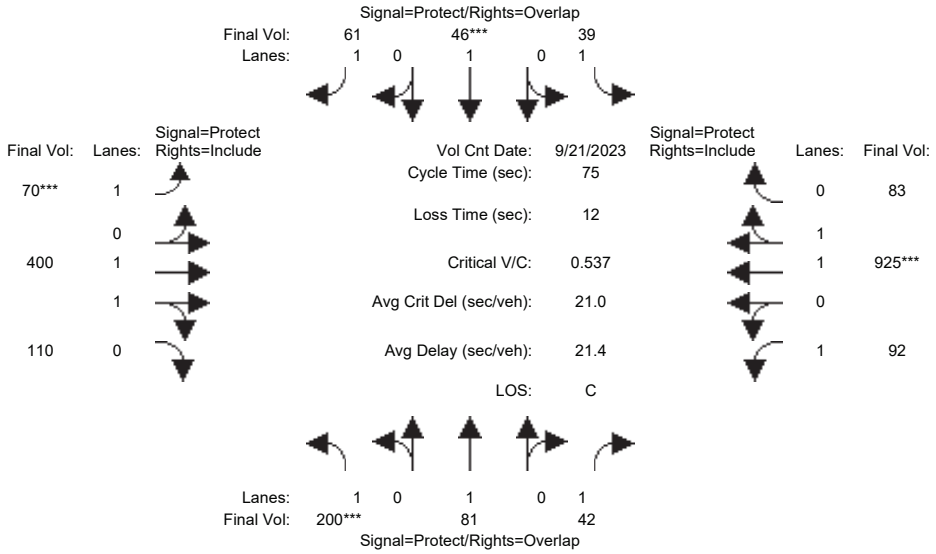
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	200	81	42	39	46	61	70	400	110	92	925	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	81	42	39	46	61	70	400	110	92	925	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	81	42	39	46	61	70	400	110	92	925	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	81	42	39	46	61	70	400	110	92	925	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	81	42	39	46	61	70	400	110	92	925	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	81	42	39	46	61	70	400	110	92	925	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.56	0.44	1.00	1.83	0.17
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2901	798	1750	3395	305
Capacity Analysis Module:												
Vol/Sat:	0.11	0.04	0.02	0.02	0.02	0.03	0.04	0.14	0.14	0.05	0.27	0.27
Crit Moves:	****				****		****				****	
Green Time:	13.6	13.9	29.8	9.7	10.0	17.0	7.0	23.5	23.5	15.9	32.4	32.4
Volume/Cap:	0.63	0.23	0.06	0.17	0.18	0.15	0.43	0.44	0.44	0.25	0.63	0.63
Delay/Veh:	32.4	26.4	14.0	29.4	29.2	23.4	33.9	20.8	20.8	24.9	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	26.4	14.0	29.4	29.2	23.4	33.9	20.8	20.8	24.9	17.4	17.4
LOS by Move:	C	C	B	C	C	C	C	C	C	C	B	B
HCM2k95thQ:	11	4	1	2	2	3	3	9	9	4	17	17

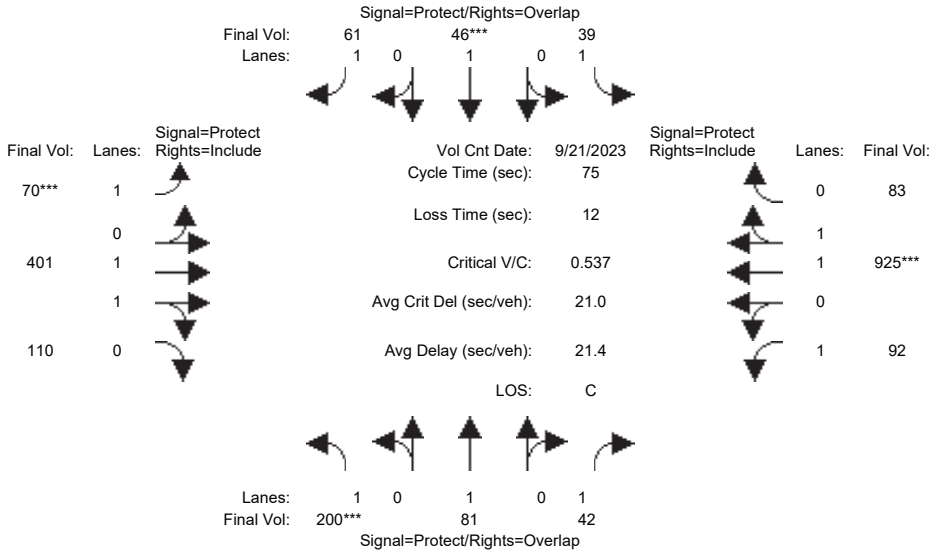
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	200	81	42	39	46	61	70	400	110	92	925	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	81	42	39	46	61	70	400	110	92	925	83
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	81	42	39	46	61	70	401	110	92	925	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	81	42	39	46	61	70	401	110	92	925	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	81	42	39	46	61	70	401	110	92	925	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	81	42	39	46	61	70	401	110	92	925	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.56	0.44	1.00	1.83	0.17
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2903	796	1750	3395	305
Capacity Analysis Module:												
Vol/Sat:	0.11	0.04	0.02	0.02	0.02	0.03	0.04	0.14	0.14	0.05	0.27	0.27
Crit Moves:	****				****		****				****	
Green Time:	13.6	13.9	29.8	9.7	10.0	17.0	7.0	23.5	23.5	15.9	32.4	32.4
Volume/Cap:	0.63	0.23	0.06	0.17	0.18	0.15	0.43	0.44	0.44	0.25	0.63	0.63
Delay/Veh:	32.4	26.4	14.0	29.4	29.2	23.4	33.9	20.8	20.8	24.9	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	26.4	14.0	29.4	29.2	23.4	33.9	20.8	20.8	24.9	17.4	17.4
LOS by Move:	C	C	B	C	C	C	C	C	C	C	B	B
HCM2k95thQ:	11	4	1	2	2	3	3	9	9	4	17	17

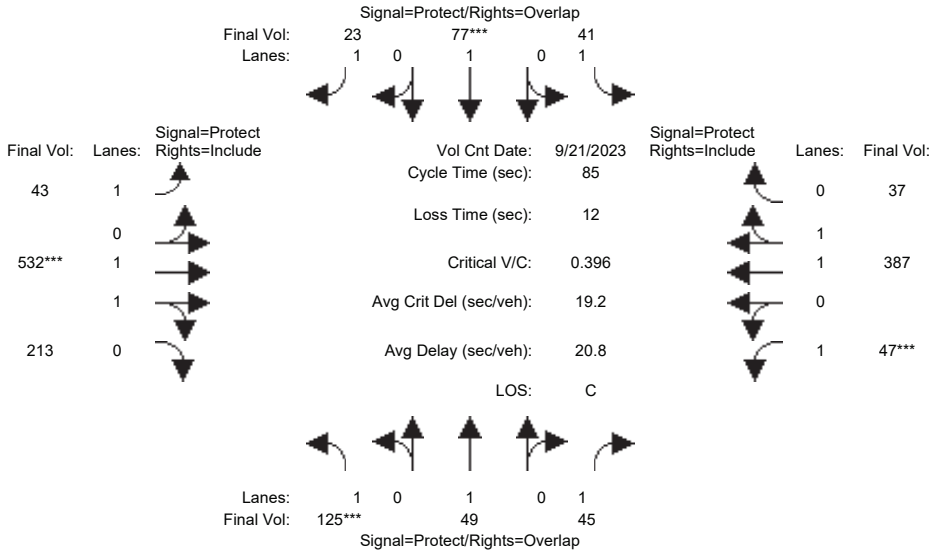
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	125	49	45	41	77	23	43	532	213	47	387	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	49	45	41	77	23	43	532	213	47	387	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	49	45	41	77	23	43	532	213	47	387	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	49	45	41	77	23	43	532	213	47	387	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	49	45	41	77	23	43	532	213	47	387	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	49	45	41	77	23	43	532	213	47	387	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.41	0.59	1.00	1.82	0.18
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2641	1058	1750	3377	323
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.03	0.02	0.04	0.01	0.02	0.20	0.20	0.03	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	14.7	14.5	21.5	10.2	10.0	29.9	19.9	41.3	41.3	7.0	28.4	28.4
Volume/Cap:	0.41	0.15	0.10	0.20	0.34	0.04	0.10	0.41	0.41	0.33	0.34	0.34
Delay/Veh:	32.3	30.2	24.4	34.2	35.4	18.1	25.7	14.2	14.2	38.1	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	30.2	24.4	34.2	35.4	18.1	25.7	14.2	14.2	38.1	21.4	21.4
LOS by Move:	C	C	C	C	D	B	C	B	B	D	C	C
HCM2k95thQ:	7	2	2	2	4	1	2	12	12	3	8	8

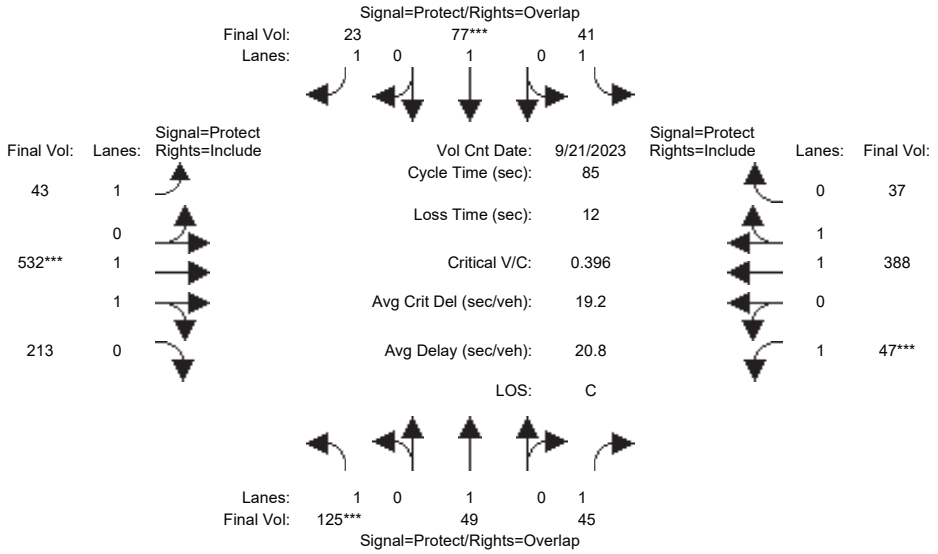
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	125	49	45	41	77	23	43	532	213	47	387	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	49	45	41	77	23	43	532	213	47	387	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	49	45	41	77	23	43	532	213	47	388	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	49	45	41	77	23	43	532	213	47	388	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	49	45	41	77	23	43	532	213	47	388	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	49	45	41	77	23	43	532	213	47	388	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.41	0.59	1.00	1.82	0.18
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2641	1058	1750	3378	322
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.03	0.02	0.04	0.01	0.02	0.20	0.20	0.03	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	14.7	14.5	21.5	10.2	10.0	29.9	19.9	41.3	41.3	7.0	28.4	28.4
Volume/Cap:	0.41	0.15	0.10	0.20	0.34	0.04	0.10	0.41	0.41	0.33	0.34	0.34
Delay/Veh:	32.3	30.2	24.4	34.2	35.4	18.1	25.7	14.2	14.2	38.1	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	30.2	24.4	34.2	35.4	18.1	25.7	14.2	14.2	38.1	21.4	21.4
LOS by Move:	C	C	C	C	D	B	C	B	B	D	C	C
HCM2k95thQ:	7	2	2	2	4	1	2	12	12	3	8	8

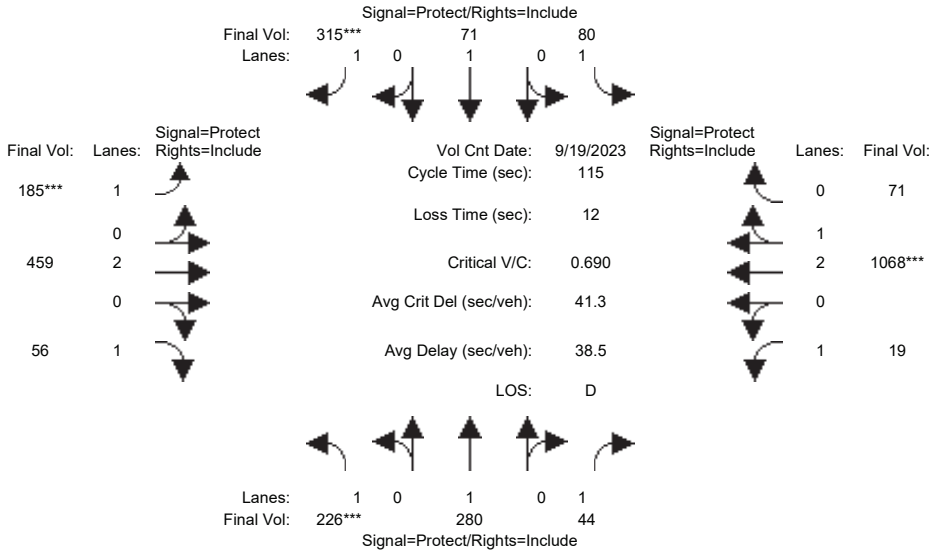
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	226	280	44	80	71	315	185	459	56	19	1068	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	280	44	80	71	315	185	459	56	19	1068	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	280	44	80	71	315	185	459	56	19	1068	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	280	44	80	71	315	185	459	56	19	1068	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	280	44	80	71	315	185	459	56	19	1068	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	280	44	80	71	315	185	459	56	19	1068	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.81	0.19
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	5250	349
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.03	0.05	0.04	0.18	0.11	0.12	0.03	0.01	0.20	0.20
Crit Moves:	****					****	****				****	
Green Time:	21.5	36.4	36.4	15.1	30.0	30.0	17.6	34.2	34.2	17.3	33.9	33.9
Volume/Cap:	0.69	0.46	0.08	0.35	0.14	0.69	0.69	0.41	0.11	0.07	0.69	0.69
Delay/Veh:	49.8	32.0	27.6	46.4	32.8	42.8	53.6	32.5	29.4	42.1	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	32.0	27.6	46.4	32.8	42.8	53.6	32.5	29.4	42.1	37.2	37.2
LOS by Move:	D	C	C	D	C	D	D	C	C	D	D	D
HCM2k95thQ:	17	15	2	6	4	21	13	12	3	1	21	21

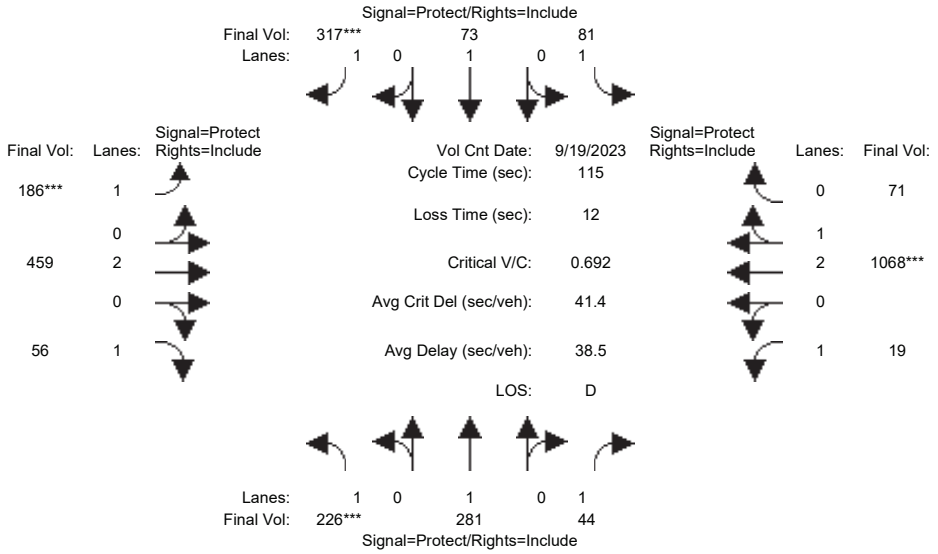
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	226	280	44	80	71	315	185	459	56	19	1068	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	280	44	80	71	315	185	459	56	19	1068	71
Added Vol:	0	1	0	1	2	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	281	44	81	73	317	186	459	56	19	1068	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	281	44	81	73	317	186	459	56	19	1068	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	281	44	81	73	317	186	459	56	19	1068	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	281	44	81	73	317	186	459	56	19	1068	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.81	0.19
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	5250	349
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	0.03	0.05	0.04	0.18	0.11	0.12	0.03	0.01	0.20	0.20
Crit Moves:	****					****	****				****	
Green Time:	21.5	36.5	36.5	15.0	30.1	30.1	17.7	34.2	34.2	17.2	33.8	33.8
Volume/Cap:	0.69	0.47	0.08	0.35	0.15	0.69	0.69	0.41	0.11	0.07	0.69	0.69
Delay/Veh:	49.9	32.0	27.5	46.5	32.7	42.8	53.6	32.5	29.4	42.1	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	32.0	27.5	46.5	32.7	42.8	53.6	32.5	29.4	42.1	37.3	37.3
LOS by Move:	D	C	C	D	C	D	D	C	C	D	D	D
HCM2k95thQ:	17	15	2	6	4	22	13	12	3	1	21	21

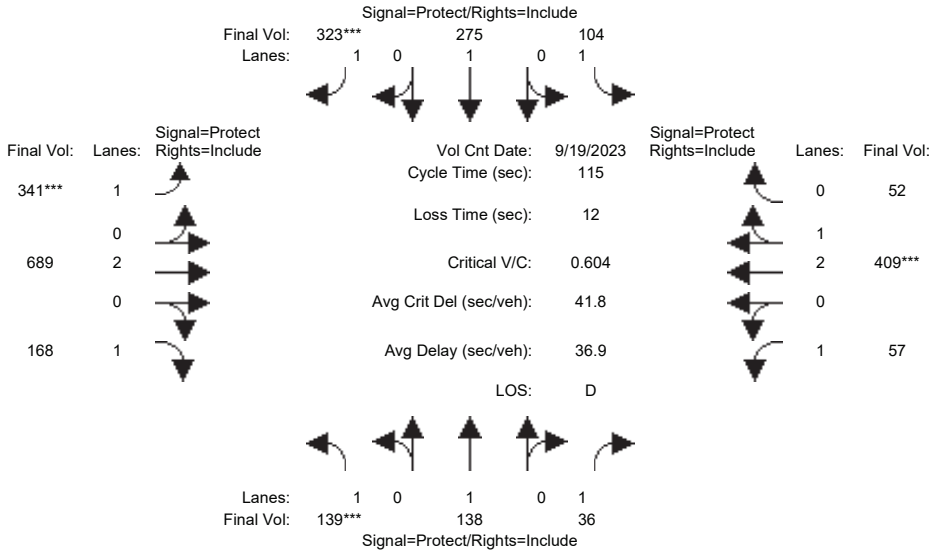
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	139	138	36	104	275	323	341	689	168	57	409	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	138	36	104	275	323	341	689	168	57	409	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	138	36	104	275	323	341	689	168	57	409	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	138	36	104	275	323	341	689	168	57	409	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	138	36	104	275	323	341	689	168	57	409	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	138	36	104	275	323	341	689	168	57	409	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.65	0.35
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	4967	632
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.02	0.06	0.14	0.18	0.19	0.18	0.10	0.03	0.08	0.08
Crit Moves:	****					****	****				****	
Green Time:	15.1	29.6	29.6	20.7	35.1	35.1	37.1	39.5	39.5	13.3	15.7	15.7
Volume/Cap:	0.60	0.28	0.08	0.33	0.47	0.60	0.60	0.53	0.28	0.28	0.60	0.60
Delay/Veh:	51.6	34.5	32.5	41.7	33.0	36.0	34.6	30.7	27.7	47.3	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	34.5	32.5	41.7	33.0	36.0	34.6	30.7	27.7	47.3	48.1	48.1
LOS by Move:	D	C	C	D	C	D	C	C	C	D	D	D
HCM2k95thQ:	11	8	2	7	15	20	20	18	9	4	10	10

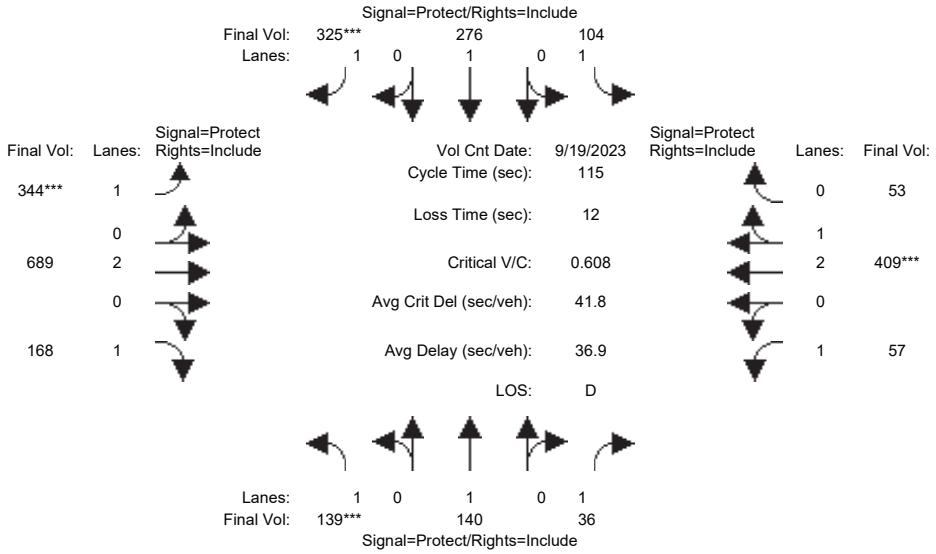
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	139	138	36	104	275	323	341	689	168	57	409	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	138	36	104	275	323	341	689	168	57	409	52
Added Vol:	0	2	0	0	1	2	3	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	140	36	104	276	325	344	689	168	57	409	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	140	36	104	276	325	344	689	168	57	409	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	140	36	104	276	325	344	689	168	57	409	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	140	36	104	276	325	344	689	168	57	409	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.64	0.36
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	4957	642
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.02	0.06	0.15	0.19	0.20	0.18	0.10	0.03	0.08	0.08
Crit Moves:	****					****	****				****	
Green Time:	15.0	29.5	29.5	20.7	35.1	35.1	37.2	39.5	39.5	13.3	15.6	15.6
Volume/Cap:	0.61	0.29	0.08	0.33	0.48	0.61	0.61	0.53	0.28	0.28	0.61	0.61
Delay/Veh:	51.9	34.6	32.5	41.8	33.1	36.1	34.7	30.6	27.6	47.3	48.2	48.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	34.6	32.5	41.8	33.1	36.1	34.7	30.6	27.6	47.3	48.2	48.2
LOS by Move:	D	C	C	D	C	D	C	C	C	D	D	D
HCM2k95thQ:	11	8	2	7	15	20	20	18	9	4	10	10

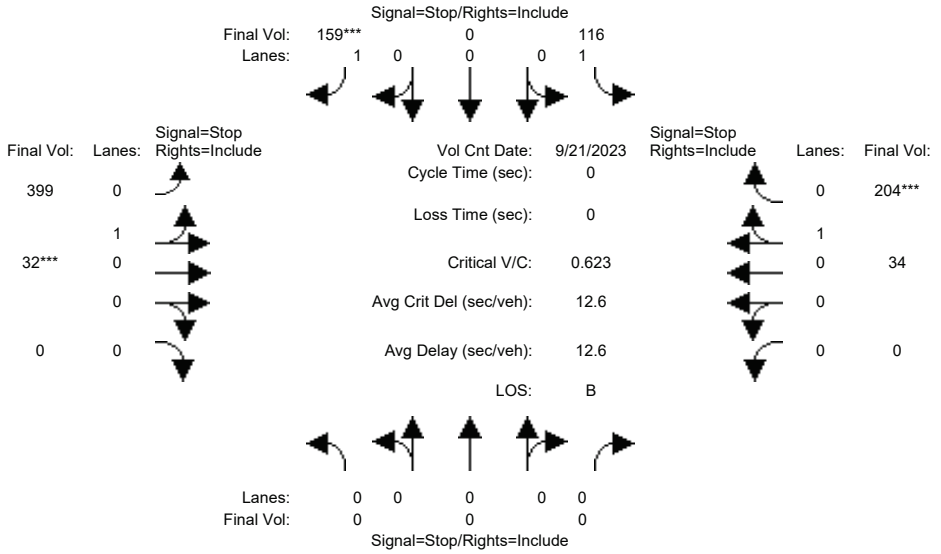
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #3117: Mission View Drive and Half Road



Street Name:	Mission View Drive						Half Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	0	0	0	116	0	159	399	32	0	0	34	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	116	0	159	399	32	0	0	34	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	116	0	159	399	32	0	0	34	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	116	0	159	399	32	0	0	34	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	0	159	399	32	0	0	34	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	116	0	159	399	32	0	0	34	204
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.93	0.07	0.00	0.00	0.14	0.86
Final Sat.:	0	0	0	525	0	635	641	51	0	0	105	633
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.22	xxxx	0.25	0.62	0.62	xxxx	xxxx	0.32	0.32
Crit Moves:						****		****				****
Delay/Veh:	0.0	0.0	0.0	10.9	0.0	9.6	15.7	15.7	0.0	0.0	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.9	0.0	9.6	15.7	15.7	0.0	0.0	9.7	9.7
LOS by Move:	*	*	*	B	*	A	C	C	*	*	A	A
ApproachDel:	xxxxxx			10.2			15.7			9.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.2			15.7			9.7		
LOS by Appr:	*			B			C			A		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.0	0.3	1.5	1.5	1.5	0.4	0.4	0.4

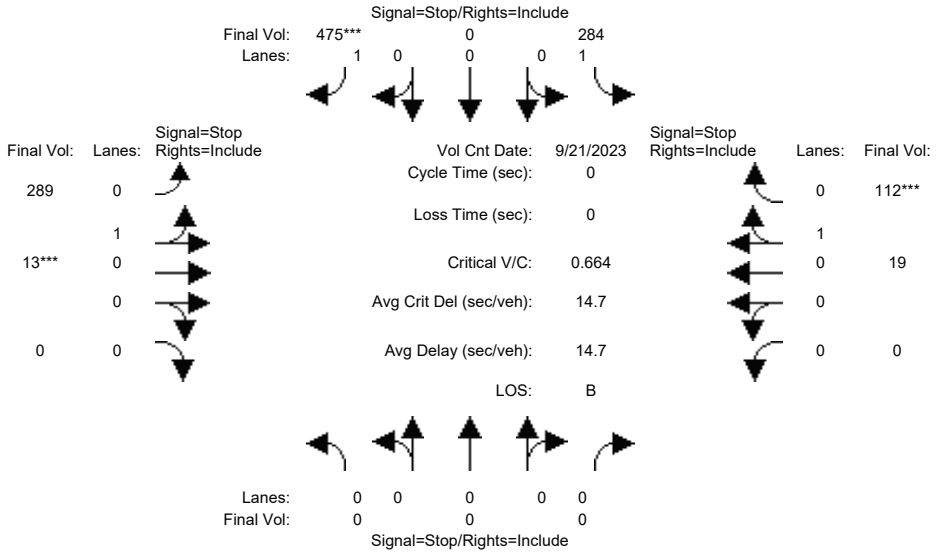
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #3117: Mission View Drive and Half Road



Street Name:	Mission View Drive						Half Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	0	0	0	284	0	475	289	13	0	0	19	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	284	0	475	289	13	0	0	19	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	284	0	475	289	13	0	0	19	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	284	0	475	289	13	0	0	19	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	284	0	475	289	13	0	0	19	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	284	0	475	289	13	0	0	19	112
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.96	0.04	0.00	0.00	0.15	0.85
Final Sat.:	0	0	0	578	0	716	576	26	0	0	91	539
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.49	xxxx	0.66	0.50	0.50	xxxx	xxxx	0.21	0.21
Crit Moves:						****		****				****
Delay/Veh:	0.0	0.0	0.0	14.5	0.0	16.6	14.2	14.2	0.0	0.0	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.5	0.0	16.6	14.2	14.2	0.0	0.0	9.7	9.7
LOS by Move:	*	*	*	B	*	C	B	B	*	*	A	A
ApproachDel:	xxxxxx			15.8			14.2			9.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			15.8			14.2			9.7		
LOS by Appr:	*			C			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.9	0.0	1.8	0.9	0.9	0.9	0.2	0.2	0.2

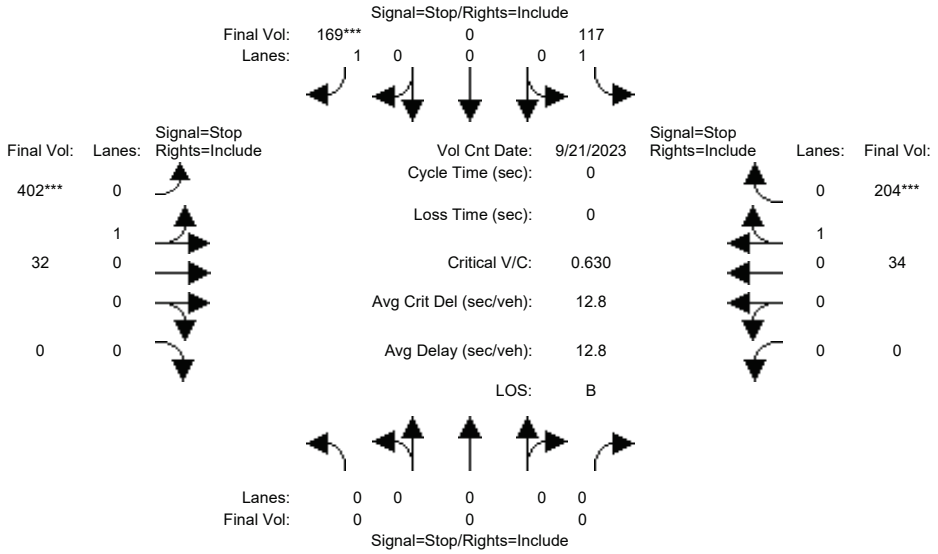
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #3117: Mission View Drive and Half Road



Street Name:	Mission View Drive						Half Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	0	0	0	116	0	159	399	32	0	0	34	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	116	0	159	399	32	0	0	34	204
Added Vol:	0	0	0	1	0	10	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	117	0	169	402	32	0	0	34	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	117	0	169	402	32	0	0	34	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	117	0	169	402	32	0	0	34	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	117	0	169	402	32	0	0	34	204
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.93	0.07	0.00	0.00	0.14	0.86
Final Sat.:	0	0	0	524	0	634	638	51	0	0	105	627
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.22	xxxx	0.27	0.63	0.63	xxxx	xxxx	0.33	0.33
Crit Moves:						****	****					****
Delay/Veh:	0.0	0.0	0.0	11.0	0.0	9.8	16.1	16.1	0.0	0.0	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.0	0.0	9.8	16.1	16.1	0.0	0.0	9.8	9.8
LOS by Move:	*	*	*	B	*	A	C	C	*	*	A	A
ApproachDel:	xxxxxx			10.3			16.1			9.8		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.3			16.1			9.8		
LOS by Appr:	*			B			C			A		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.0	0.3	1.5	1.5	1.5	0.4	0.4	0.4

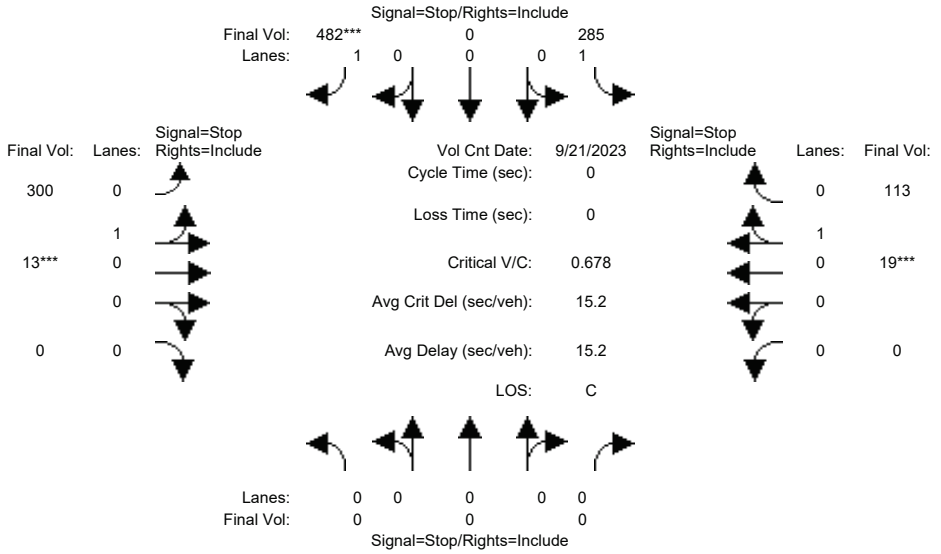
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #3117: Mission View Drive and Half Road



Street Name:	Mission View Drive						Half Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	0	0	0	284	0	475	289	13	0	0	19	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	284	0	475	289	13	0	0	19	112
Added Vol:	0	0	0	1	0	7	11	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	285	0	482	300	13	0	0	19	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	285	0	482	300	13	0	0	19	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	285	0	482	300	13	0	0	19	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	285	0	482	300	13	0	0	19	113
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.96	0.04	0.00	0.00	0.14	0.86
Final Sat.:	0	0	0	576	0	711	575	25	0	0	90	536
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.50	xxxx	0.68	0.52	0.52	xxxx	xxxx	0.21	0.21
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	14.7	0.0	17.2	14.7	14.7	0.0	0.0	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.7	0.0	17.2	14.7	14.7	0.0	0.0	9.8	9.8
LOS by Move:	*	*	*	B	*	C	B	B	*	*	A	A
ApproachDel:	xxxxxx			16.3			14.7			9.8		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.3			14.7			9.8		
LOS by Appr:	*			C			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.9	0.0	1.9	1.0	1.0	1.0	0.2	0.2	0.2

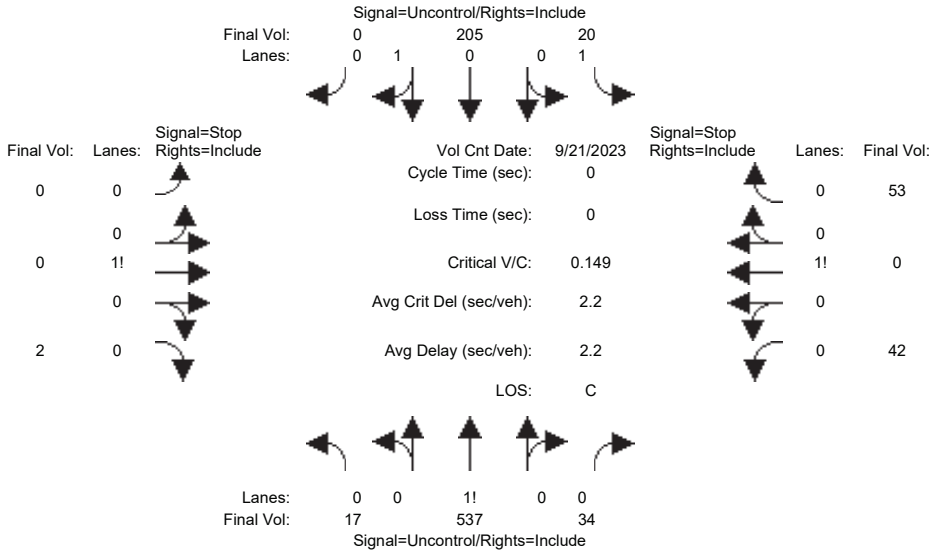
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #5664: Mission View Drive and Avenida De Los Padres



Street Name:	Mission View Drive						Avenida De Los Padres					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	17	537	34	20	205	0	0	0	2	42	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	537	34	20	205	0	0	0	2	42	0	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	537	34	20	205	0	0	0	2	42	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	537	34	20	205	0	0	0	2	42	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	537	34	20	205	0	0	0	2	42	0	53
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	205	xxxx	xxxxx	571	xxxx	xxxxx	xxxx	xxxx	205	834	833	554
Potent Cap.:	1378	xxxx	xxxxx	1012	xxxx	xxxxx	xxxx	xxxx	841	290	307	536
Move Cap.:	1378	xxxx	xxxxx	1012	xxxx	xxxxx	xxxx	xxxx	841	282	297	536
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	0.00	0.15	0.00	0.10
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	9.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	A	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	383	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			9.3			17.5		
ApproachLOS:	*			*			A			C		

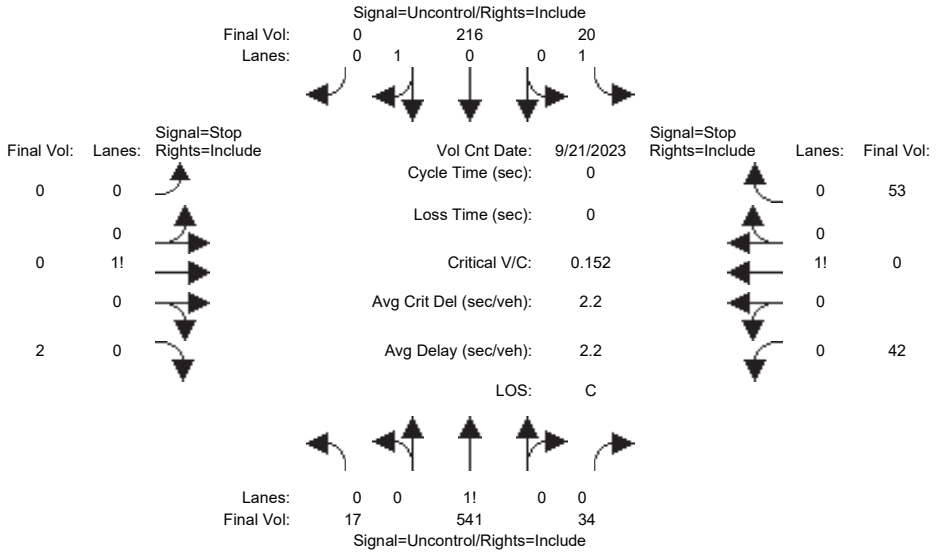
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #5664: Mission View Drive and Avenida De Los Padres



Street Name:	Mission View Drive						Avenida De Los Padres					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	17	537	34	20	205	0	0	0	2	42	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	537	34	20	205	0	0	0	2	42	0	53
Added Vol:	0	4	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	541	34	20	216	0	0	0	2	42	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	541	34	20	216	0	0	0	2	42	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	541	34	20	216	0	0	0	2	42	0	53
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	216	xxxx	xxxxx	575	xxxx	xxxxx	xxxx	xxxx	216	849	848	558
Potent Cap.:	1366	xxxx	xxxxx	1008	xxxx	xxxxx	xxxx	xxxx	829	283	301	533
Move Cap.:	1366	xxxx	xxxxx	1008	xxxx	xxxxx	xxxx	xxxx	829	276	291	533
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	0.00	0.15	0.00	0.10
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	9.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	A	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	377	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			9.4			17.7		
ApproachLOS:	*			*			A			C		

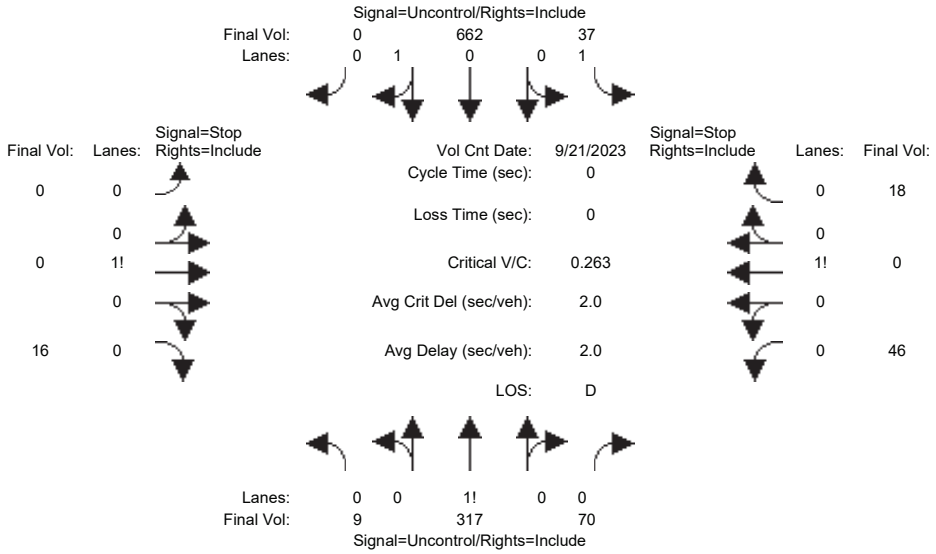
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #5664: Mission View Drive and Avenida De Los Padres



Street Name:	Mission View Drive						Avenida De Los Padres					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	9	317	70	37	662	0	0	0	16	46	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	317	70	37	662	0	0	0	16	46	0	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	317	70	37	662	0	0	0	16	46	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	317	70	37	662	0	0	0	16	46	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	317	70	37	662	0	0	0	16	46	0	18
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	662	xxxx	xxxxx	387	xxxx	xxxxx	xxxx	xxxx	662	1114	1106	352
Potent Cap.:	936	xxxx	xxxxx	1183	xxxx	xxxxx	xxxx	xxxx	465	187	212	696
Move Cap.:	936	xxxx	xxxxx	1183	xxxx	xxxxx	xxxx	xxxx	465	175	204	696
Volume/Cap:	0.01	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	0.03	0.26	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	13.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	222	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			13.0			27.7		
ApproachLOS:	*			*			B			D		

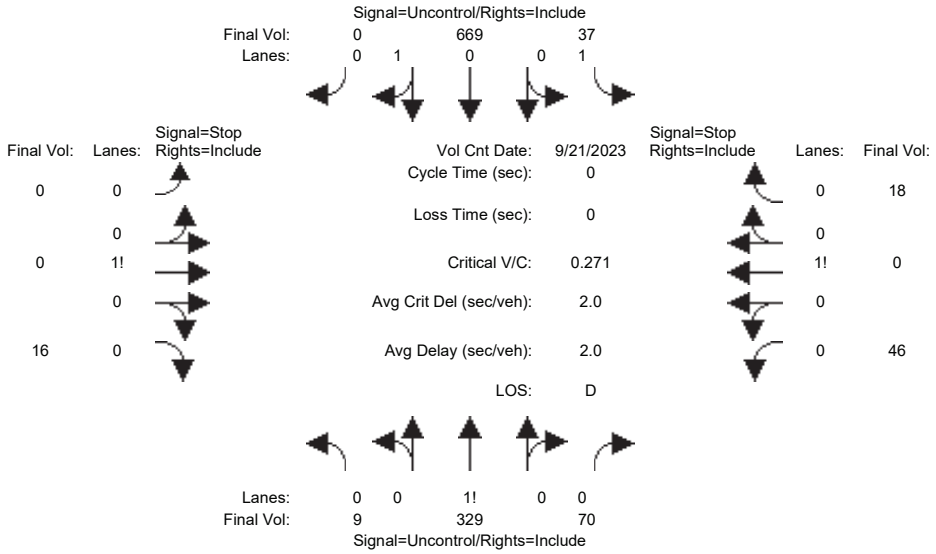
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #5664: Mission View Drive and Avenida De Los Padres



Street Name:	Mission View Drive						Avenida De Los Padres					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	9	317	70	37	662	0	0	0	16	46	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	317	70	37	662	0	0	0	16	46	0	18
Added Vol:	0	12	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	329	70	37	669	0	0	0	16	46	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	329	70	37	669	0	0	0	16	46	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	329	70	37	669	0	0	0	16	46	0	18
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	669	xxxx	xxxxx	399	xxxx	xxxxx	xxxx	xxxx	669	1133	1125	364
Potent Cap.:	931	xxxx	xxxxx	1171	xxxx	xxxxx	xxxx	xxxx	461	182	207	685
Move Cap.:	931	xxxx	xxxxx	1171	xxxx	xxxxx	xxxx	xxxx	461	170	198	685
Volume/Cap:	0.01	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	0.03	0.27	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	13.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	215	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	28.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			13.1			28.6		
ApproachLOS:	*			*			B			D		

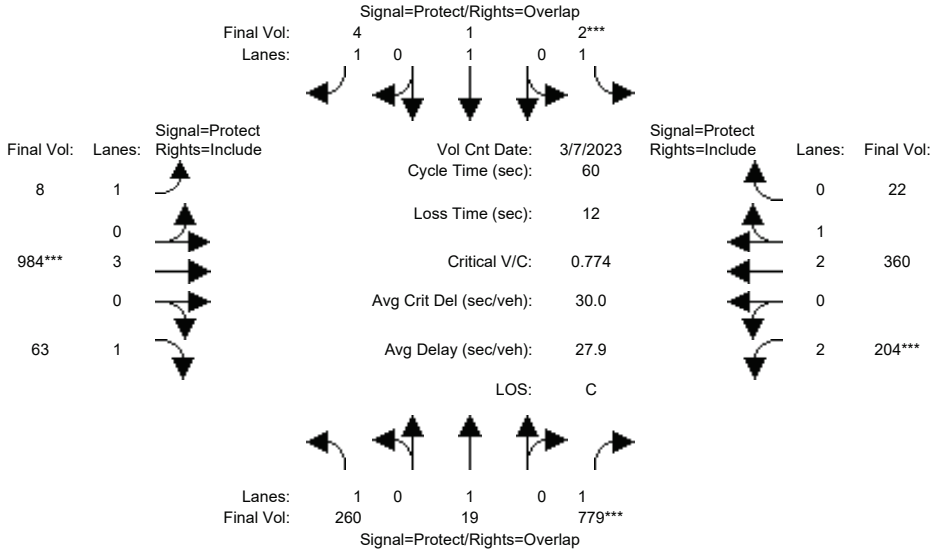
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) AM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	260	19	779	2	1	4	8	984	63	204	360	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	19	779	2	1	4	8	984	63	204	360	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	19	779	2	1	4	8	984	63	204	360	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	19	779	2	1	4	8	984	63	204	360	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	19	779	2	1	4	8	984	63	204	360	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	19	779	2	1	4	8	984	63	204	360	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	2.82	0.18
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	5277	322
Capacity Analysis Module:												
Vol/Sat:	0.15	0.01	0.45	0.00	0.00	0.00	0.00	0.17	0.04	0.06	0.07	0.07
Crit Moves:			****	****				****		****		
Green Time:	13.8	22.3	29.3	7.0	15.5	23.2	7.7	11.7	11.7	7.0	11.0	11.0
Volume/Cap:	0.65	0.03	0.91	0.01	0.00	0.01	0.04	0.88	0.18	0.56	0.37	0.37
Delay/Veh:	24.5	12.0	28.1	23.5	16.5	11.3	23.0	32.1	20.4	26.9	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	12.0	28.1	23.5	16.5	11.3	23.0	32.1	20.4	26.9	21.7	21.7
LOS by Move:	C	B	C	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	11	0	33	0	0	0	0	13	2	4	4	4

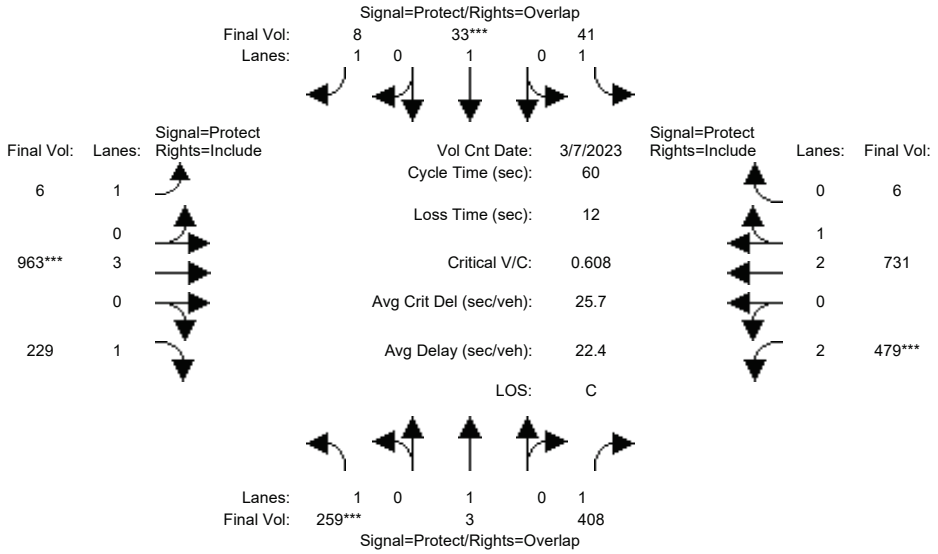
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) PM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	259	3	408	41	33	8	6	963	229	479	731	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	3	408	41	33	8	6	963	229	479	731	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	3	408	41	33	8	6	963	229	479	731	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	3	408	41	33	8	6	963	229	479	731	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	3	408	41	33	8	6	963	229	479	731	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	3	408	41	33	8	6	963	229	479	731	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	2.97	0.03
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	5554	46
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.23	0.02	0.02	0.00	0.00	0.17	0.13	0.15	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	12.0	12.9	25.3	9.1	10.0	20.7	10.7	13.7	13.7	12.3	15.3	15.3
Volume/Cap:	0.74	0.01	0.55	0.16	0.10	0.01	0.02	0.74	0.57	0.74	0.52	0.52
Delay/Veh:	30.7	18.5	14.0	22.4	21.3	12.9	20.3	23.8	22.6	26.9	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	18.5	14.0	22.4	21.3	12.9	20.3	23.8	22.6	26.9	19.5	19.5
LOS by Move:	C	B	B	C	C	B	C	C	C	C	B	B
HCM2k95thQ:	13	0	13	2	1	0	0	11	8	10	8	8

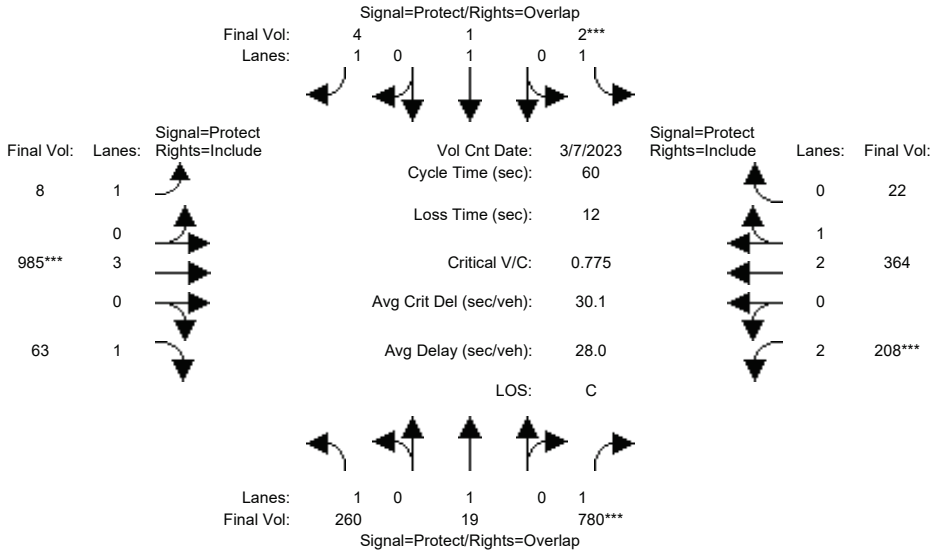
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	260	19	779	2	1	4	8	984	63	204	360	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	19	779	2	1	4	8	984	63	204	360	22
Added Vol:	0	0	1	0	0	0	0	1	0	4	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	19	780	2	1	4	8	985	63	208	364	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	19	780	2	1	4	8	985	63	208	364	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	19	780	2	1	4	8	985	63	208	364	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	19	780	2	1	4	8	985	63	208	364	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	2.82	0.18
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	5280	319
Capacity Analysis Module:												
Vol/Sat:	0.15	0.01	0.45	0.00	0.00	0.00	0.00	0.17	0.04	0.07	0.07	0.07
Crit Moves:			****	****				****		****		
Green Time:	13.8	22.3	29.3	7.0	15.5	23.2	7.7	11.7	11.7	7.0	11.0	11.0
Volume/Cap:	0.65	0.03	0.91	0.01	0.00	0.01	0.04	0.89	0.18	0.57	0.38	0.38
Delay/Veh:	24.5	12.0	28.2	23.5	16.5	11.3	23.0	32.2	20.4	27.1	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	12.0	28.2	23.5	16.5	11.3	23.0	32.2	20.4	27.1	21.7	21.7
LOS by Move:	C	B	C	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	11	0	33	0	0	0	0	13	2	5	4	4

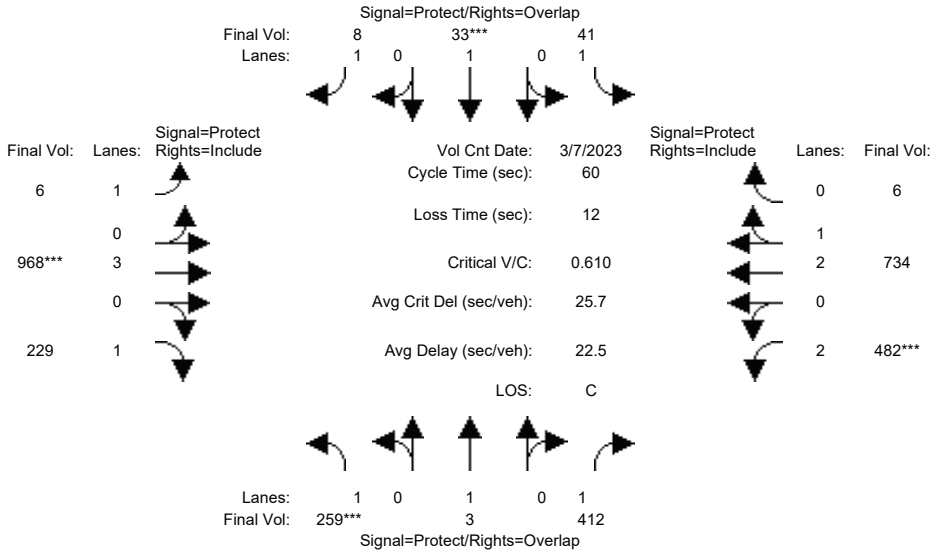
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	259	3	408	41	33	8	6	963	229	479	731	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	3	408	41	33	8	6	963	229	479	731	6
Added Vol:	0	0	4	0	0	0	0	5	0	3	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	3	412	41	33	8	6	968	229	482	734	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	3	412	41	33	8	6	968	229	482	734	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	3	412	41	33	8	6	968	229	482	734	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	3	412	41	33	8	6	968	229	482	734	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	2.97	0.03
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	5555	45
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.24	0.02	0.02	0.00	0.00	0.17	0.13	0.15	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	11.9	12.9	25.3	9.0	10.0	20.7	10.7	13.7	13.7	12.3	15.3	15.3
Volume/Cap:	0.74	0.01	0.56	0.16	0.10	0.01	0.02	0.74	0.57	0.74	0.52	0.52
Delay/Veh:	31.0	18.5	14.1	22.4	21.3	12.9	20.3	23.9	22.6	27.0	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	18.5	14.1	22.4	21.3	12.9	20.3	23.9	22.6	27.0	19.5	19.5
LOS by Move:	C	B	B	C	C	B	C	C	C	C	B	B
HCM2k95thQ:	13	0	13	2	1	0	0	11	8	10	8	8

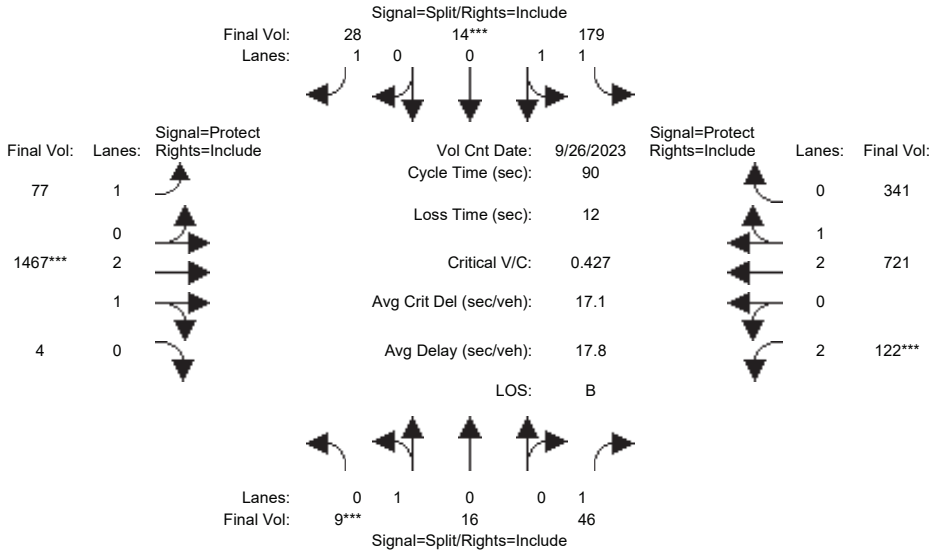
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) AM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	9	16	46	179	14	28	77	1467	4	122	721	341
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	16	46	179	14	28	77	1467	4	122	721	341
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	16	46	179	14	28	77	1467	4	122	721	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	16	46	179	14	28	77	1467	4	122	721	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	16	46	179	14	28	77	1467	4	122	721	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	16	46	179	14	28	77	1467	4	122	721	341
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.95
Lanes:	0.36	0.64	1.00	1.86	0.14	1.00	1.00	2.99	0.01	2.00	2.00	1.00
Final Sat.:	648	1152	1750	3292	258	1750	1750	5585	15	3150	3800	1797
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.05	0.05	0.02	0.04	0.26	0.26	0.04	0.19	0.19
Crit Moves:	****				****			****			****	
Green Time:	10.0	10.0	10.0	10.4	10.4	10.4	16.7	50.2	50.2	7.4	40.9	40.9
Volume/Cap:	0.13	0.13	0.24	0.47	0.47	0.14	0.24	0.47	0.47	0.47	0.42	0.42
Delay/Veh:	36.3	36.3	37.1	38.1	38.1	36.1	31.6	12.0	12.0	40.8	16.7	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	36.3	37.1	38.1	38.1	36.1	31.6	12.0	12.0	40.8	16.7	16.7
LOS by Move:	D	D	D	D	D	D	C	B	B	D	B	B
HCM2k95thQ:	2	2	3	7	7	2	4	15	15	5	13	13

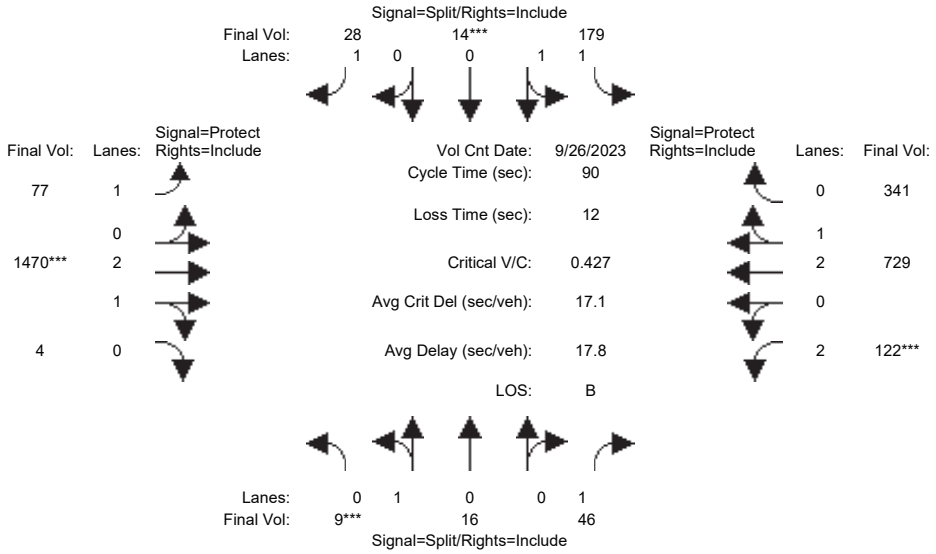
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	9	16	46	179	14	28	77	1467	4	122	721	341
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	16	46	179	14	28	77	1467	4	122	721	341
Added Vol:	0	0	0	0	0	0	0	3	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	16	46	179	14	28	77	1470	4	122	729	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	16	46	179	14	28	77	1470	4	122	729	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	16	46	179	14	28	77	1470	4	122	729	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	16	46	179	14	28	77	1470	4	122	729	341
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.95
Lanes:	0.36	0.64	1.00	1.86	0.14	1.00	1.00	2.99	0.01	2.00	2.01	0.99
Final Sat.:	648	1152	1750	3292	258	1750	1750	5585	15	3150	3813	1784
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.05	0.05	0.02	0.04	0.26	0.26	0.04	0.19	0.19
Crit Moves:	****				****			****			****	
Green Time:	10.0	10.0	10.0	10.4	10.4	10.4	16.7	50.2	50.2	7.4	41.0	41.0
Volume/Cap:	0.13	0.13	0.24	0.47	0.47	0.14	0.24	0.47	0.47	0.47	0.42	0.42
Delay/Veh:	36.3	36.3	37.1	38.1	38.1	36.1	31.6	12.0	12.0	40.8	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	36.3	37.1	38.1	38.1	36.1	31.6	12.0	12.0	40.8	16.6	16.6
LOS by Move:	D	D	D	D	D	D	C	B	B	D	B	B
HCM2k95thQ:	2	2	3	7	7	2	4	15	15	5	13	13

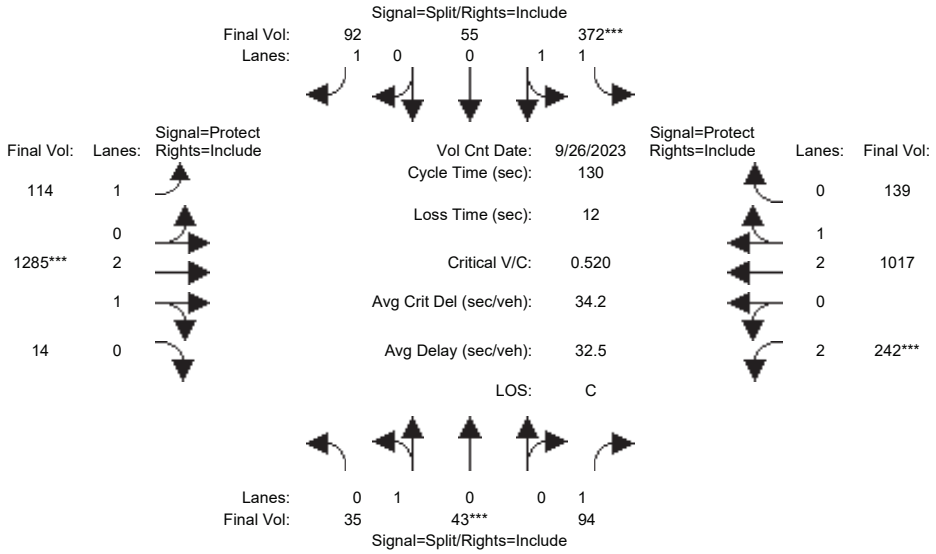
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) PM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	35	43	94	372	55	92	114	1285	14	242	1017	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	43	94	372	55	92	114	1285	14	242	1017	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	43	94	372	55	92	114	1285	14	242	1017	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	43	94	372	55	92	114	1285	14	242	1017	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	43	94	372	55	92	114	1285	14	242	1017	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	43	94	372	55	92	114	1285	14	242	1017	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	0.45	0.55	1.00	1.75	0.25	1.00	1.00	2.97	0.03	2.00	2.63	0.37
Final Sat.:	808	992	1750	3093	457	1750	1750	5540	60	3150	4926	673
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.12	0.12	0.05	0.07	0.23	0.23	0.08	0.21	0.21
Crit Moves:		****		****				****		****		
Green Time:	13.4	13.4	13.4	30.0	30.0	30.0	18.5	57.9	57.9	19.2	58.6	58.6
Volume/Cap:	0.42	0.42	0.52	0.52	0.52	0.23	0.46	0.52	0.52	0.52	0.46	0.46
Delay/Veh:	56.2	56.2	57.9	44.3	44.3	40.8	52.5	26.2	26.2	52.2	24.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	56.2	57.9	44.3	44.3	40.8	52.5	26.2	26.2	52.2	24.8	24.8
LOS by Move:	E	E	E	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	7	7	9	16	16	6	8	22	22	11	19	19

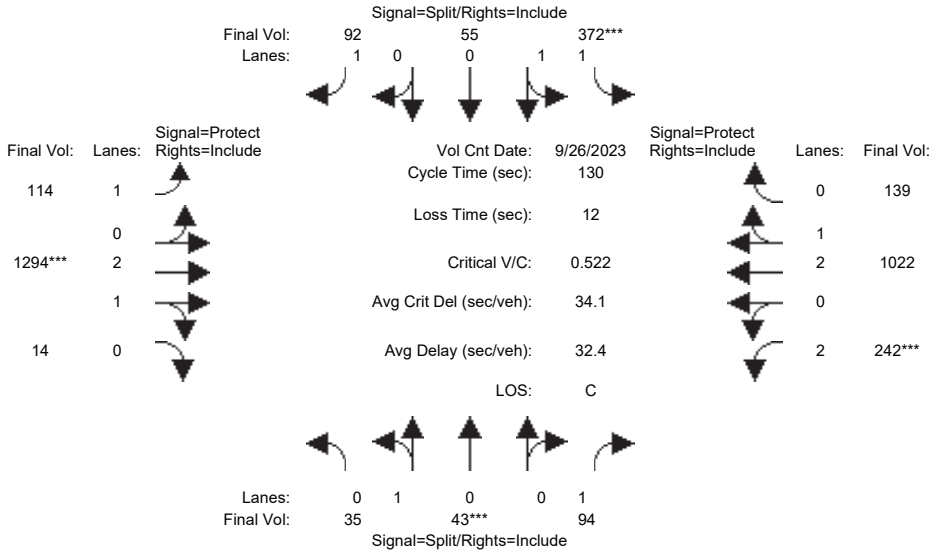
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	35	43	94	372	55	92	114	1285	14	242	1017	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	43	94	372	55	92	114	1285	14	242	1017	139
Added Vol:	0	0	0	0	0	0	0	9	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	43	94	372	55	92	114	1294	14	242	1022	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	43	94	372	55	92	114	1294	14	242	1022	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	43	94	372	55	92	114	1294	14	242	1022	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	43	94	372	55	92	114	1294	14	242	1022	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	0.45	0.55	1.00	1.75	0.25	1.00	1.00	2.97	0.03	2.00	2.63	0.37
Final Sat.:	808	992	1750	3093	457	1750	1750	5540	60	3150	4929	670
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.12	0.12	0.05	0.07	0.23	0.23	0.08	0.21	0.21
Crit Moves:		****		****				****		****		
Green Time:	13.4	13.4	13.4	29.9	29.9	29.9	18.5	58.1	58.1	19.1	58.8	58.8
Volume/Cap:	0.42	0.42	0.52	0.52	0.52	0.23	0.46	0.52	0.52	0.52	0.46	0.46
Delay/Veh:	56.2	56.2	58.0	44.4	44.4	40.9	52.5	26.1	26.1	52.3	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	56.2	58.0	44.4	44.4	40.9	52.5	26.1	26.1	52.3	24.7	24.7
LOS by Move:	E	E	E	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	7	7	9	16	16	6	8	22	22	11	20	20

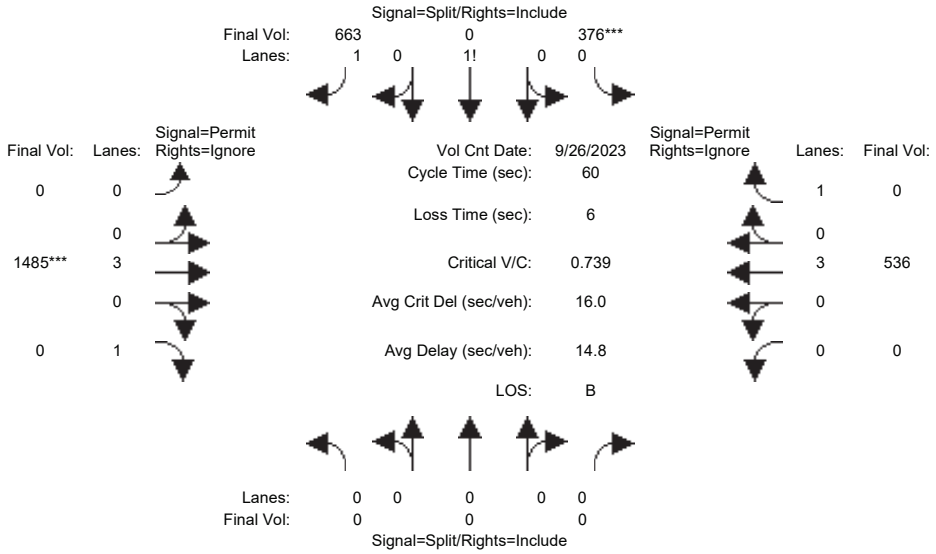
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) AM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	376	0	663	0	1485	254	0	536	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	376	0	663	0	1485	254	0	536	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	376	0	663	0	1485	254	0	536	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	376	0	663	0	1485	0	0	536	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	376	0	663	0	1485	0	0	536	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	376	0	663	0	1485	0	0	536	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.53	0.00	1.47	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	930	0	2570	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.40	0.00	0.26	0.00	0.26	0.00	0.00	0.09	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	32.8	0.0	32.8	0.0	21.2	0.0	0.0	21.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.47	0.00	0.74	0.00	0.00	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	12.4	0.0	8.4	0.0	18.5	0.0	0.0	13.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.4	0.0	8.4	0.0	18.5	0.0	0.0	13.9	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	22	0	11	0	18	0	0	5	0

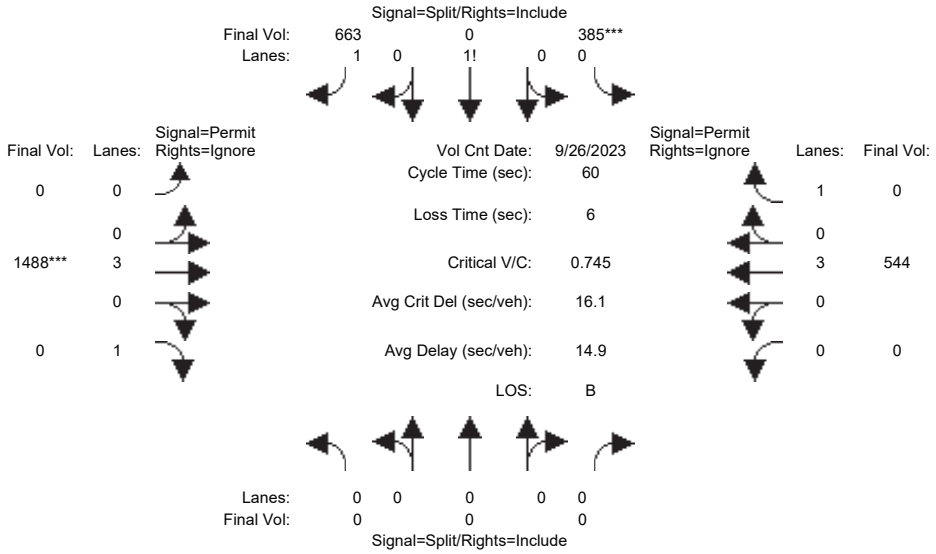
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	376	0	663	0	1485	254	0	536	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	376	0	663	0	1485	254	0	536	275
Added Vol:	0	0	0	9	0	0	0	3	0	0	8	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	385	0	663	0	1488	254	0	544	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	385	0	663	0	1488	0	0	544	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	385	0	663	0	1488	0	0	544	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	385	0	663	0	1488	0	0	544	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.54	0.00	1.46	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	940	0	2560	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.41	0.00	0.26	0.00	0.26	0.00	0.00	0.10	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	33.0	0.0	33.0	0.0	21.0	0.0	0.0	21.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.47	0.00	0.74	0.00	0.00	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	12.5	0.0	8.4	0.0	18.7	0.0	0.0	14.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.5	0.0	8.4	0.0	18.7	0.0	0.0	14.1	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	23	0	11	0	18	0	0	5	0

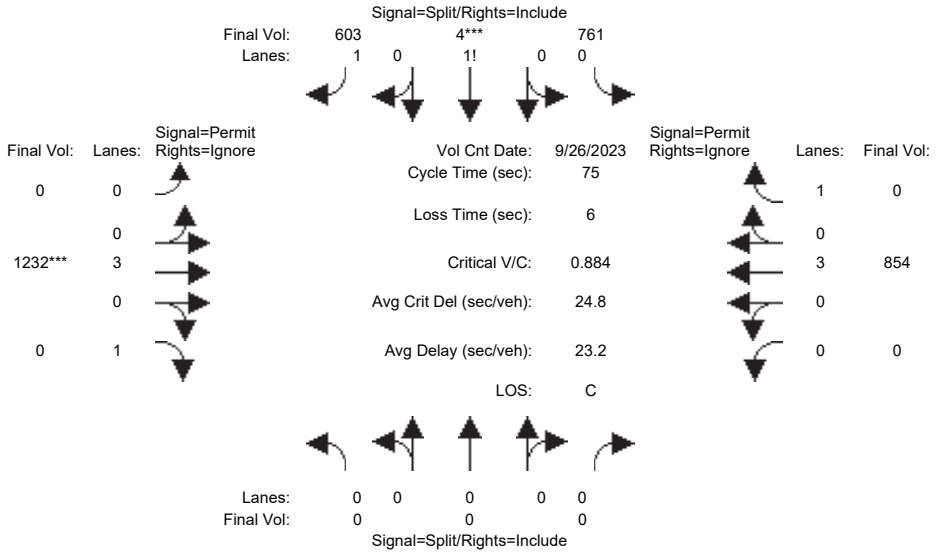
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) PM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	761	4	603	0	1232	647	0	854	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	761	4	603	0	1232	647	0	854	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	761	4	603	0	1232	647	0	854	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	761	4	603	0	1232	0	0	854	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	761	4	603	0	1232	0	0	854	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	761	4	603	0	1232	0	0	854	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.70	0.01	1.29	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1274	7	2255	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.60	0.60	0.27	0.00	0.22	0.00	0.00	0.15	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	50.7	50.7	50.7	0.0	18.3	0.0	0.0	18.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.88	0.88	0.40	0.00	0.88	0.00	0.00	0.61	0.00
Delay/Veh:	0.0	0.0	0.0	16.2	16.2	5.5	0.0	34.4	0.0	0.0	26.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.2	16.2	5.5	0.0	34.4	0.0	0.0	26.0	0.0
LOS by Move:	A	A	A	B	B	A	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	41	41	10	0	23	0	0	11	0

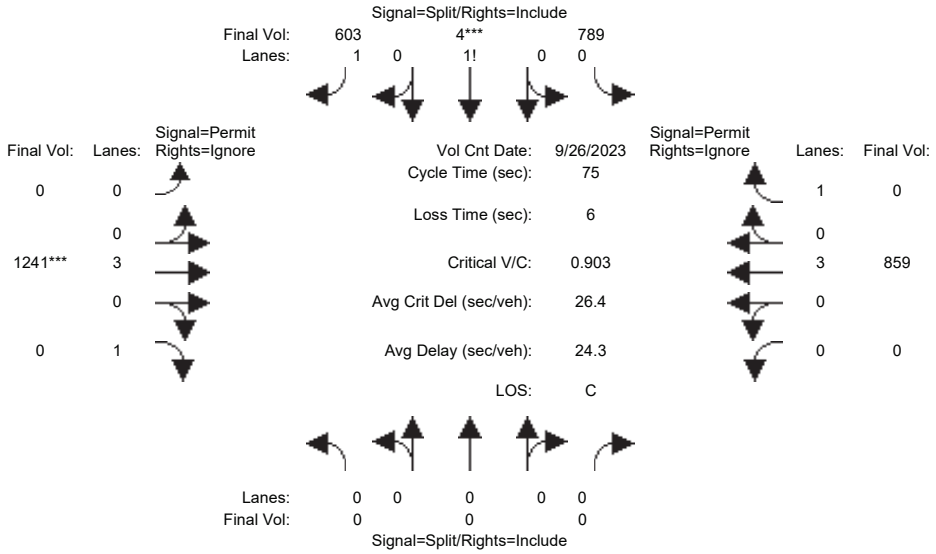
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	761	4	603	0	1232	647	0	854	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	761	4	603	0	1232	647	0	854	149
Added Vol:	0	0	0	28	0	0	0	9	0	0	5	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	789	4	603	0	1241	647	0	859	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	789	4	603	0	1241	0	0	859	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	789	4	603	0	1241	0	0	859	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	789	4	603	0	1241	0	0	859	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.71	0.01	1.28	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1287	7	2242	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.61	0.61	0.27	0.00	0.22	0.00	0.00	0.15	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	50.9	50.9	50.9	0.0	18.1	0.0	0.0	18.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.90	0.90	0.40	0.00	0.90	0.00	0.00	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	17.7	17.7	5.4	0.0	36.2	0.0	0.0	26.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.7	17.7	5.4	0.0	36.2	0.0	0.0	26.3	0.0
LOS by Move:	A	A	A	B	B	A	A	D	A	A	C	A
HCM2k95thQ:	0	0	0	44	44	10	0	24	0	0	11	0

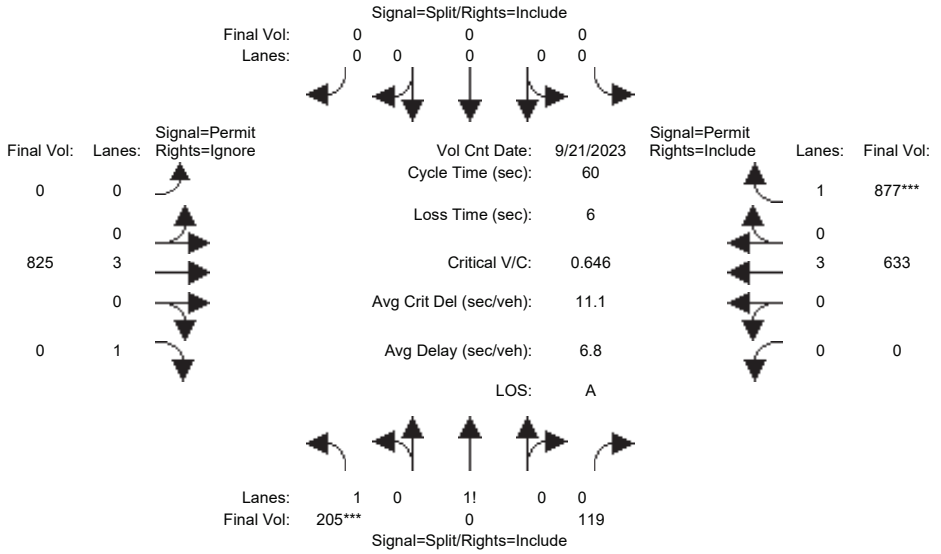
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) AM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	205	0	119	0	0	0	0	825	1062	0	633	877
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	0	119	0	0	0	0	825	1062	0	633	877
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	119	0	0	0	0	825	1062	0	633	877
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	0	119	0	0	0	0	825	0	0	633	877
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	119	0	0	0	0	825	0	0	633	877
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	0	119	0	0	0	0	825	0	0	633	877
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	0.00	0.54	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2560	0	940	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.11	0.50
Crit Moves:	****											****
Green Time:	11.8	0.0	11.8	0.0	0.0	0.0	0.0	42.2	0.0	0.0	42.2	42.2
Volume/Cap:	0.41	0.00	0.65	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.16	0.71
Delay/Veh:	21.4	0.0	25.1	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.0	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	0.0	25.1	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.0	7.2
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	6	0	10	0	0	0	0	3	0	0	3	19

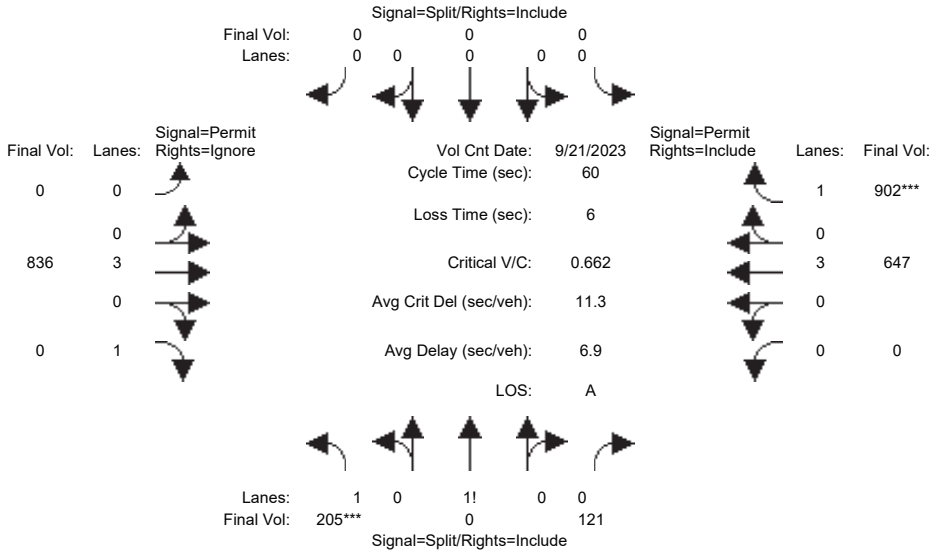
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	205	0	119	0	0	0	0	825	1062	0	633	877
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	0	119	0	0	0	0	825	1062	0	633	877
Added Vol:	0	0	2	0	0	0	0	11	0	0	14	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	121	0	0	0	0	836	1062	0	647	902
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	0	121	0	0	0	0	836	0	0	647	902
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	121	0	0	0	0	836	0	0	647	902
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	0	121	0	0	0	0	836	0	0	647	902
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	0.00	0.54	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2553	0	947	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.11	0.52
Crit Moves:	****											****
Green Time:	11.6	0.0	11.6	0.0	0.0	0.0	0.0	42.4	0.0	0.0	42.4	42.4
Volume/Cap:	0.42	0.00	0.66	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.16	0.73
Delay/Veh:	21.6	0.0	25.8	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.9	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	0.0	25.8	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.9	7.5
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	6	0	11	0	0	0	0	3	0	0	3	20

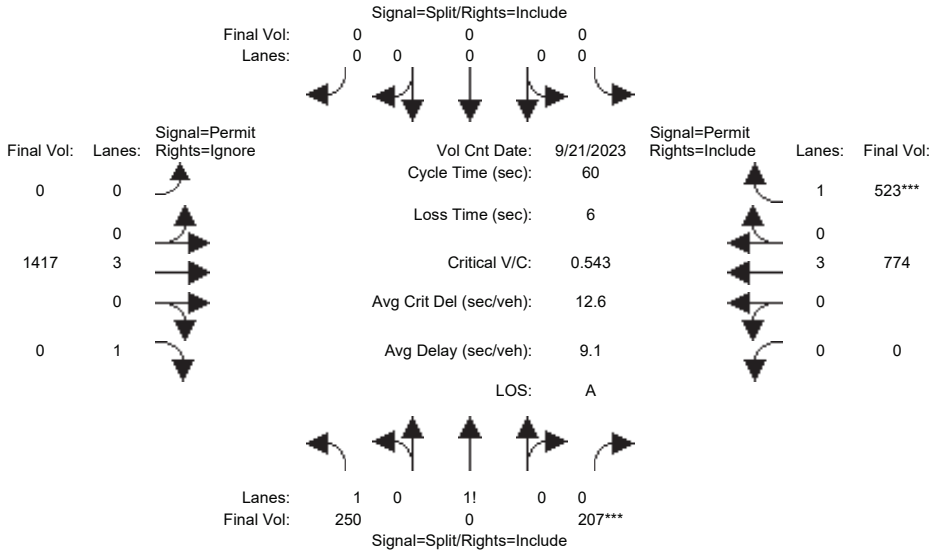
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) PM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	250	0	207	0	0	0	0	1417	693	0	774	523
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	207	0	0	0	0	1417	693	0	774	523
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	207	0	0	0	0	1417	693	0	774	523
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	207	0	0	0	0	1417	0	0	774	523
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	207	0	0	0	0	1417	0	0	774	523
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	207	0	0	0	0	1417	0	0	774	523
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.38	0.00	0.62	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2409	0	1091	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.19	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.14	0.30
Crit Moves:			****									****
Green Time:	21.0	0.0	21.0	0.0	0.0	0.0	0.0	33.0	0.0	0.0	33.0	33.0
Volume/Cap:	0.30	0.00	0.54	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.25	0.54
Delay/Veh:	14.3	0.0	16.4	0.0	0.0	0.0	0.0	8.2	0.0	0.0	7.1	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	0.0	16.4	0.0	0.0	0.0	0.0	8.2	0.0	0.0	7.1	9.3
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	6	0	12	0	0	0	0	10	0	0	5	12

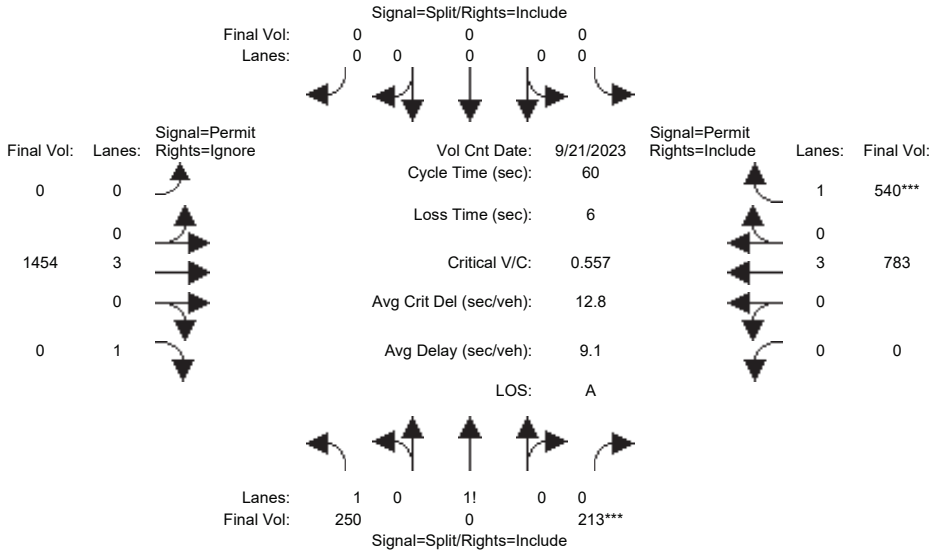
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	250	0	207	0	0	0	0	1417	693	0	774	523
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	207	0	0	0	0	1417	693	0	774	523
Added Vol:	0	0	6	0	0	0	0	37	0	0	9	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	213	0	0	0	0	1454	693	0	783	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	213	0	0	0	0	1454	0	0	783	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	213	0	0	0	0	1454	0	0	783	540
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	213	0	0	0	0	1454	0	0	783	540
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.37	0.00	0.63	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2397	0	1103	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.19	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.14	0.31
Crit Moves:			****									****
Green Time:	20.8	0.0	20.8	0.0	0.0	0.0	0.0	33.2	0.0	0.0	33.2	33.2
Volume/Cap:	0.30	0.00	0.56	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.25	0.56
Delay/Veh:	14.4	0.0	16.7	0.0	0.0	0.0	0.0	8.1	0.0	0.0	7.0	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	0.0	16.7	0.0	0.0	0.0	0.0	8.1	0.0	0.0	7.0	9.4
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	6	0	12	0	0	0	0	10	0	0	5	13

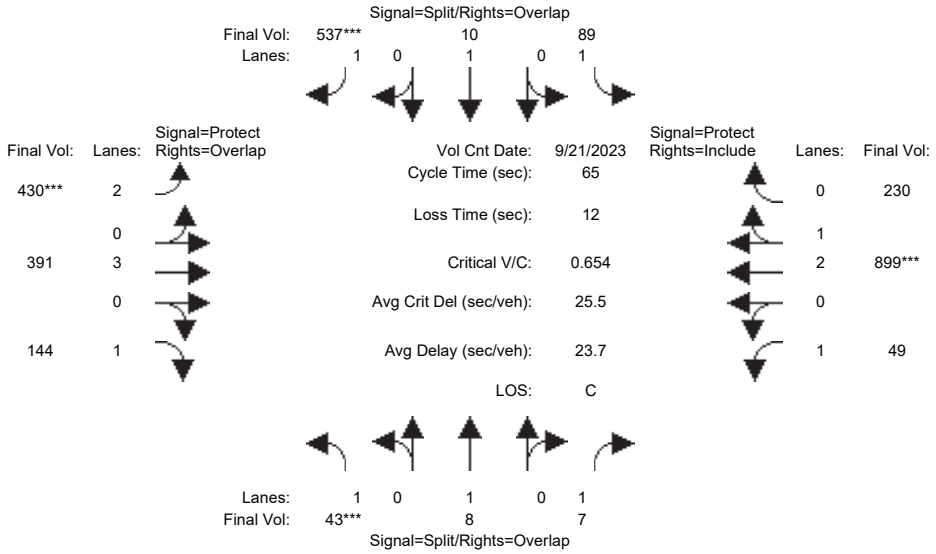
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) AM

Intersection #109: De Paul Drive and Cochrane Road



Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	43	8	7	89	10	537	430	391	144	49	899	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	8	7	89	10	537	430	391	144	49	899	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	8	7	89	10	537	430	391	144	49	899	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	8	7	89	10	537	430	391	144	49	899	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	8	7	89	10	537	430	391	144	49	899	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	8	7	89	10	537	430	391	144	49	899	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.37	0.63
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	1750	4458	1140
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.05	0.01	0.31	0.14	0.07	0.08	0.03	0.20	0.20
Crit Moves:	****					****	****				****	
Green Time:	10.0	10.0	21.8	14.4	14.4	25.9	11.5	16.8	26.8	11.8	17.1	17.1
Volume/Cap:	0.16	0.03	0.01	0.23	0.02	0.77	0.77	0.27	0.20	0.15	0.77	0.77
Delay/Veh:	24.1	23.4	14.4	21.1	19.8	22.1	31.9	19.3	12.4	22.6	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	23.4	14.4	21.1	19.8	22.1	31.9	19.3	12.4	22.6	24.7	24.7
LOS by Move:	C	C	B	C	B	C	C	B	B	C	C	C
HCM2k95thQ:	2	0	0	4	0	22	10	4	4	2	14	14

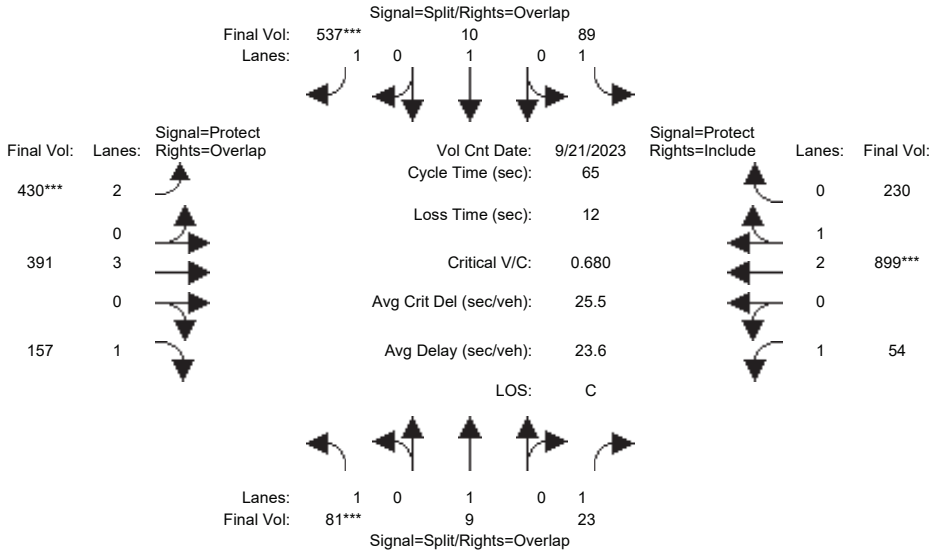
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #109: De Paul Drive and Cochrane Road



Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	43	8	7	89	10	537	430	391	144	49	899	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	8	7	89	10	537	430	391	144	49	899	230
Added Vol:	38	1	16	0	0	0	0	0	13	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	9	23	89	10	537	430	391	157	54	899	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	9	23	89	10	537	430	391	157	54	899	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	9	23	89	10	537	430	391	157	54	899	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	9	23	89	10	537	430	391	157	54	899	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.37	0.63
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	1750	4458	1140
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.01	0.05	0.01	0.31	0.14	0.07	0.09	0.03	0.20	0.20
Crit Moves:	****					****	****				****	
Green Time:	10.0	10.0	21.8	14.4	14.4	25.9	11.5	16.8	26.8	11.8	17.1	17.1
Volume/Cap:	0.30	0.03	0.04	0.23	0.02	0.77	0.77	0.27	0.22	0.17	0.77	0.77
Delay/Veh:	25.0	23.4	14.6	21.1	19.8	22.1	31.9	19.3	12.5	22.7	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	23.4	14.6	21.1	19.8	22.1	31.9	19.3	12.5	22.7	24.7	24.7
LOS by Move:	C	C	B	C	B	C	C	B	B	C	C	C
HCM2k95thQ:	4	0	1	4	0	22	10	4	4	2	14	14

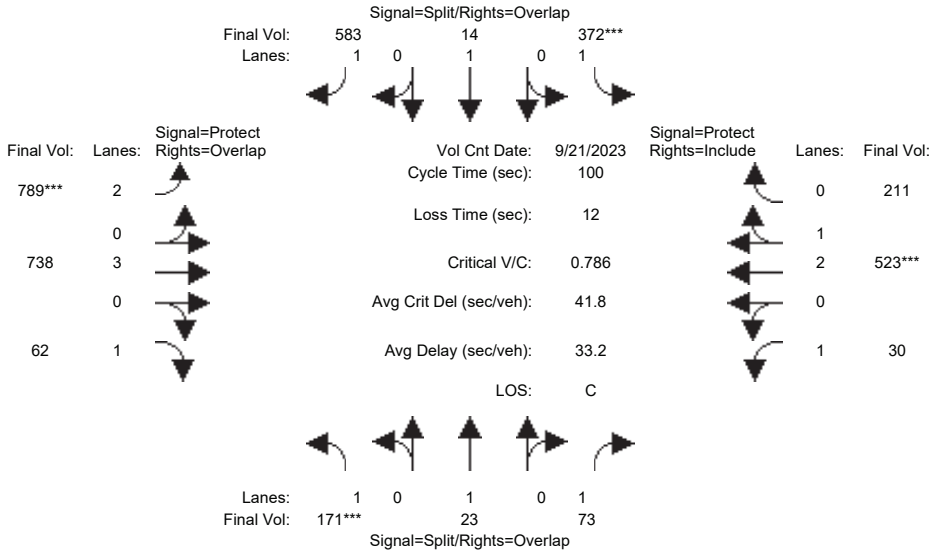
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) PM

Intersection #109: De Paul Drive and Cochrane Road



Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	171	23	73	372	14	583	789	738	62	30	523	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	23	73	372	14	583	789	738	62	30	523	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	23	73	372	14	583	789	738	62	30	523	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	23	73	372	14	583	789	738	62	30	523	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	23	73	372	14	583	789	738	62	30	523	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	23	73	372	14	583	789	738	62	30	523	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.11	0.89
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	1750	3988	1609
Capacity Analysis Module:												
Vol/Sat:	0.10	0.01	0.04	0.21	0.01	0.33	0.25	0.13	0.04	0.02	0.13	0.13
Crit Moves:	****			****			****				****	
Green Time:	12.4	12.4	29.5	27.0	27.0	58.9	31.9	31.5	43.9	17.0	16.7	16.7
Volume/Cap:	0.79	0.10	0.14	0.79	0.03	0.57	0.79	0.41	0.08	0.10	0.79	0.79
Delay/Veh:	59.6	39.0	26.1	42.3	26.8	13.4	35.2	27.1	16.3	35.2	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	39.0	26.1	42.3	26.8	13.4	35.2	27.1	16.3	35.2	44.4	44.4
LOS by Move:	E	D	C	D	C	B	D	C	B	D	D	D
HCM2k95thQ:	14	1	4	24	1	22	24	11	2	2	15	15

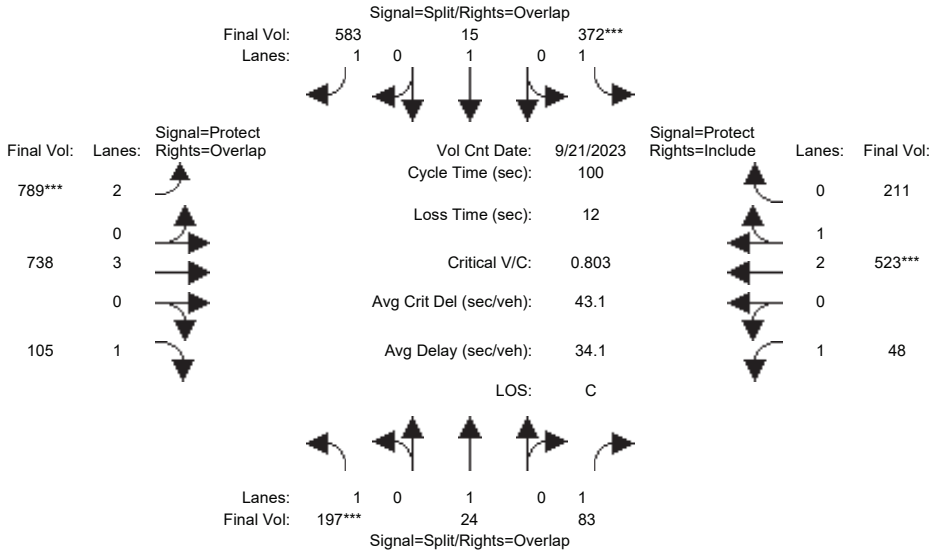
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #109: De Paul Drive and Cochrane Road



Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	171	23	73	372	14	583	789	738	62	30	523	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	23	73	372	14	583	789	738	62	30	523	211
Added Vol:	26	1	10	0	1	0	0	0	43	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	24	83	372	15	583	789	738	105	48	523	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	24	83	372	15	583	789	738	105	48	523	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	24	83	372	15	583	789	738	105	48	523	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	24	83	372	15	583	789	738	105	48	523	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	2.11	0.89
Final Sat.:	1750	1900	1750	1750	1900	1750	3150	5700	1750	1750	3988	1609
Capacity Analysis Module:												
Vol/Sat:	0.11	0.01	0.05	0.21	0.01	0.33	0.25	0.13	0.06	0.03	0.13	0.13
Crit Moves:	****			****			****				****	
Green Time:	14.0	14.0	30.7	26.5	26.5	57.7	31.2	30.8	44.9	16.7	16.3	16.3
Volume/Cap:	0.80	0.09	0.15	0.80	0.03	0.58	0.80	0.42	0.13	0.16	0.80	0.80
Delay/Veh:	58.8	37.6	25.3	44.1	27.3	14.3	36.4	27.6	16.3	36.0	45.5	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	37.6	25.3	44.1	27.3	14.3	36.4	27.6	16.3	36.0	45.5	45.5
LOS by Move:	E	D	C	D	C	B	D	C	B	D	D	D
HCM2k95thQ:	16	1	4	24	1	22	25	11	4	3	15	15

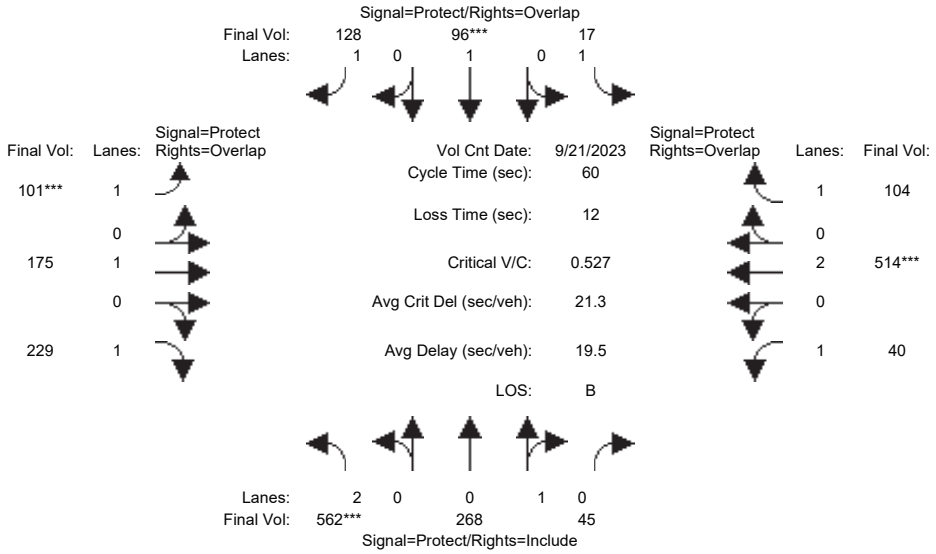
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) AM

Intersection #110: Mission View Drive and Cochrane Road



Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	562	268	45	17	96	128	101	175	229	40	514	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	562	268	45	17	96	128	101	175	229	40	514	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	562	268	45	17	96	128	101	175	229	40	514	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	562	268	45	17	96	128	101	175	229	40	514	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	562	268	45	17	96	128	101	175	229	40	514	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	562	268	45	17	96	128	101	175	229	40	514	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1541	259	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.17	0.01	0.05	0.07	0.06	0.09	0.13	0.02	0.14	0.06
Crit Moves:	****				****		****				****	
Green Time:	17.6	16.5	16.5	11.1	10.0	17.0	7.0	12.0	29.6	8.4	13.4	24.5
Volume/Cap:	0.61	0.63	0.63	0.05	0.30	0.26	0.49	0.46	0.27	0.16	0.61	0.15
Delay/Veh:	19.4	21.7	21.7	20.2	22.5	16.9	26.7	22.1	9.0	23.0	22.2	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	21.7	21.7	20.2	22.5	16.9	26.7	22.1	9.0	23.0	22.2	11.3
LOS by Move:	B	C	C	C	C	B	C	C	A	C	C	B
HCM2k95thQ:	12	12	12	1	4	4	4	6	5	2	10	3

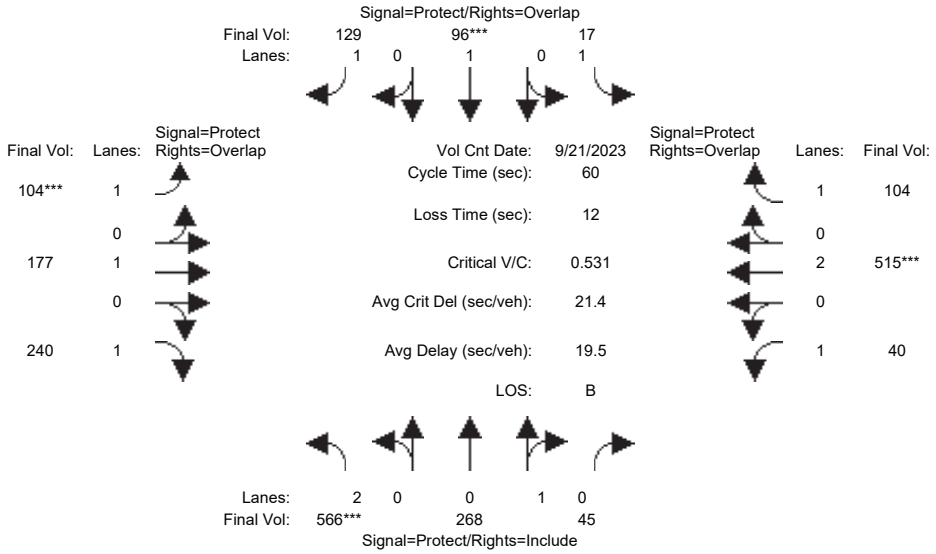
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #110: Mission View Drive and Cochrane Road



Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	562	268	45	17	96	128	101	175	229	40	514	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	562	268	45	17	96	128	101	175	229	40	514	104
Added Vol:	4	0	0	0	0	1	3	2	11	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	566	268	45	17	96	129	104	177	240	40	515	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	566	268	45	17	96	129	104	177	240	40	515	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	268	45	17	96	129	104	177	240	40	515	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	566	268	45	17	96	129	104	177	240	40	515	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1541	259	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.17	0.01	0.05	0.07	0.06	0.09	0.14	0.02	0.14	0.06
Crit Moves:	****				****		****				****	
Green Time:	17.7	16.6	16.6	11.1	10.0	17.0	7.0	12.0	29.6	8.4	13.3	24.4
Volume/Cap:	0.61	0.63	0.63	0.05	0.30	0.26	0.51	0.47	0.28	0.16	0.61	0.15
Delay/Veh:	19.4	21.6	21.6	20.2	22.5	16.9	27.0	22.1	9.1	23.1	22.3	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	21.6	21.6	20.2	22.5	16.9	27.0	22.1	9.1	23.1	22.3	11.3
LOS by Move:	B	C	C	C	C	B	C	C	A	C	C	B
HCM2k95thQ:	12	12	12	1	4	4	4	6	6	2	10	3

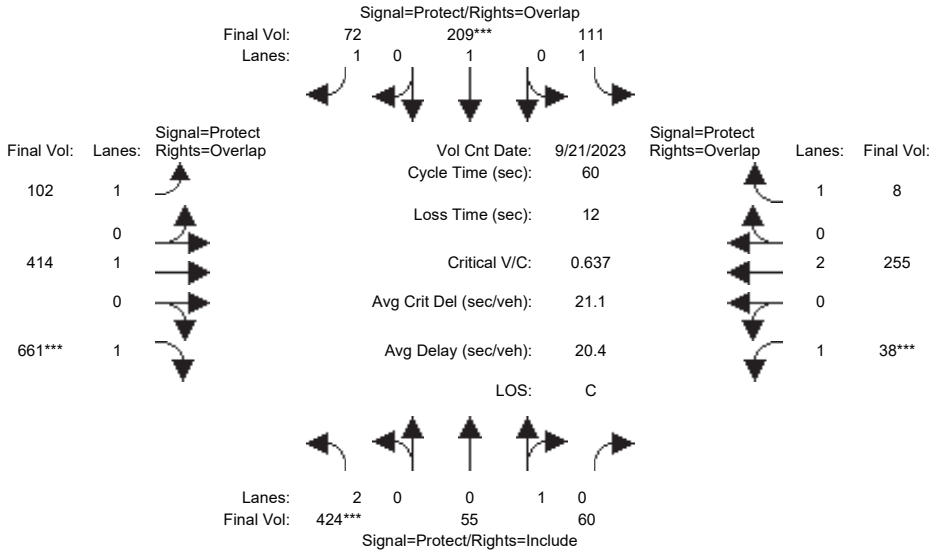
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) PM

Intersection #110: Mission View Drive and Cochrane Road



Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	424	55	60	111	209	72	102	414	661	38	255	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	424	55	60	111	209	72	102	414	661	38	255	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	424	55	60	111	209	72	102	414	661	38	255	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	424	55	60	111	209	72	102	414	661	38	255	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	55	60	111	209	72	102	414	661	38	255	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	424	55	60	111	209	72	102	414	661	38	255	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.48	0.52	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	861	939	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.06	0.06	0.11	0.04	0.06	0.22	0.38	0.02	0.07	0.00
Crit Moves:	****				****				****	****		
Green Time:	11.0	12.4	12.4	8.7	10.0	21.1	11.1	20.0	31.0	7.0	15.9	24.5
Volume/Cap:	0.73	0.31	0.31	0.44	0.66	0.12	0.32	0.66	0.73	0.19	0.25	0.01
Delay/Veh:	27.8	20.7	20.7	24.7	28.5	13.2	21.7	19.6	14.3	24.4	17.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	20.7	20.7	24.7	28.5	13.2	21.7	19.6	14.3	24.4	17.5	10.5
LOS by Move:	C	C	C	C	C	B	C	B	B	C	B	B
HCM2k95thQ:	12	4	4	5	10	2	4	13	19	2	4	0

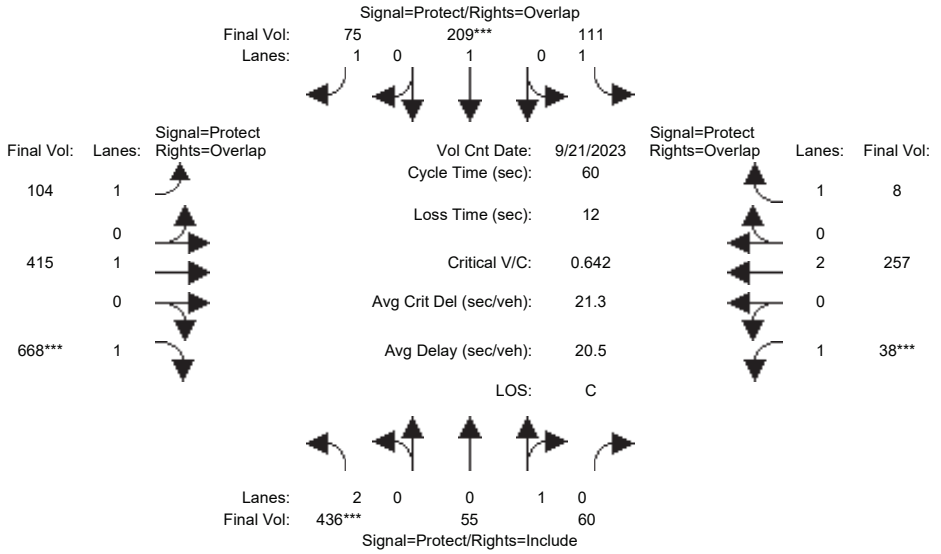
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #110: Mission View Drive and Cochrane Road



Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	424	55	60	111	209	72	102	414	661	38	255	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	424	55	60	111	209	72	102	414	661	38	255	8
Added Vol:	12	0	0	0	0	3	2	1	7	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	55	60	111	209	75	104	415	668	38	257	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	436	55	60	111	209	75	104	415	668	38	257	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	55	60	111	209	75	104	415	668	38	257	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	436	55	60	111	209	75	104	415	668	38	257	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.48	0.52	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	861	939	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.06	0.06	0.06	0.11	0.04	0.06	0.22	0.38	0.02	0.07	0.00
Crit Moves:	****				****				****	****		
Green Time:	11.2	12.5	12.5	8.7	10.0	21.0	11.0	19.8	31.0	7.0	15.7	24.5
Volume/Cap:	0.74	0.31	0.31	0.44	0.66	0.12	0.32	0.66	0.74	0.19	0.26	0.01
Delay/Veh:	27.9	20.6	20.6	24.6	28.5	13.3	21.8	19.9	14.6	24.4	17.6	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	20.6	20.6	24.6	28.5	13.3	21.8	19.9	14.6	24.4	17.6	10.6
LOS by Move:	C	C	C	C	C	B	C	B	B	C	B	B
HCM2k95thQ:	12	4	4	5	10	2	4	13	20	2	4	0

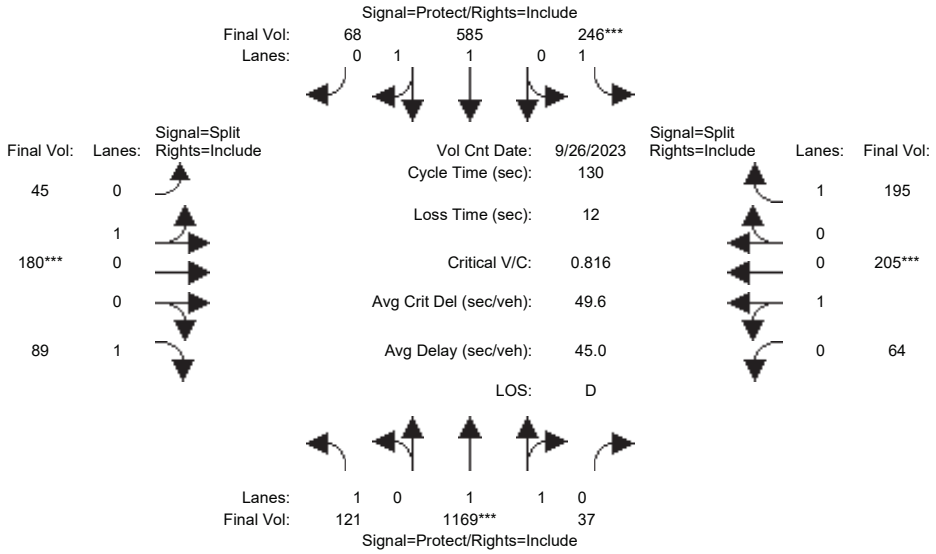
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) AM

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	121	1169	37	246	585	68	45	180	89	64	205	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1169	37	246	585	68	45	180	89	64	205	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	1169	37	246	585	68	45	180	89	64	205	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	1169	37	246	585	68	45	180	89	64	205	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1169	37	246	585	68	45	180	89	64	205	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	1169	37	246	585	68	45	180	89	64	205	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	1.79	0.21	0.20	0.80	1.00	0.24	0.76	1.00
Final Sat.:	1750	3586	114	1750	3314	385	360	1440	1750	428	1372	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.14	0.18	0.18	0.13	0.13	0.05	0.15	0.15	0.11
Crit Moves:		****		****				****			****	
Green Time:	20.9	51.9	51.9	22.4	53.4	53.4	19.9	19.9	19.9	23.8	23.8	23.8
Volume/Cap:	0.43	0.82	0.82	0.82	0.43	0.43	0.82	0.82	0.33	0.82	0.82	0.61
Delay/Veh:	50.2	38.5	38.5	67.6	27.6	27.6	70.3	70.3	49.8	65.6	65.6	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	38.5	38.5	67.6	27.6	27.6	70.3	70.3	49.8	65.6	65.6	52.2
LOS by Move:	D	D	D	E	C	C	E	E	D	E	E	D
HCM2k95thQ:	9	37	37	19	17	17	17	17	7	20	20	14

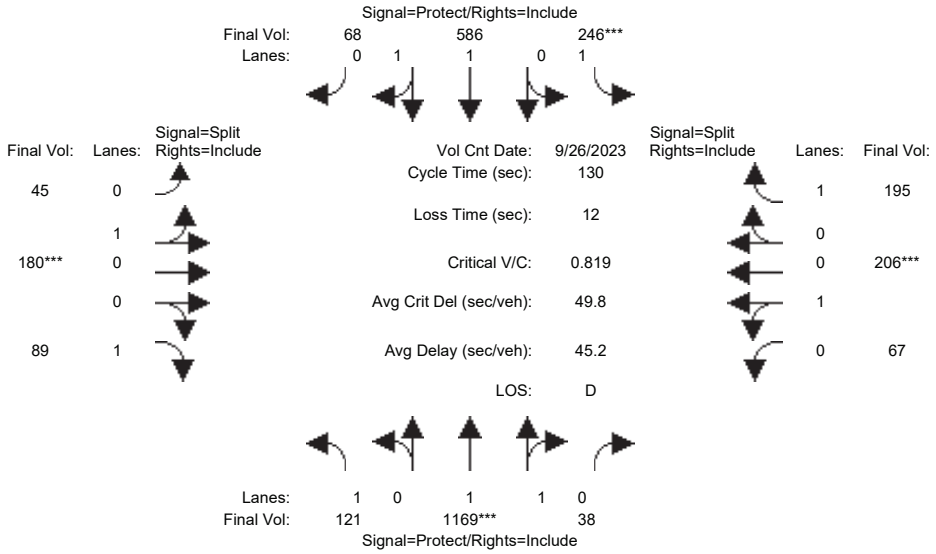
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	121	1169	37	246	585	68	45	180	89	64	205	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1169	37	246	585	68	45	180	89	64	205	195
Added Vol:	0	0	1	0	1	0	0	0	0	3	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	1169	38	246	586	68	45	180	89	67	206	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	1169	38	246	586	68	45	180	89	67	206	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1169	38	246	586	68	45	180	89	67	206	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	1169	38	246	586	68	45	180	89	67	206	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	1.79	0.21	0.20	0.80	1.00	0.25	0.75	1.00
Final Sat.:	1750	3583	116	1750	3315	385	360	1440	1750	442	1358	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.14	0.18	0.18	0.13	0.13	0.05	0.15	0.15	0.11
Crit Moves:		****		****				****			****	
Green Time:	20.8	51.8	51.8	22.3	53.3	53.3	19.8	19.8	19.8	24.1	24.1	24.1
Volume/Cap:	0.43	0.82	0.82	0.82	0.43	0.43	0.82	0.82	0.33	0.82	0.82	0.60
Delay/Veh:	50.3	38.7	38.7	68.0	27.7	27.7	70.7	70.7	49.9	65.6	65.6	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	38.7	38.7	68.0	27.7	27.7	70.7	70.7	49.9	65.6	65.6	51.7
LOS by Move:	D	D	D	E	C	C	E	E	D	E	E	D
HCM2k95thQ:	9	37	37	19	17	17	17	17	7	21	21	14

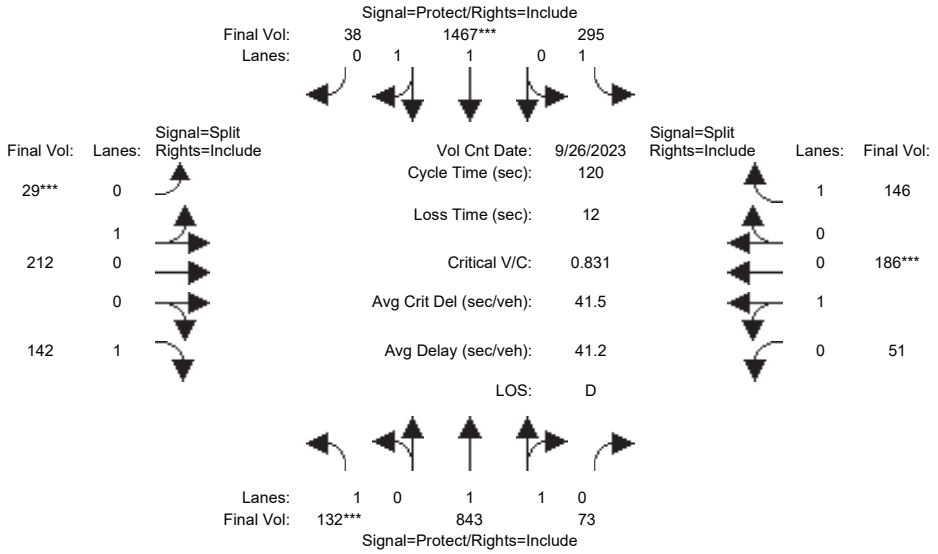
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) PM

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	132	843	73	295	1467	38	29	212	142	51	186	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	843	73	295	1467	38	29	212	142	51	186	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	843	73	295	1467	38	29	212	142	51	186	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	843	73	295	1467	38	29	212	142	51	186	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	843	73	295	1467	38	29	212	142	51	186	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	843	73	295	1467	38	29	212	142	51	186	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.84	0.16	1.00	1.95	0.05	0.12	0.88	1.00	0.22	0.78	1.00
Final Sat.:	1750	3405	295	1750	3607	93	217	1583	1750	387	1413	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.17	0.41	0.41	0.13	0.13	0.08	0.13	0.13	0.08
Crit Moves:	****				****		****				****	
Green Time:	10.9	41.4	41.4	28.2	58.8	58.8	19.3	19.3	19.3	19.0	19.0	19.0
Volume/Cap:	0.83	0.72	0.72	0.72	0.83	0.83	0.83	0.83	0.50	0.83	0.83	0.53
Delay/Veh:	82.9	36.2	36.2	48.2	29.8	29.8	66.7	66.7	47.4	67.2	67.2	48.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.9	36.2	36.2	48.2	29.8	29.8	66.7	66.7	47.4	67.2	67.2	48.2
LOS by Move:	F	D	D	D	C	C	E	E	D	E	E	D
HCM2k95thQ:	11	26	26	18	38	38	17	17	10	17	17	10

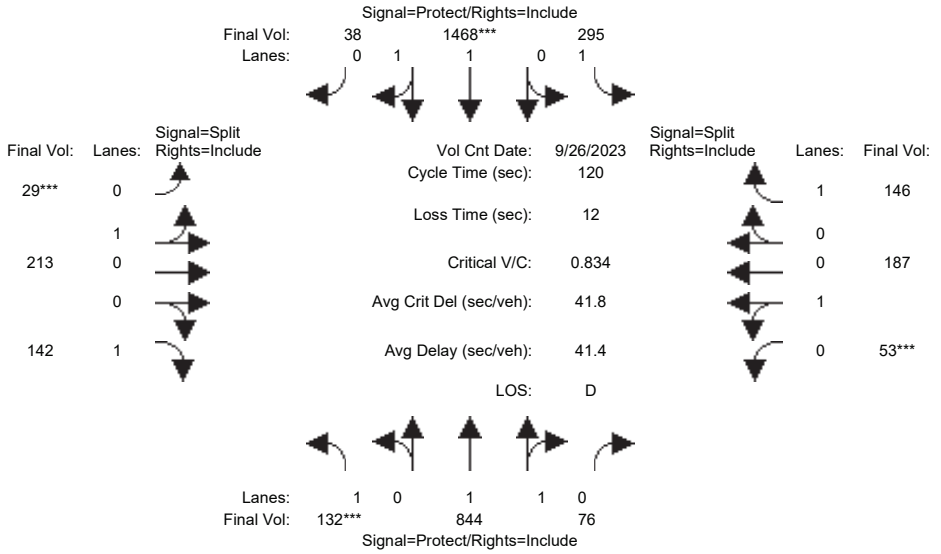
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #118: Monterey Road and Main Avenue



Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	132	843	73	295	1467	38	29	212	142	51	186	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	843	73	295	1467	38	29	212	142	51	186	146
Added Vol:	0	1	3	0	1	0	0	1	0	2	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	844	76	295	1468	38	29	213	142	53	187	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	844	76	295	1468	38	29	213	142	53	187	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	844	76	295	1468	38	29	213	142	53	187	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	844	76	295	1468	38	29	213	142	53	187	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.83	0.17	1.00	1.95	0.05	0.12	0.88	1.00	0.22	0.78	1.00
Final Sat.:	1750	3394	306	1750	3607	93	216	1584	1750	397	1402	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.17	0.41	0.41	0.13	0.13	0.08	0.13	0.13	0.08
Crit Moves:	****				****		****			****		
Green Time:	10.9	41.4	41.4	28.1	58.6	58.6	19.4	19.4	19.4	19.2	19.2	19.2
Volume/Cap:	0.83	0.72	0.72	0.72	0.83	0.83	0.83	0.83	0.50	0.83	0.83	0.52
Delay/Veh:	83.6	36.3	36.3	48.5	30.0	30.0	67.1	67.1	47.4	67.3	67.3	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	36.3	36.3	48.5	30.0	30.0	67.1	67.1	47.4	67.3	67.3	48.0
LOS by Move:	F	D	D	D	C	C	E	E	D	E	E	D
HCM2k95thQ:	11	27	27	18	38	38	17	17	10	18	18	10

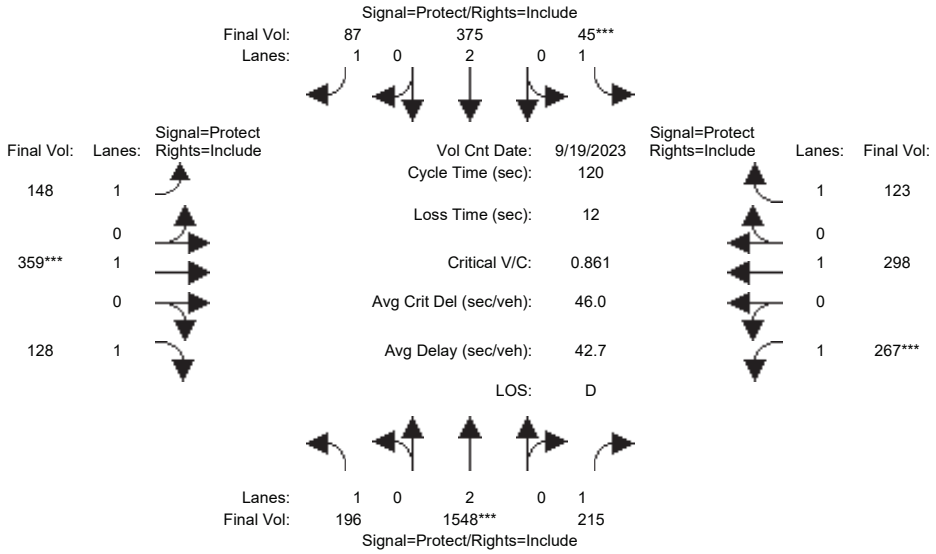
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) AM

Intersection #119: Butterfield Boulevard and Main Avenue



Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	196	1548	215	45	375	87	148	359	128	267	298	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1548	215	45	375	87	148	359	128	267	298	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	1548	215	45	375	87	148	359	128	267	298	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	1548	215	45	375	87	148	359	128	267	298	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1548	215	45	375	87	148	359	128	267	298	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	1548	215	45	375	87	148	359	128	267	298	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.41	0.12	0.03	0.10	0.05	0.08	0.19	0.07	0.15	0.16	0.07
Crit Moves:		****		****				****		****		
Green Time:	32.9	54.9	54.9	7.0	29.0	29.0	16.1	25.5	25.5	20.6	29.9	29.9
Volume/Cap:	0.41	0.89	0.27	0.44	0.41	0.21	0.63	0.89	0.34	0.89	0.63	0.28
Delay/Veh:	36.1	35.9	20.3	57.6	38.6	36.5	54.5	66.8	40.7	74.7	42.8	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	35.9	20.3	57.6	38.6	36.5	54.5	66.8	40.7	74.7	42.8	36.7
LOS by Move:	D	D	C	E	D	D	D	E	D	E	D	D
HCM2k95thQ:	11	41	10	4	11	5	10	23	8	20	17	7

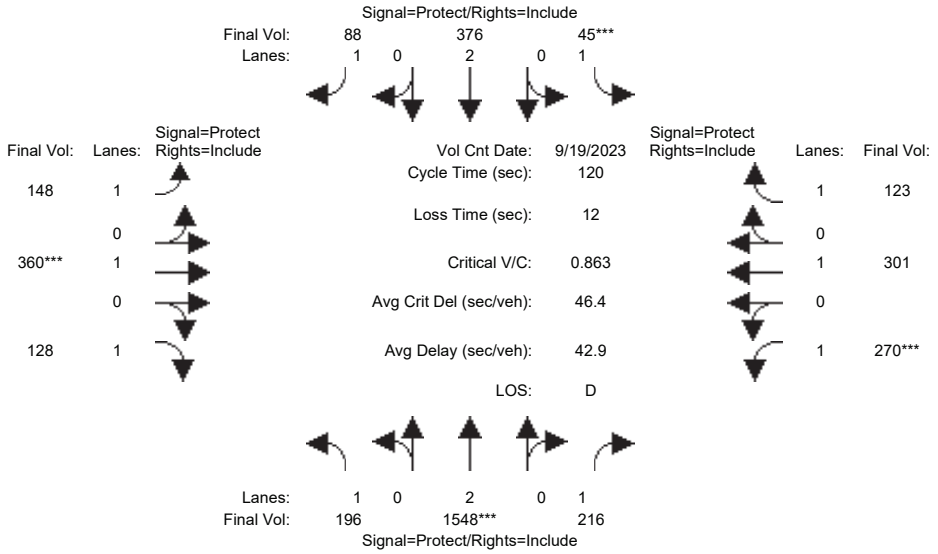
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #119: Butterfield Boulevard and Main Avenue



Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	196	1548	215	45	375	87	148	359	128	267	298	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1548	215	45	375	87	148	359	128	267	298	123
Added Vol:	0	0	1	0	1	1	0	1	0	3	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	1548	216	45	376	88	148	360	128	270	301	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	1548	216	45	376	88	148	360	128	270	301	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1548	216	45	376	88	148	360	128	270	301	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	1548	216	45	376	88	148	360	128	270	301	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.41	0.12	0.03	0.10	0.05	0.08	0.19	0.07	0.15	0.16	0.07
Crit Moves:		****		****				****		****		
Green Time:	32.8	54.8	54.8	7.0	29.0	29.0	16.1	25.5	25.5	20.7	30.1	30.1
Volume/Cap:	0.41	0.89	0.27	0.44	0.41	0.21	0.63	0.89	0.34	0.89	0.63	0.28
Delay/Veh:	36.3	36.2	20.4	57.6	38.6	36.6	54.6	67.2	40.7	75.0	42.7	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	36.2	20.4	57.6	38.6	36.6	54.6	67.2	40.7	75.0	42.7	36.5
LOS by Move:	D	D	C	E	D	D	D	E	D	E	D	D
HCM2k95thQ:	11	41	10	4	11	5	10	23	8	20	18	7

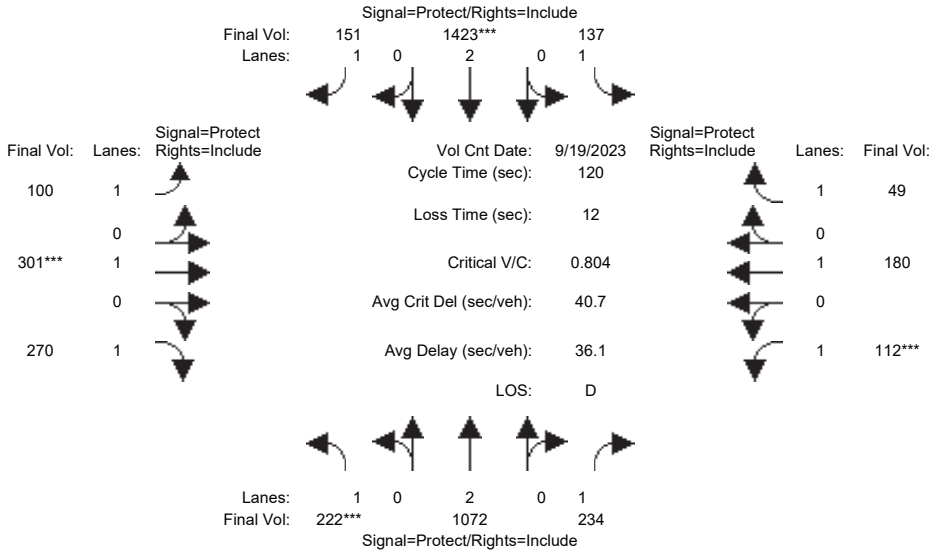
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) PM

Intersection #119: Butterfield Boulevard and Main Avenue



Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	222	1072	234	137	1423	151	100	301	270	112	180	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	1072	234	137	1423	151	100	301	270	112	180	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	1072	234	137	1423	151	100	301	270	112	180	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	1072	234	137	1423	151	100	301	270	112	180	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	1072	234	137	1423	151	100	301	270	112	180	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	1072	234	137	1423	151	100	301	270	112	180	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.13	0.08	0.37	0.09	0.06	0.16	0.15	0.06	0.09	0.03
Crit Moves:	****				****			****		****		
Green Time:	18.9	58.6	58.6	16.3	55.9	55.9	12.6	23.6	23.6	9.6	20.5	20.5
Volume/Cap:	0.80	0.58	0.27	0.58	0.80	0.19	0.54	0.80	0.78	0.80	0.55	0.16
Delay/Veh:	64.4	22.4	18.3	52.2	30.2	18.9	54.2	57.9	56.9	82.0	47.6	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	22.4	18.3	52.2	30.2	18.9	54.2	57.9	56.9	82.0	47.6	42.7
LOS by Move:	E	C	B	D	C	B	D	E	E	F	D	D
HCM2k95thQ:	16	24	10	10	37	7	7	19	18	9	12	3

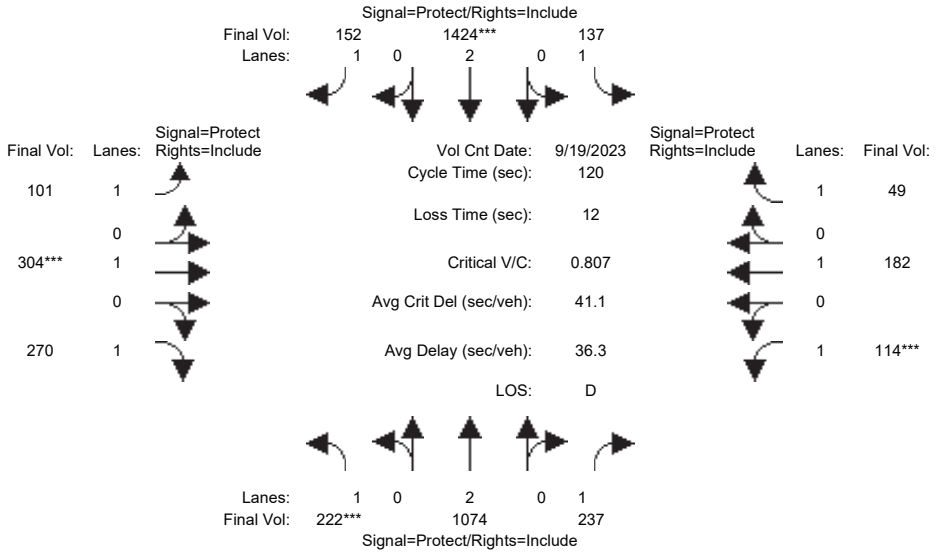
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #119: Butterfield Boulevard and Main Avenue



Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	222	1072	234	137	1423	151	100	301	270	112	180	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	1072	234	137	1423	151	100	301	270	112	180	49
Added Vol:	0	2	3	0	1	1	1	3	0	2	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	1074	237	137	1424	152	101	304	270	114	182	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	1074	237	137	1424	152	101	304	270	114	182	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	1074	237	137	1424	152	101	304	270	114	182	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	1074	237	137	1424	152	101	304	270	114	182	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.14	0.08	0.37	0.09	0.06	0.16	0.15	0.07	0.10	0.03
Crit Moves:	****				****			****		****		
Green Time:	18.9	58.4	58.4	16.2	55.7	55.7	12.7	23.8	23.8	9.7	20.8	20.8
Volume/Cap:	0.81	0.58	0.28	0.58	0.81	0.19	0.55	0.81	0.78	0.81	0.55	0.16
Delay/Veh:	64.9	22.5	18.5	52.4	30.4	19.0	54.4	58.1	56.3	82.2	47.4	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	22.5	18.5	52.4	30.4	19.0	54.4	58.1	56.3	82.2	47.4	42.4
LOS by Move:	E	C	B	D	C	B	D	E	E	F	D	D
HCM2k95thQ:	16	24	10	10	38	7	7	19	18	10	12	3

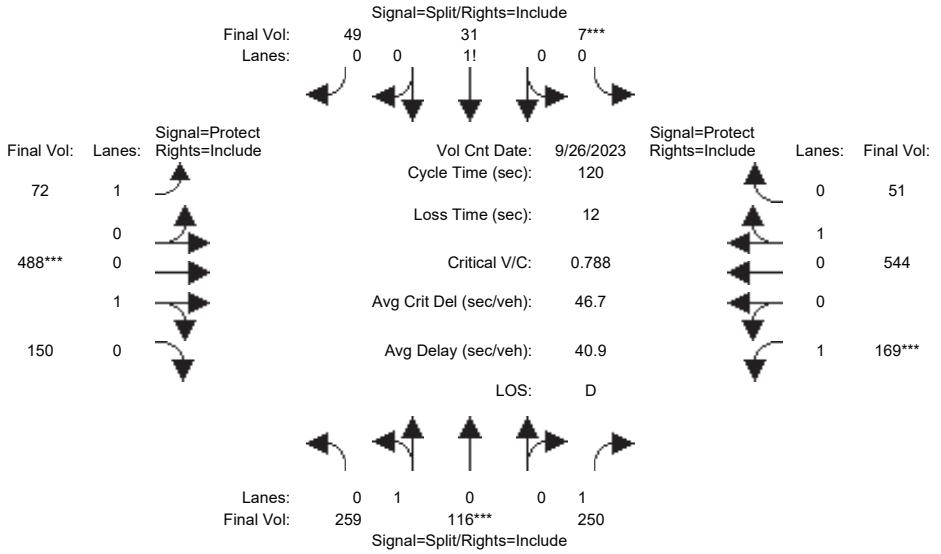
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) AM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	259	116	250	7	31	49	72	488	150	169	544	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	116	250	7	31	49	72	488	150	169	544	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	116	250	7	31	49	72	488	150	169	544	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	116	250	7	31	49	72	488	150	169	544	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	116	250	7	31	49	72	488	150	169	544	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	116	250	7	31	49	72	488	150	169	544	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.69	0.31	1.00	0.08	0.36	0.56	1.00	0.76	0.24	1.00	0.91	0.09
Final Sat.:	1243	557	1750	141	624	986	1750	1377	423	1750	1646	154
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.05	0.05	0.05	0.04	0.35	0.35	0.10	0.33	0.33
Crit Moves:		****		****				****		****		
Green Time:	31.0	31.0	31.0	10.0	10.0	10.0	10.1	52.7	52.7	14.4	57.0	57.0
Volume/Cap:	0.81	0.81	0.55	0.60	0.60	0.60	0.49	0.81	0.81	0.81	0.70	0.70
Delay/Veh:	51.8	51.8	40.0	59.7	59.7	59.7	55.1	35.4	35.4	71.7	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	51.8	40.0	59.7	59.7	59.7	55.1	35.4	35.4	71.7	27.2	27.2
LOS by Move:	D	D	D	E	E	E	E	D	D	E	C	C
HCM2k95thQ:	27	27	17	9	9	9	5	35	35	16	32	32

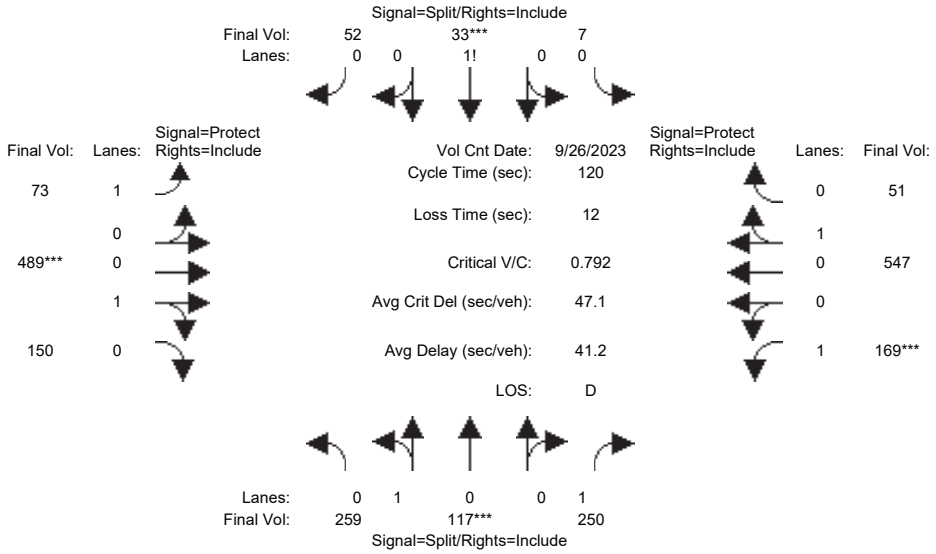
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	259	116	250	7	31	49	72	488	150	169	544	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	116	250	7	31	49	72	488	150	169	544	51
Added Vol:	0	1	0	0	2	3	1	1	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	117	250	7	33	52	73	489	150	169	547	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	117	250	7	33	52	73	489	150	169	547	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	117	250	7	33	52	73	489	150	169	547	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	117	250	7	33	52	73	489	150	169	547	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.69	0.31	1.00	0.08	0.36	0.56	1.00	0.77	0.23	1.00	0.91	0.09
Final Sat.:	1240	560	1750	133	628	989	1750	1377	423	1750	1646	154
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.05	0.05	0.05	0.04	0.36	0.36	0.10	0.33	0.33
Crit Moves:		****			****			****			****	
Green Time:	31.0	31.0	31.0	10.0	10.0	10.0	10.0	52.7	52.7	14.3	57.0	57.0
Volume/Cap:	0.81	0.81	0.55	0.63	0.63	0.63	0.50	0.81	0.81	0.81	0.70	0.70
Delay/Veh:	51.9	51.9	40.0	61.8	61.8	61.8	55.3	35.5	35.5	71.9	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	51.9	40.0	61.8	61.8	61.8	55.3	35.5	35.5	71.9	27.4	27.4
LOS by Move:	D	D	D	E	E	E	E	D	D	E	C	C
HCM2k95thQ:	27	27	17	9	9	9	5	35	35	16	32	32

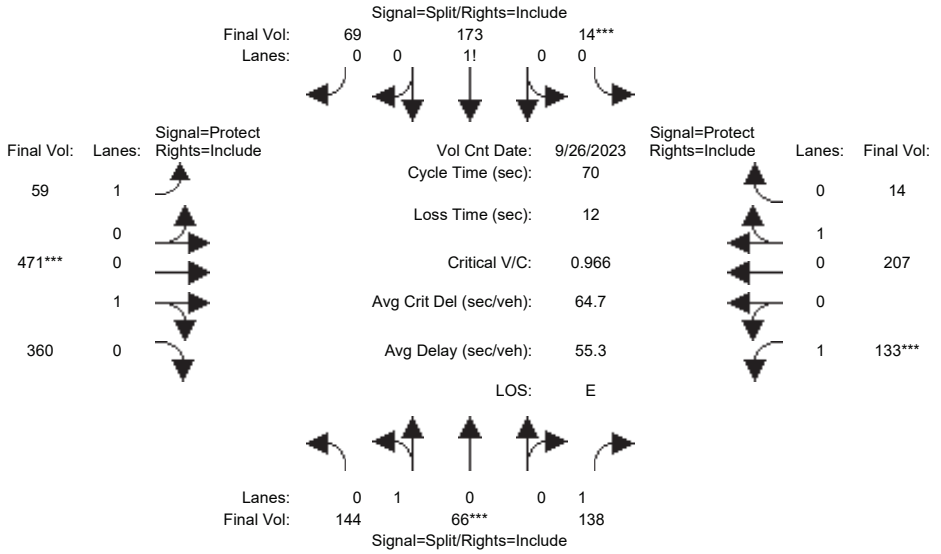
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) PM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	144	66	138	14	173	69	59	471	360	133	207	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	66	138	14	173	69	59	471	360	133	207	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	66	138	14	173	69	59	471	360	133	207	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	66	138	14	173	69	59	471	360	133	207	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	66	138	14	173	69	59	471	360	133	207	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	66	138	14	173	69	59	471	360	133	207	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.69	0.31	1.00	0.05	0.68	0.27	1.00	0.57	0.43	1.00	0.94	0.06
Final Sat.:	1234	566	1750	96	1183	472	1750	1020	780	1750	1686	114
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.08	0.15	0.15	0.15	0.03	0.46	0.46	0.08	0.12	0.12
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.6	31.0	31.0	7.0	22.4	22.4
Volume/Cap:	0.82	0.82	0.55	1.02	1.02	1.02	0.15	1.04	1.04	0.76	0.38	0.38
Delay/Veh:	47.2	47.2	30.6	93.3	93.3	93.3	22.0	63.0	63.0	48.2	18.9	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	47.2	30.6	93.3	93.3	93.3	22.0	63.0	63.0	48.2	18.9	18.9
LOS by Move:	D	D	C	F	F	F	C	E	E	D	B	B
HCM2k95thQ:	14	14	8	21	21	21	2	41	41	10	8	8

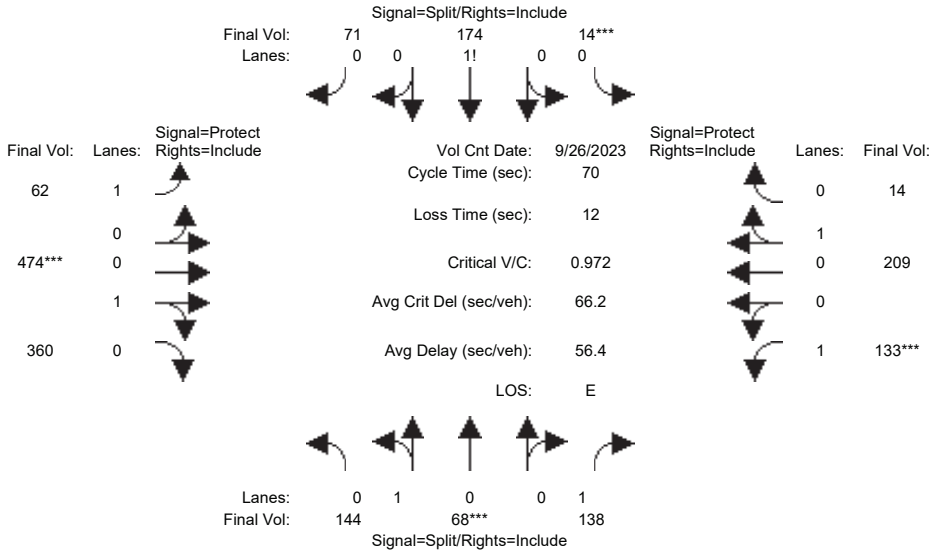
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #120: Condit Road and Main Avenue



Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	144	66	138	14	173	69	59	471	360	133	207	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	66	138	14	173	69	59	471	360	133	207	14
Added Vol:	0	2	0	0	1	2	3	3	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	68	138	14	174	71	62	474	360	133	209	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	68	138	14	174	71	62	474	360	133	209	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	68	138	14	174	71	62	474	360	133	209	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	68	138	14	174	71	62	474	360	133	209	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.68	0.32	1.00	0.05	0.68	0.27	1.00	0.57	0.43	1.00	0.94	0.06
Final Sat.:	1223	577	1750	95	1176	480	1750	1023	777	1750	1687	113
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.08	0.15	0.15	0.15	0.04	0.46	0.46	0.08	0.12	0.12
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.6	31.0	31.0	7.0	22.4	22.4
Volume/Cap:	0.82	0.82	0.55	1.04	1.04	1.04	0.16	1.05	1.05	0.76	0.39	0.39
Delay/Veh:	48.2	48.2	30.6	96.6	96.6	96.6	22.1	64.1	64.1	48.2	18.9	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	48.2	30.6	96.6	96.6	96.6	22.1	64.1	64.1	48.2	18.9	18.9
LOS by Move:	D	D	C	F	F	F	C	E	E	D	B	B
HCM2k95thQ:	14	14	8	22	22	22	2	42	42	10	8	8

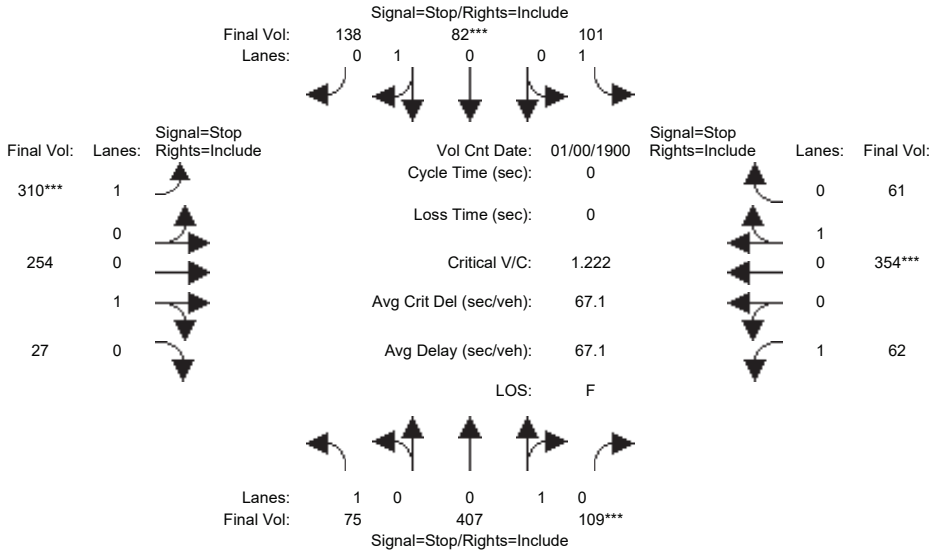
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2050 (GP Net) AM

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 <<												
Base Vol:	75	407	109	101	82	138	310	254	27	62	354	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	407	109	101	82	138	310	254	27	62	354	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	407	109	101	82	138	310	254	27	62	354	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	407	109	101	82	138	310	254	27	62	354	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	407	109	101	82	138	310	254	27	62	354	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	407	109	101	82	138	310	254	27	62	354	61
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	1.00	0.37	0.63	1.00	0.90	0.10	1.00	0.85	0.15
Final Sat.:	390	333	89	367	151	255	390	376	40	389	357	62
Capacity Analysis Module:												
Vol/Sat:	0.19	1.22	1.22	0.28	0.54	0.54	0.79	0.68	0.68	0.16	0.99	0.99
Crit Moves:		****			****		****				****	
Delay/Veh:	14.0	146	146.0	16.0	21.2	21.2	39.1	27.4	27.4	13.6	71.3	71.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	146	146.0	16.0	21.2	21.2	39.1	27.4	27.4	13.6	71.3	71.3
LOS by Move:	B	F	F	C	C	C	E	D	D	B	F	F
ApproachDel:	129.3			19.6			33.5			63.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	129.3			19.6			33.5			63.8		
LOS by Appr:	F			C			D			F		
AllWayAvgQ:	0.2	15.8	15.8	0.4	1.1	1.1	2.9	1.9	1.9	0.2	7.0	7.0

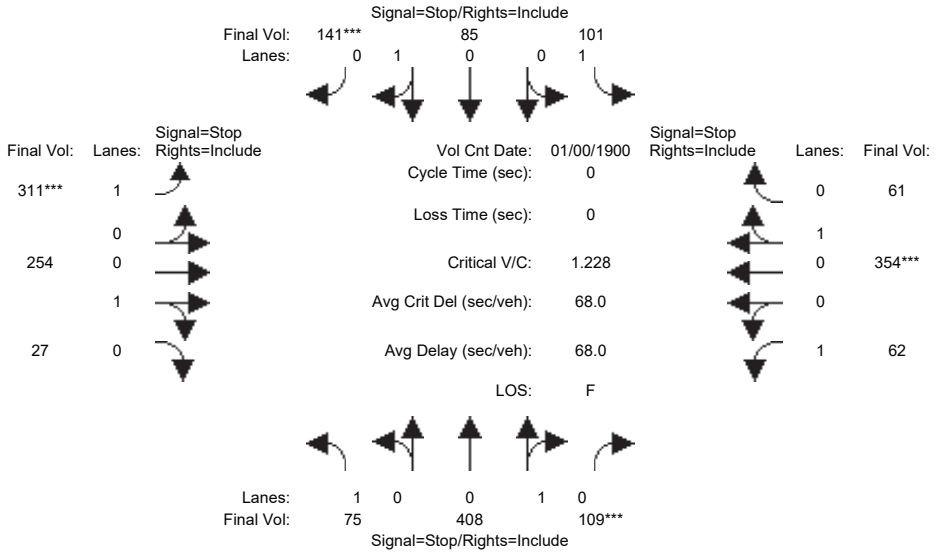
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 <<												
Base Vol:	75	407	109	101	82	138	310	254	27	62	354	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	407	109	101	82	138	310	254	27	62	354	61
Added Vol:	0	1	0	0	3	3	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	408	109	101	85	141	311	254	27	62	354	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	408	109	101	85	141	311	254	27	62	354	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	408	109	101	85	141	311	254	27	62	354	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	408	109	101	85	141	311	254	27	62	354	61
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.79	0.21	1.00	0.38	0.62	1.00	0.90	0.10	1.00	0.85	0.15
Final Sat.:	389	332	89	367	153	254	389	375	40	388	356	61
Capacity Analysis Module:												
Vol/Sat:	0.19	1.23	1.23	0.27	0.56	0.56	0.80	0.68	0.68	0.16	0.99	0.99
Crit Moves:			****			****	****				****	
Delay/Veh:	14.1	148	148.5	16.0	21.8	21.8	39.7	27.6	27.6	13.7	72.1	72.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	148	148.5	16.0	21.8	21.8	39.7	27.6	27.6	13.7	72.1	72.1
LOS by Move:	B	F	F	C	C	C	E	D	D	B	F	F
ApproachDel:	131.4			20.0			33.9			64.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	131.4			20.0			33.9			64.5		
LOS by Appr:	F			C			D			F		
AllWayAvgQ:	0.2	16.0	16.0	0.4	1.2	1.2	3.0	1.9	1.9	0.2	7.0	7.0

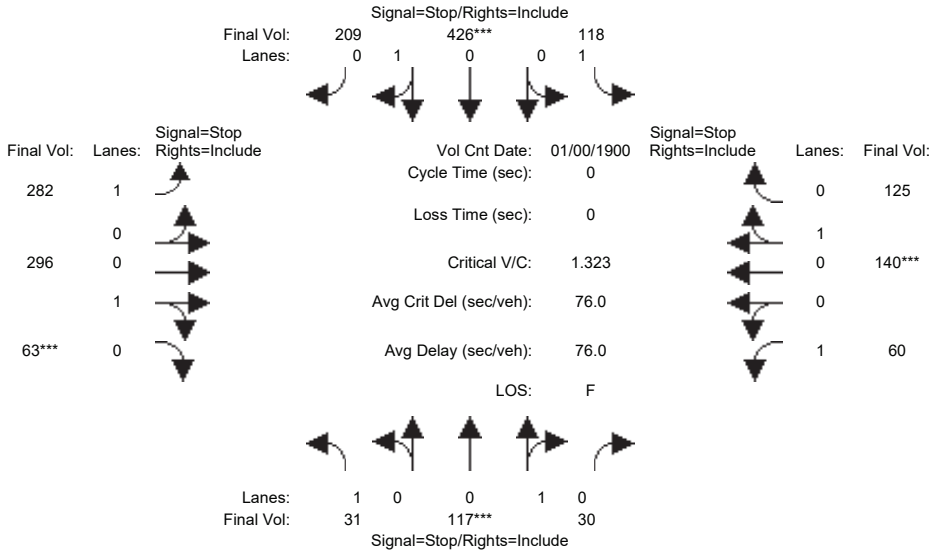
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2050 (GP Net) PM

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 <<												
Base Vol:	31	117	30	118	426	209	282	296	63	60	140	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	117	30	118	426	209	282	296	63	60	140	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	117	30	118	426	209	282	296	63	60	140	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	117	30	118	426	209	282	296	63	60	140	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	117	30	118	426	209	282	296	63	60	140	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	117	30	118	426	209	282	296	63	60	140	125
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	1.00	0.67	0.33	1.00	0.82	0.18	1.00	0.53	0.47
Final Sat.:	383	328	84	432	322	158	432	386	82	404	237	211
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.27	1.32	1.32	0.65	0.77	0.77	0.15	0.59	0.59
Crit Moves:		****			****				****		****	
Delay/Veh:	12.6	15.6	15.6	13.9	182	181.6	25.0	31.1	31.1	13.0	21.2	21.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	15.6	15.6	13.9	182	181.6	25.0	31.1	31.1	13.0	21.2	21.2
LOS by Move:	B	C	C	B	F	F	D	D	D	B	C	C
ApproachDel:		15.1			155.3			28.4			19.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.1			155.3			28.4			19.6	
LOS by Appr:		C			F			D			C	
AllWayAvgQ:	0.1	0.5	0.5	0.4	22.9	22.9	1.7	2.7	2.7	0.2	1.3	1.3

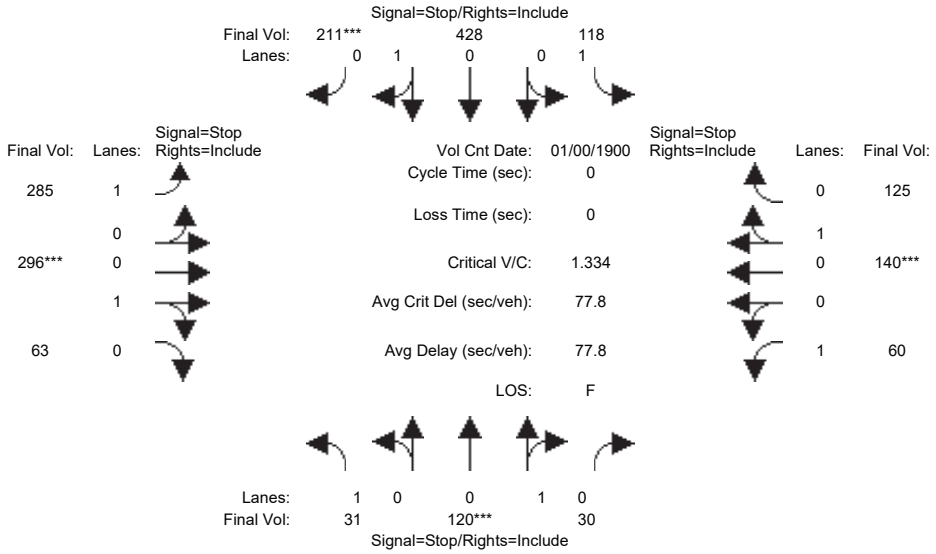
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 0 Jan 1900 <<												
Base Vol:	31	117	30	118	426	209	282	296	63	60	140	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	117	30	118	426	209	282	296	63	60	140	125
Added Vol:	0	3	0	0	2	2	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	120	30	118	428	211	285	296	63	60	140	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	120	30	118	428	211	285	296	63	60	140	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	120	30	118	428	211	285	296	63	60	140	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	120	30	118	428	211	285	296	63	60	140	125
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.80	0.20	1.00	0.67	0.33	1.00	0.82	0.18	1.00	0.53	0.47
Final Sat.:	382	329	82	431	321	158	432	386	82	403	236	211
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.27	1.33	1.33	0.66	0.77	0.77	0.15	0.59	0.59
Crit Moves:		****				****		****			****	
Delay/Veh:	12.6	15.8	15.8	14.0	186	186.2	25.5	31.2	31.2	13.0	21.2	21.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	15.8	15.8	14.0	186	186.2	25.5	31.2	31.2	13.0	21.2	21.2
LOS by Move:	B	C	C	B	F	F	D	D	D	B	C	C
ApproachDel:		15.2			159.4			28.7			19.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.2			159.4			28.7			19.7	
LOS by Appr:		C			F			D			C	
AllWayAvgQ:	0.1	0.5	0.5	0.4	23.4	23.4	1.7	2.7	2.7	0.2	1.3	1.3

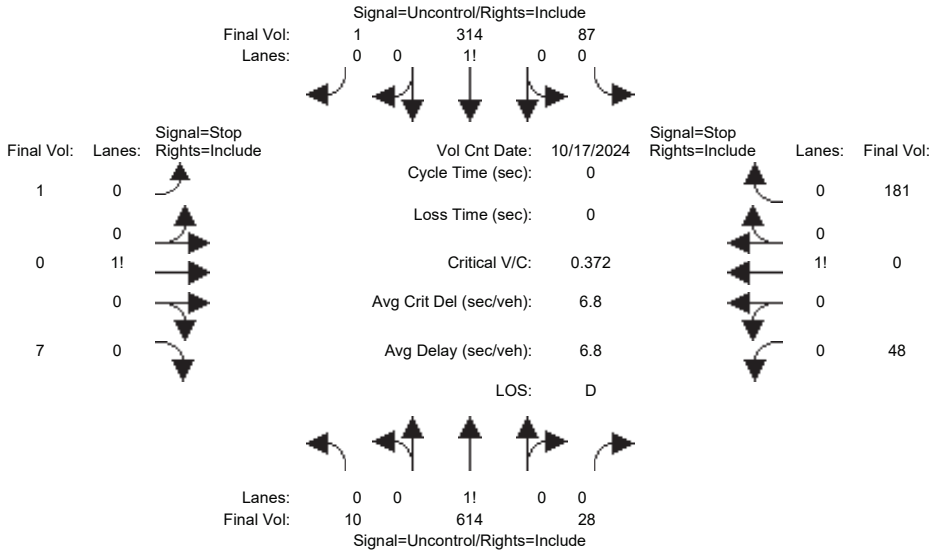
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2050 (GP Net) AM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 17 Oct 2024 <<												
Base Vol:	10	614	28	87	314	1	1	0	7	48	0	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	614	28	87	314	1	1	0	7	48	0	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	614	28	87	314	1	1	0	7	48	0	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	614	28	87	314	1	1	0	7	48	0	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	614	28	87	314	1	1	0	7	48	0	181
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	315	xxxx	xxxxx	642	xxxx	xxxxx	1227	1151	315	1140	1137	628
Potent Cap.:	1257	xxxx	xxxxx	952	xxxx	xxxxx	157	200	731	180	203	487
Move Cap.:	1257	xxxx	xxxxx	952	xxxx	xxxxx	91	179	731	164	182	487
Volume/Cap:	0.01	xxxx	xxxx	0.09	xxxx	xxxx	0.01	0.00	0.01	0.29	0.00	0.37
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	388	xxxxx	xxxx	344	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	4.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.5	xxxxx	xxxxx	33.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			14.5			33.9		
ApproachLOS:	*			*			B			D		

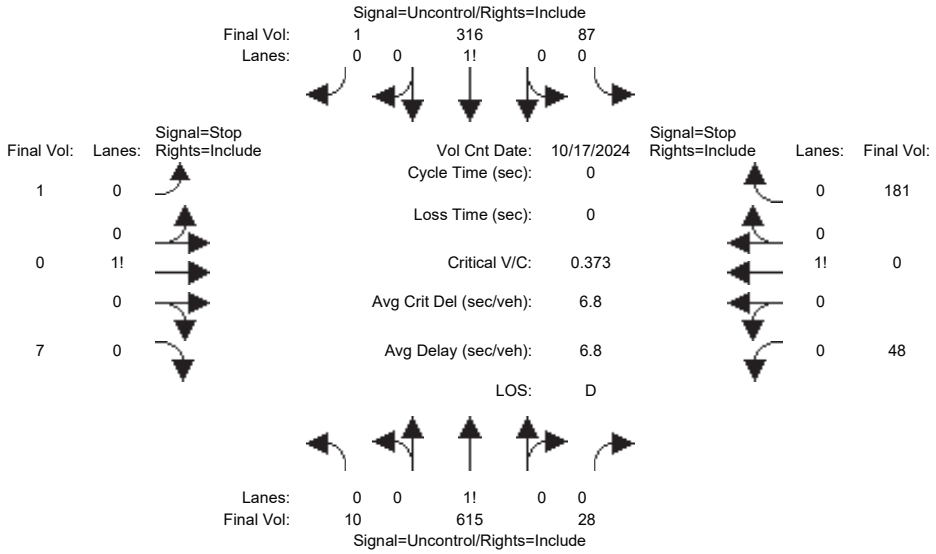
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 17 Oct 2024 <<												
Base Vol:	10	614	28	87	314	1	1	0	7	48	0	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	614	28	87	314	1	1	0	7	48	0	181
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	615	28	87	316	1	1	0	7	48	0	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	615	28	87	316	1	1	0	7	48	0	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	615	28	87	316	1	1	0	7	48	0	181
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	317	xxxx	xxxxx	643	xxxx	xxxxx	1230	1154	317	1143	1140	629
Potent Cap.:	1255	xxxx	xxxxx	951	xxxx	xxxxx	156	199	729	179	203	486
Move Cap.:	1255	xxxx	xxxxx	951	xxxx	xxxxx	90	178	729	163	182	486
Volume/Cap:	0.01	xxxx	xxxx	0.09	xxxx	xxxx	0.01	0.00	0.01	0.29	0.00	0.37
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	386	xxxxx	xxxx	343	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	4.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.5	xxxxx	xxxxx	34.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			14.5			34.1		
ApproachLOS:	*			*			B			D		

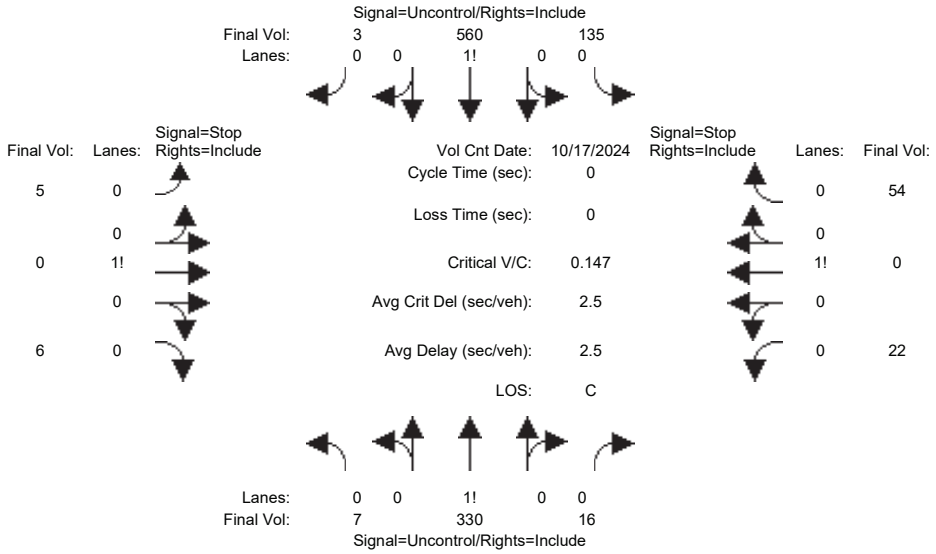
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2050 (GP Net) PM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 17 Oct 2024 <<												
Base Vol:	7	330	16	135	560	3	5	0	6	22	0	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	330	16	135	560	3	5	0	6	22	0	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	330	16	135	560	3	5	0	6	22	0	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	330	16	135	560	3	5	0	6	22	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	330	16	135	560	3	5	0	6	22	0	54
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	563	xxxx	xxxxx	346	xxxx	xxxxx	1211	1192	562	1187	1185	338
Potent Cap.:	1019	xxxx	xxxxx	1224	xxxx	xxxxx	161	189	531	167	191	709
Move Cap.:	1019	xxxx	xxxxx	1224	xxxx	xxxxx	134	165	531	149	167	709
Volume/Cap:	0.01	xxxx	xxxx	0.11	xxxx	xxxx	0.04	0.00	0.01	0.15	0.00	0.08
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	227	xxxxx	xxxx	340	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.7	xxxxx	xxxxx	18.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			21.7			18.6		
ApproachLOS:	*			*			C			C		

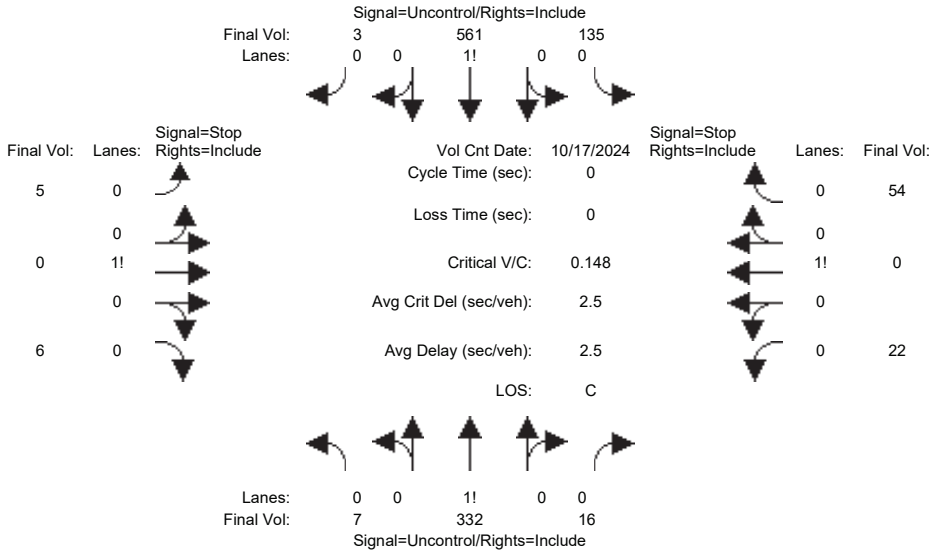
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #1120: Condit Road and Diana Avenue



Street Name:	Condit Road						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 17 Oct 2024 <<												
Base Vol:	7	330	16	135	560	3	5	0	6	22	0	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	330	16	135	560	3	5	0	6	22	0	54
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	332	16	135	561	3	5	0	6	22	0	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	332	16	135	561	3	5	0	6	22	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	332	16	135	561	3	5	0	6	22	0	54
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	564	xxxx	xxxxx	348	xxxx	xxxxx	1214	1195	563	1190	1188	340
Potent Cap.:	1018	xxxx	xxxxx	1222	xxxx	xxxxx	160	188	530	166	190	707
Move Cap.:	1018	xxxx	xxxxx	1222	xxxx	xxxxx	134	164	530	148	166	707
Volume/Cap:	0.01	xxxx	xxxx	0.11	xxxx	xxxx	0.04	0.00	0.01	0.15	0.00	0.08
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	226	xxxxx	xxxx	338	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.8	xxxxx	xxxxx	18.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			21.8			18.7		
ApproachLOS:	*			*			C			C		

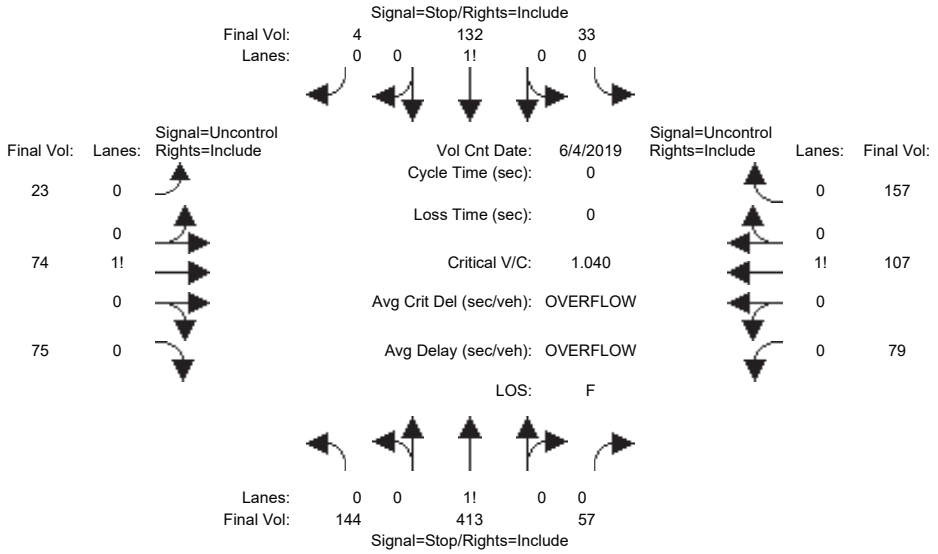
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2050 (GP Net) AM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	144	413	57	33	132	4	23	74	75	79	107	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	413	57	33	132	4	23	74	75	79	107	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	413	57	33	132	4	23	74	75	79	107	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	413	57	33	132	4	23	74	75	79	107	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	144	413	57	33	132	4	23	74	75	79	107	157
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	569	580	112	736	539	186	264	xxxx	xxxxx	149	xxxx	xxxxx
Potent Cap.:	436	429	947	337	452	862	1312	xxxx	xxxxx	1445	xxxx	xxxxx
Move Cap.:	311	397	947	0	419	862	1312	xxxx	xxxxx	1445	xxxx	xxxxx
Volume/Cap:	0.46	1.04	0.06	xxxx	0.32	0.00	0.02	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	393	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	34.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	291	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	291.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

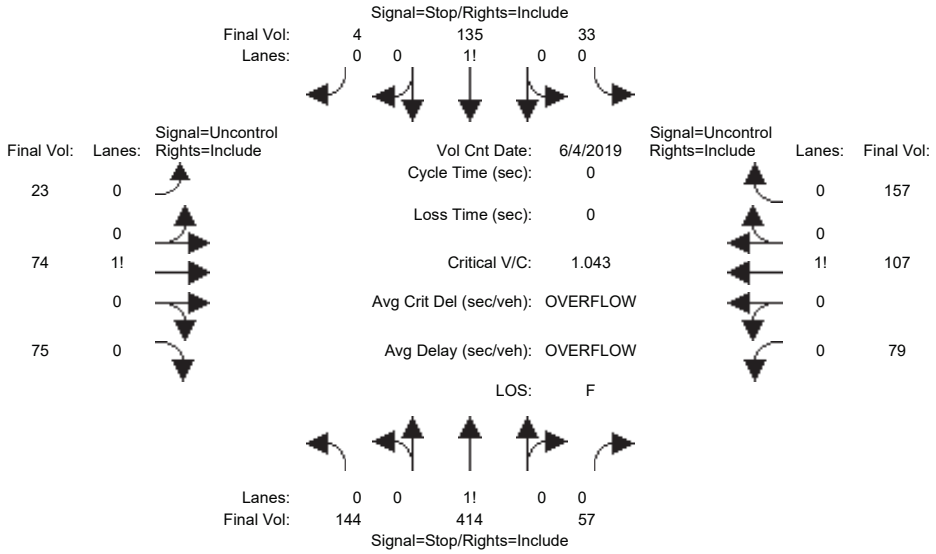
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	144	413	57	33	132	4	23	74	75	79	107	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	413	57	33	132	4	23	74	75	79	107	157
Added Vol:	0	1	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	414	57	33	135	4	23	74	75	79	107	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	414	57	33	135	4	23	74	75	79	107	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	144	414	57	33	135	4	23	74	75	79	107	157
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	571	580	112	737	539	186	264	xxxx	xxxxx	149	xxxx	xxxxx
Potent Cap.:	435	429	947	337	452	862	1312	xxxx	xxxxx	1445	xxxx	xxxxx
Move Cap.:	308	397	947	0	419	862	1312	xxxx	xxxxx	1445	xxxx	xxxxx
Volume/Cap:	0.47	1.04	0.06	xxxx	0.32	0.00	0.02	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	391	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	34.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	294	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	294.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

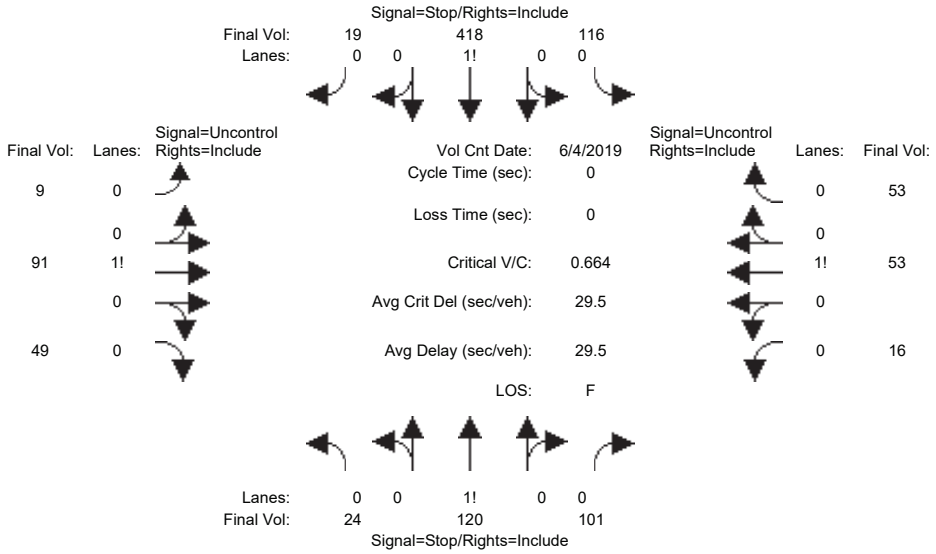
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2050 (GP Net) PM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	24	120	101	116	418	19	9	91	49	16	53	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	120	101	116	418	19	9	91	49	16	53	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	120	101	116	418	19	9	91	49	16	53	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	120	101	116	418	19	9	91	49	16	53	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	120	101	116	418	19	9	91	49	16	53	53
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	464	272	116	356	270	80	106	xxxx	xxxxx	140	xxxx	xxxxx
Potent Cap.:	512	639	942	603	640	986	1498	xxxx	xxxxx	1456	xxxx	xxxxx
Move Cap.:	231	628	942	454	629	986	1498	xxxx	xxxxx	1456	xxxx	xxxxx
Volume/Cap:	0.10	0.19	0.11	0.26	0.66	0.02	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	609	xxxxx	xxxx	589	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.9	xxxxx	xxxxx	12.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.8	xxxxx	xxxxx	50.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	F	*	*	*	*	*	*	*
ApproachDel:		14.8			50.1		xxxxxx			xxxxxx		
ApproachLOS:		B			F		*			*		

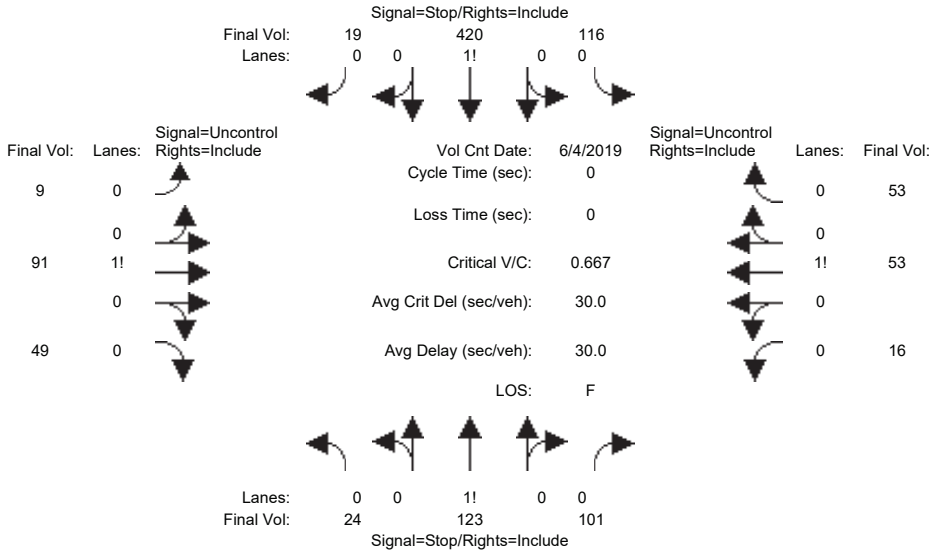
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	24	120	101	116	418	19	9	91	49	16	53	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	120	101	116	418	19	9	91	49	16	53	53
Added Vol:	0	3	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	123	101	116	420	19	9	91	49	16	53	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	123	101	116	420	19	9	91	49	16	53	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	123	101	116	420	19	9	91	49	16	53	53
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	465	272	116	357	270	80	106	xxxx	xxxxx	140	xxxx	xxxxx
Potent Cap.:	511	639	942	602	640	986	1498	xxxx	xxxxx	1456	xxxx	xxxxx
Move Cap.:	229	628	942	451	629	986	1498	xxxx	xxxxx	1456	xxxx	xxxxx
Volume/Cap:	0.10	0.20	0.11	0.26	0.67	0.02	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	608	xxxxx	xxxx	588	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.0	xxxxx	xxxxx	12.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.9	xxxxx	xxxxx	51.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	F	*	*	*	*	*	*	*
ApproachDel:		14.9			51.1		xxxxxx			xxxxxx		
ApproachLOS:		B			F		*			*		

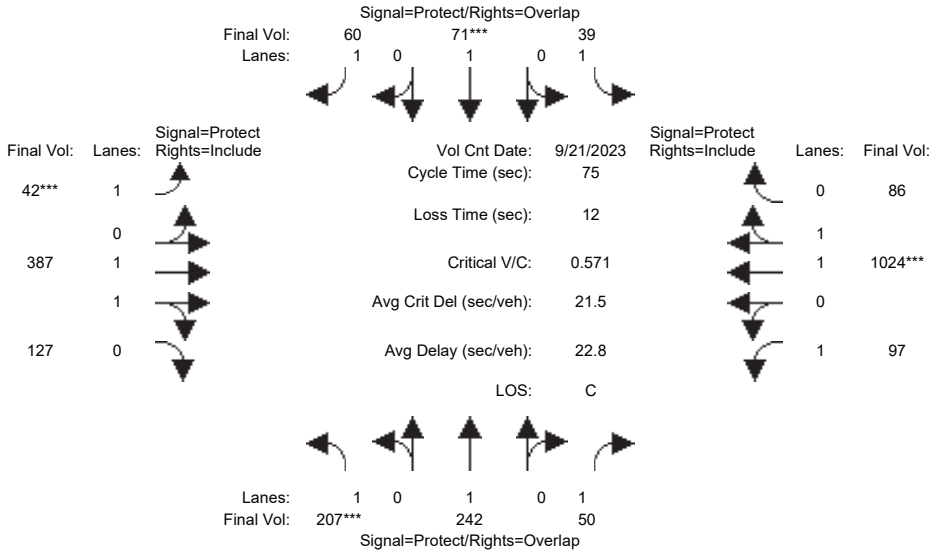
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) AM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	207	242	50	39	71	60	42	387	127	97	1024	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	242	50	39	71	60	42	387	127	97	1024	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	242	50	39	71	60	42	387	127	97	1024	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	242	50	39	71	60	42	387	127	97	1024	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	242	50	39	71	60	42	387	127	97	1024	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	242	50	39	71	60	42	387	127	97	1024	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.49	0.51	1.00	1.84	0.16
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2785	914	1750	3413	287
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.03	0.02	0.04	0.03	0.02	0.14	0.14	0.06	0.30	0.30
Crit Moves:	****				****		****				****	
Green Time:	13.0	13.5	29.6	9.5	10.0	17.0	7.0	23.9	23.9	16.1	33.0	33.0
Volume/Cap:	0.68	0.71	0.07	0.18	0.28	0.15	0.26	0.44	0.44	0.26	0.68	0.68
Delay/Veh:	35.3	35.4	14.2	29.7	29.9	23.4	32.4	20.5	20.5	24.9	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	35.4	14.2	29.7	29.9	23.4	32.4	20.5	20.5	24.9	18.0	18.0
LOS by Move:	D	D	B	C	C	C	C	C	C	C	B	B
HCM2k95thQ:	12	13	2	2	4	3	2	9	9	4	19	19

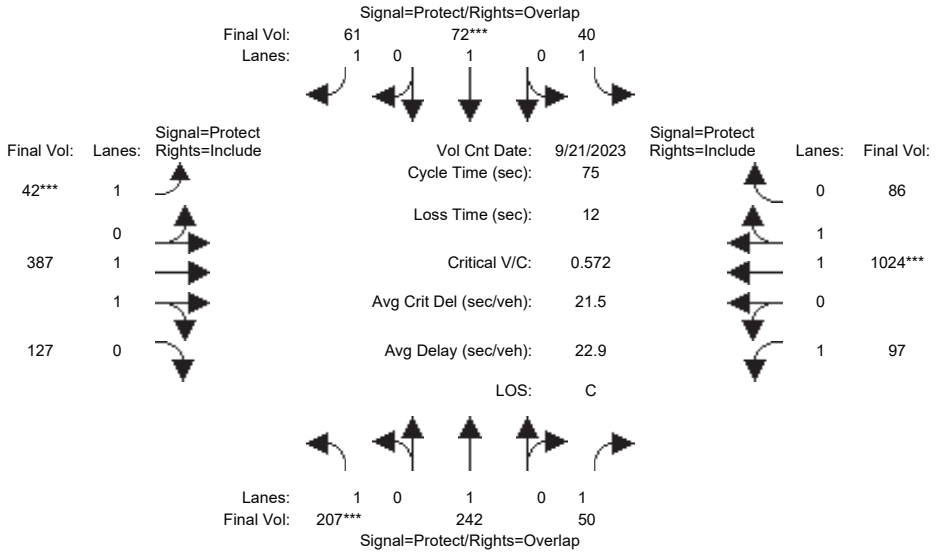
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	207	242	50	39	71	60	42	387	127	97	1024	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	242	50	39	71	60	42	387	127	97	1024	86
Added Vol:	0	0	0	1	1	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	242	50	40	72	61	42	387	127	97	1024	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	242	50	40	72	61	42	387	127	97	1024	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	242	50	40	72	61	42	387	127	97	1024	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	242	50	40	72	61	42	387	127	97	1024	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.49	0.51	1.00	1.84	0.16
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2785	914	1750	3413	287
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.03	0.02	0.04	0.03	0.02	0.14	0.14	0.06	0.30	0.30
Crit Moves:	****				****		****				****	
Green Time:	13.0	13.5	29.6	9.5	10.0	17.0	7.0	23.9	23.9	16.1	33.0	33.0
Volume/Cap:	0.68	0.71	0.07	0.18	0.28	0.15	0.26	0.44	0.44	0.26	0.68	0.68
Delay/Veh:	35.3	35.4	14.2	29.7	29.9	23.4	32.4	20.5	20.5	24.9	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	35.4	14.2	29.7	29.9	23.4	32.4	20.5	20.5	24.9	18.0	18.0
LOS by Move:	D	D	B	C	C	C	C	C	C	C	B	B
HCM2k95thQ:	12	13	2	2	4	3	2	9	9	4	19	19

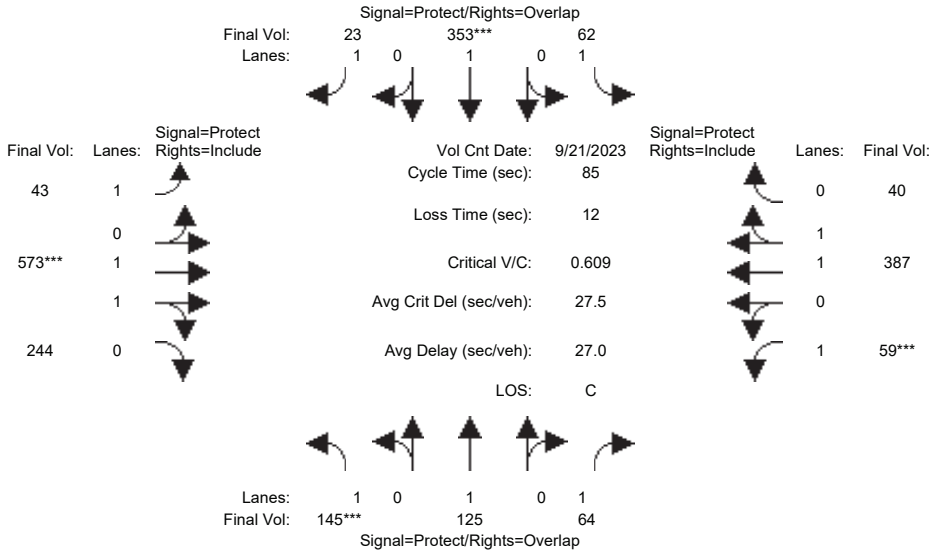
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) PM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	145	125	64	62	353	23	43	573	244	59	387	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	125	64	62	353	23	43	573	244	59	387	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	125	64	62	353	23	43	573	244	59	387	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	125	64	62	353	23	43	573	244	59	387	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	125	64	62	353	23	43	573	244	59	387	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	125	64	62	353	23	43	573	244	59	387	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.39	0.61	1.00	1.81	0.19
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2594	1105	1750	3353	347
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.04	0.04	0.19	0.01	0.02	0.22	0.22	0.03	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	11.2	21.3	28.3	14.9	25.0	40.2	15.1	29.8	29.8	7.0	21.6	21.6
Volume/Cap:	0.63	0.26	0.11	0.20	0.63	0.03	0.14	0.63	0.63	0.41	0.45	0.45
Delay/Veh:	40.5	25.8	19.7	30.3	28.3	12.0	29.6	24.0	24.0	38.9	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	25.8	19.7	30.3	28.3	12.0	29.6	24.0	24.0	38.9	27.0	27.0
LOS by Move:	D	C	B	C	C	B	C	C	C	D	C	C
HCM2k95thQ:	10	5	3	3	16	1	2	17	17	3	9	9

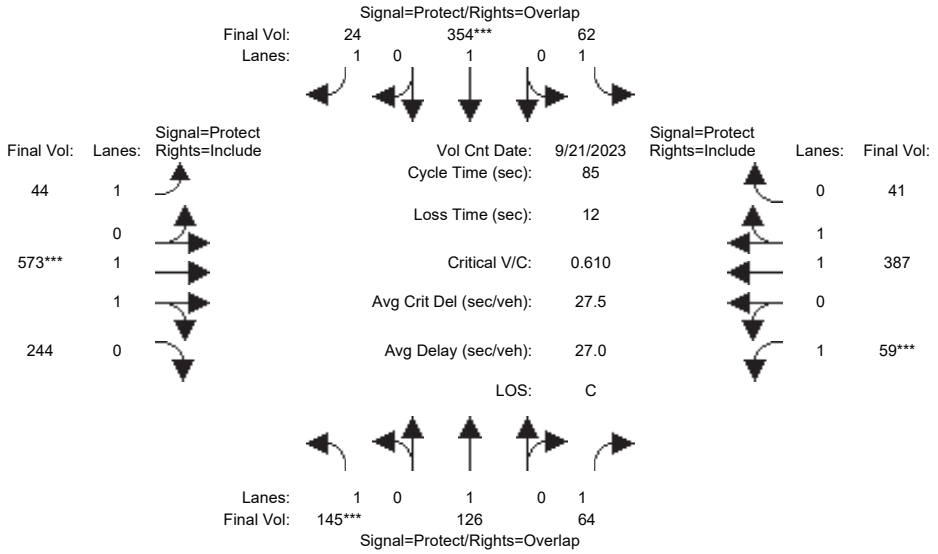
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #1366: Murphy Avenue and Dunne Avenue



Street Name:	Murphy Avenue						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	145	125	64	62	353	23	43	573	244	59	387	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	125	64	62	353	23	43	573	244	59	387	40
Added Vol:	0	1	0	0	1	1	1	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	126	64	62	354	24	44	573	244	59	387	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	126	64	62	354	24	44	573	244	59	387	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	126	64	62	354	24	44	573	244	59	387	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	126	64	62	354	24	44	573	244	59	387	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.39	0.61	1.00	1.80	0.20
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2594	1105	1750	3345	354
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.04	0.04	0.19	0.01	0.03	0.22	0.22	0.03	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	11.2	21.3	28.3	14.9	25.1	40.2	15.1	29.7	29.7	7.0	21.6	21.6
Volume/Cap:	0.63	0.26	0.11	0.20	0.63	0.03	0.14	0.63	0.63	0.41	0.45	0.45
Delay/Veh:	40.5	25.8	19.7	30.3	28.3	12.0	29.7	24.1	24.1	38.9	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	25.8	19.7	30.3	28.3	12.0	29.7	24.1	24.1	38.9	27.1	27.1
LOS by Move:	D	C	B	C	C	B	C	C	C	D	C	C
HCM2k95thQ:	10	6	3	3	17	1	2	17	17	3	9	9

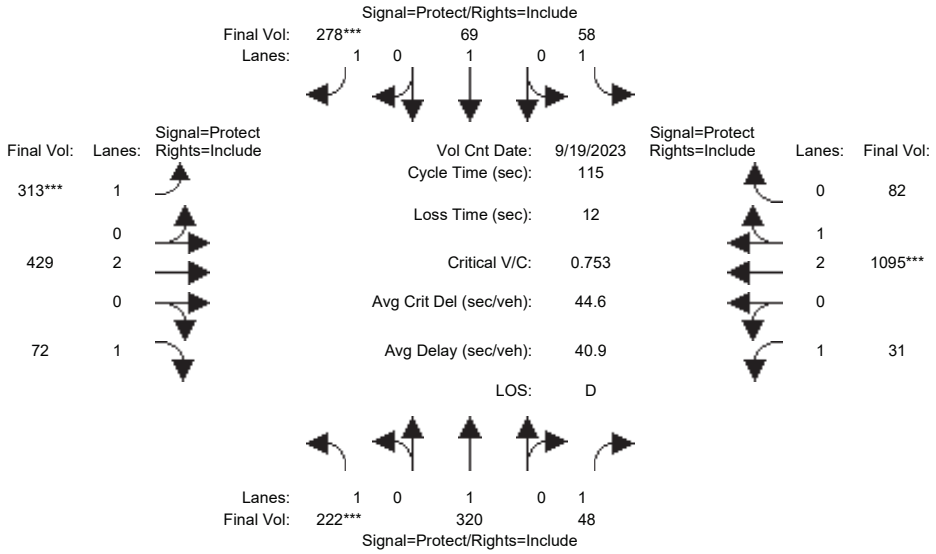
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) AM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	222	320	48	58	69	278	313	429	72	31	1095	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	320	48	58	69	278	313	429	72	31	1095	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	320	48	58	69	278	313	429	72	31	1095	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	320	48	58	69	278	313	429	72	31	1095	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	320	48	58	69	278	313	429	72	31	1095	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	320	48	58	69	278	313	429	72	31	1095	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.78	0.22
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	5209	390
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.03	0.03	0.04	0.16	0.18	0.11	0.04	0.02	0.21	0.21
Crit Moves:	****					****	****				****	
Green Time:	19.4	32.0	32.0	11.6	24.2	24.2	27.3	38.6	38.6	20.8	32.1	32.1
Volume/Cap:	0.75	0.60	0.10	0.33	0.17	0.75	0.75	0.34	0.12	0.10	0.75	0.75
Delay/Veh:	56.0	38.0	30.9	49.2	37.4	51.1	48.3	28.8	26.6	39.4	40.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	38.0	30.9	49.2	37.4	51.1	48.3	28.8	26.6	39.4	40.0	40.0
LOS by Move:	E	D	C	D	D	D	D	C	C	D	D	D
HCM2k95thQ:	18	19	3	5	4	21	21	11	4	2	23	23

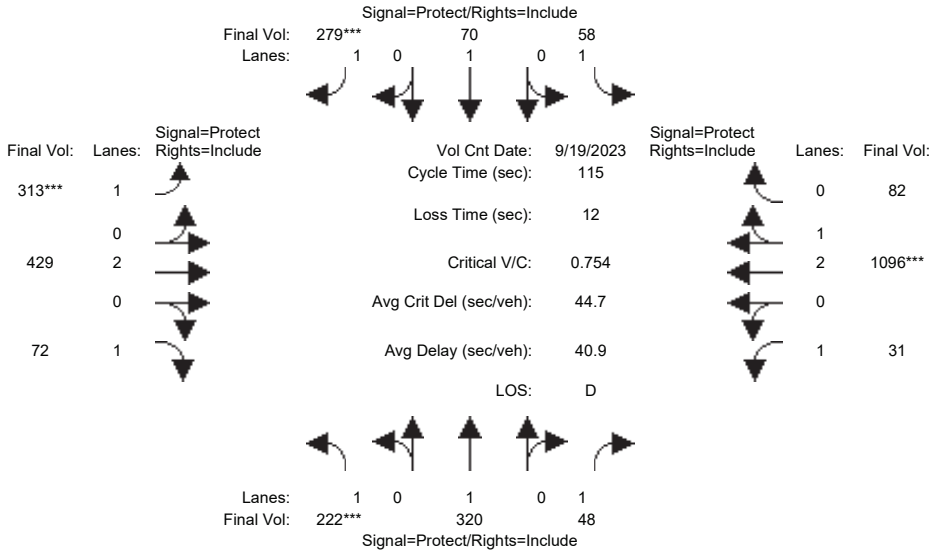
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	222	320	48	58	69	278	313	429	72	31	1095	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	320	48	58	69	278	313	429	72	31	1095	82
Added Vol:	0	0	0	0	1	1	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	320	48	58	70	279	313	429	72	31	1096	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	320	48	58	70	279	313	429	72	31	1096	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	320	48	58	70	279	313	429	72	31	1096	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	320	48	58	70	279	313	429	72	31	1096	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.78	0.22
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	5210	390
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.03	0.03	0.04	0.16	0.18	0.11	0.04	0.02	0.21	0.21
Crit Moves:	****					****	****				****	
Green Time:	19.3	32.1	32.1	11.6	24.3	24.3	27.3	38.6	38.6	20.8	32.1	32.1
Volume/Cap:	0.75	0.60	0.10	0.33	0.17	0.75	0.75	0.34	0.12	0.10	0.75	0.75
Delay/Veh:	56.1	37.9	30.8	49.2	37.3	51.1	48.4	28.8	26.6	39.4	40.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	37.9	30.8	49.2	37.3	51.1	48.4	28.8	26.6	39.4	40.0	40.0
LOS by Move:	E	D	C	D	D	D	D	C	C	D	D	D
HCM2k95thQ:	18	19	3	5	4	21	21	11	4	2	23	23

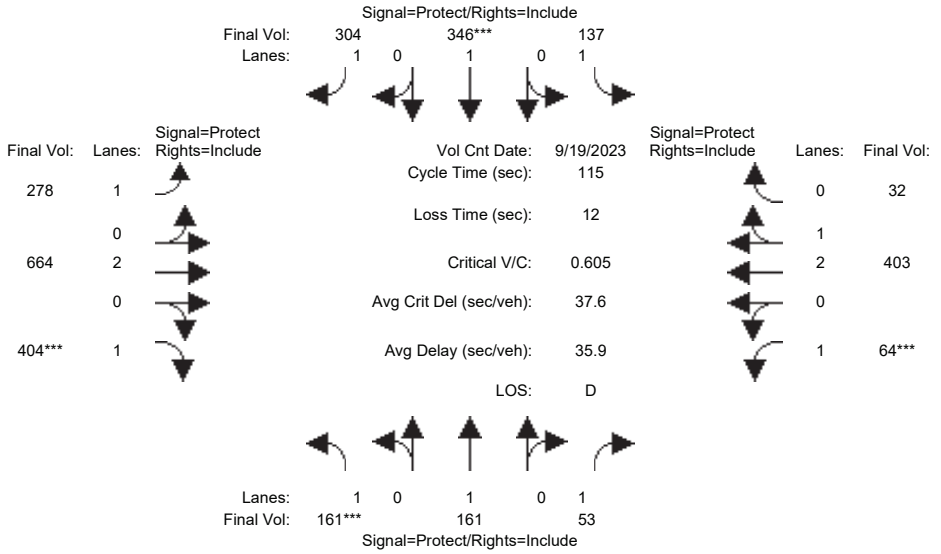
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) PM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	161	161	53	137	346	304	278	664	404	64	403	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	161	53	137	346	304	278	664	404	64	403	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	161	53	137	346	304	278	664	404	64	403	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	161	53	137	346	304	278	664	404	64	403	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	161	53	137	346	304	278	664	404	64	403	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	161	53	137	346	304	278	664	404	64	403	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.77	0.23
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	5188	412
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.03	0.08	0.18	0.17	0.16	0.17	0.23	0.04	0.08	0.08
Crit Moves:	****				****				****	****		
Green Time:	17.5	27.4	27.4	24.7	34.6	34.6	32.9	43.9	43.9	7.0	18.0	18.0
Volume/Cap:	0.60	0.36	0.13	0.36	0.60	0.58	0.56	0.46	0.60	0.60	0.50	0.50
Delay/Veh:	49.5	36.9	34.5	39.1	36.2	35.6	36.2	26.9	30.2	61.9	44.8	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	36.9	34.5	39.1	36.2	35.6	36.2	26.9	30.2	61.9	44.8	44.8
LOS by Move:	D	D	C	D	D	D	D	C	C	E	D	D
HCM2k95thQ:	13	9	3	9	20	19	16	16	22	5	9	9

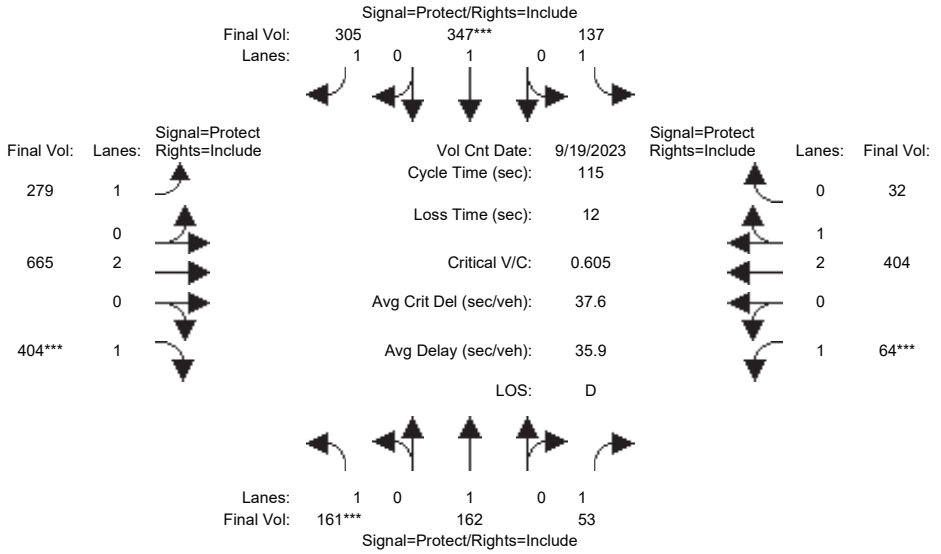
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #3115: Condit Road and Dunne Avenue



Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	161	161	53	137	346	304	278	664	404	64	403	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	161	53	137	346	304	278	664	404	64	403	32
Added Vol:	0	1	0	0	1	1	1	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	162	53	137	347	305	279	665	404	64	404	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	162	53	137	347	305	279	665	404	64	404	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	162	53	137	347	305	279	665	404	64	404	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	162	53	137	347	305	279	665	404	64	404	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.77	0.23
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	5188	411
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.08	0.18	0.17	0.16	0.17	0.23	0.04	0.08	0.08
Crit Moves:	****				****				****	****		
Green Time:	17.5	27.4	27.4	24.7	34.7	34.7	32.9	43.8	43.8	7.0	17.9	17.9
Volume/Cap:	0.61	0.36	0.13	0.36	0.61	0.58	0.56	0.46	0.61	0.60	0.50	0.50
Delay/Veh:	49.5	36.9	34.5	39.1	36.2	35.6	36.3	26.9	30.2	61.9	44.9	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	36.9	34.5	39.1	36.2	35.6	36.3	26.9	30.2	61.9	44.9	44.9
LOS by Move:	D	D	C	D	D	D	D	C	C	E	D	D
HCM2k95thQ:	13	10	3	9	20	19	17	16	22	5	9	9

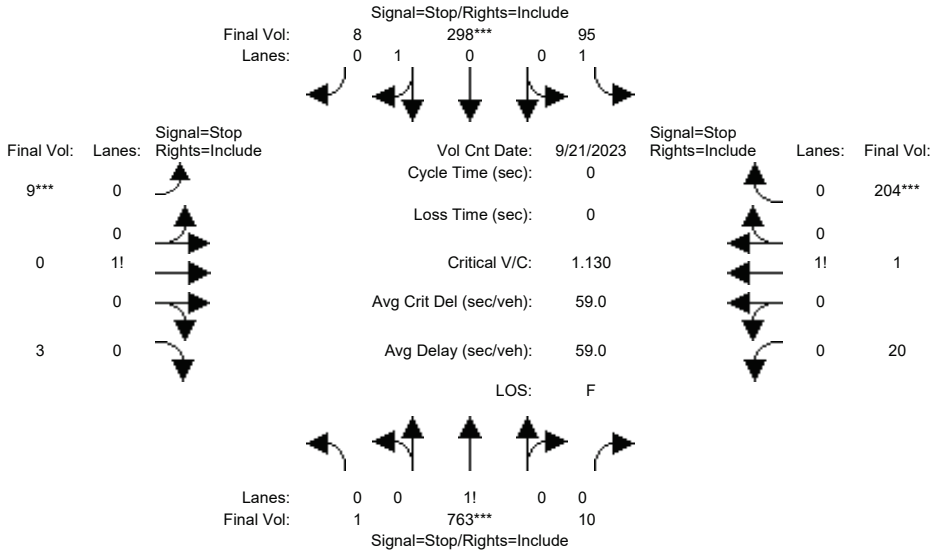
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2050 (GP Net) AM

Intersection #3117: Mission View Drive and Half Road



Street Name:	Mission View Drive						Half Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	1	763	10	95	298	8	9	0	3	20	1	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	763	10	95	298	8	9	0	3	20	1	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	763	10	95	298	8	9	0	3	20	1	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	763	10	95	298	8	9	0	3	20	1	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	763	10	95	298	8	9	0	3	20	1	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	763	10	95	298	8	9	0	3	20	1	204
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.98	0.01	1.00	0.97	0.03	0.75	0.00	0.25	0.09	0.01	0.90
Final Sat.:	1	675	9	552	583	16	354	0	118	53	3	538
Capacity Analysis Module:												
Vol/Sat:	1.13	1.13	1.13	0.17	0.51	0.51	0.03	xxxx	0.03	0.38	0.38	0.38
Crit Moves:		****			****		****					****
Delay/Veh:	96.8	96.8	96.8	10.5	14.5	14.5	10.2	0.0	10.2	12.3	12.3	12.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.8	96.8	96.8	10.5	14.5	14.5	10.2	0.0	10.2	12.3	12.3	12.3
LOS by Move:	F	F	F	B	B	B	B	*	B	B	B	B
ApproachDel:		96.8			13.6			10.2			12.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		96.8			13.6			10.2			12.3	
LOS by Appr:		F			B			B			B	
AllWayAvgQ:	16.9	16.9	16.9	0.2	1.0	1.0	0.0	0.0	0.0	0.6	0.6	0.6

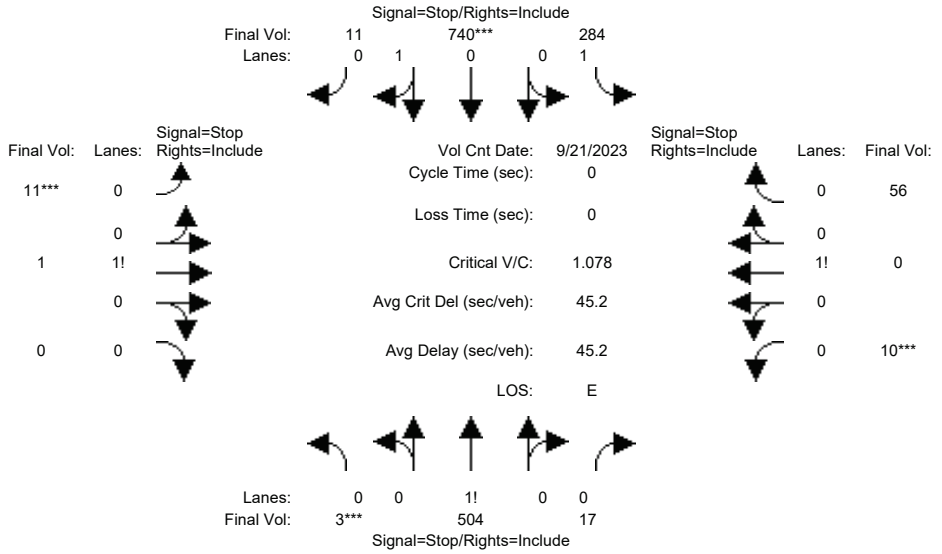
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2050 (GP Net) PM

Intersection #3117: Mission View Drive and Half Road



Street Name:	Mission View Drive						Half Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	3	504	17	284	740	11	11	1	0	10	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	504	17	284	740	11	11	1	0	10	0	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	504	17	284	740	11	11	1	0	10	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	504	17	284	740	11	11	1	0	10	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	504	17	284	740	11	11	1	0	10	0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	504	17	284	740	11	11	1	0	10	0	56
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.96	0.03	1.00	0.99	0.01	0.92	0.08	0.00	0.15	0.00	0.85
Final Sat.:	4	682	23	635	686	10	447	41	0	85	0	474
Capacity Analysis Module:												
Vol/Sat:	0.74	0.74	0.74	0.45	1.08	1.08	0.02	0.02	xxxx	0.12	xxxx	0.12
Crit Moves:	****				****		****			****		
Delay/Veh:	20.9	20.9	20.9	12.9	78.1	78.1	10.1	10.1	0.0	9.9	0.0	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	20.9	12.9	78.1	78.1	10.1	10.1	0.0	9.9	0.0	9.9
LOS by Move:	C	C	C	B	F	F	B	B	*	A	*	A
ApproachDel:		20.9			60.2			10.1			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		20.9			60.2			10.1			9.9	
LOS by Appr:		C			F			B			A	
AllWayAvgQ:	2.5	2.5	2.5	0.8	13.6	13.6	0.0	0.0	0.0	0.1	0.1	0.1

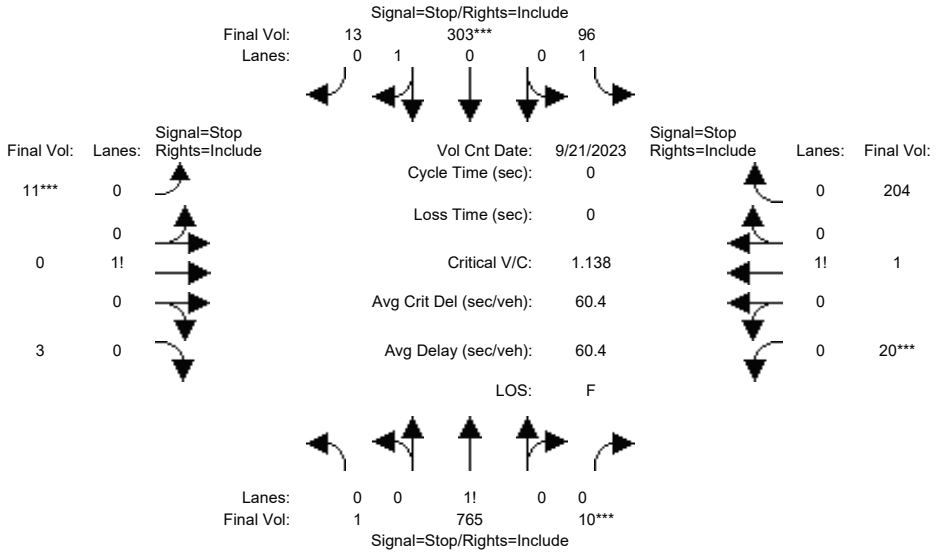
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #3117: Mission View Drive and Half Road



Street Name:	Mission View Drive						Half Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	1	763	10	95	298	8	9	0	3	20	1	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	763	10	95	298	8	9	0	3	20	1	204
Added Vol:	0	2	0	1	5	5	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	765	10	96	303	13	11	0	3	20	1	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	765	10	96	303	13	11	0	3	20	1	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	765	10	96	303	13	11	0	3	20	1	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	765	10	96	303	13	11	0	3	20	1	204
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.98	0.01	1.00	0.96	0.04	0.79	0.00	0.21	0.09	0.01	0.90
Final Sat.:	1	672	9	551	574	25	368	0	100	53	3	536
Capacity Analysis Module:												
Vol/Sat:	1.14	1.14	1.14	0.17	0.53	0.53	0.03	xxxx	0.03	0.38	0.38	0.38
Crit Moves:			****		****		****			****		
Delay/Veh:	99.9	99.9	99.9	10.5	14.9	14.9	10.3	0.0	10.3	12.4	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.9	99.9	99.9	10.5	14.9	14.9	10.3	0.0	10.3	12.4	12.4	12.4
LOS by Move:	F	F	F	B	B	B	B	*	B	B	B	B
ApproachDel:		99.9			13.9			10.3			12.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		99.9			13.9			10.3			12.4	
LOS by Appr:		F			B			B			B	
AllWayAvgQ:	17.4	17.4	17.4	0.2	1.0	1.0	0.0	0.0	0.0	0.6	0.6	0.6

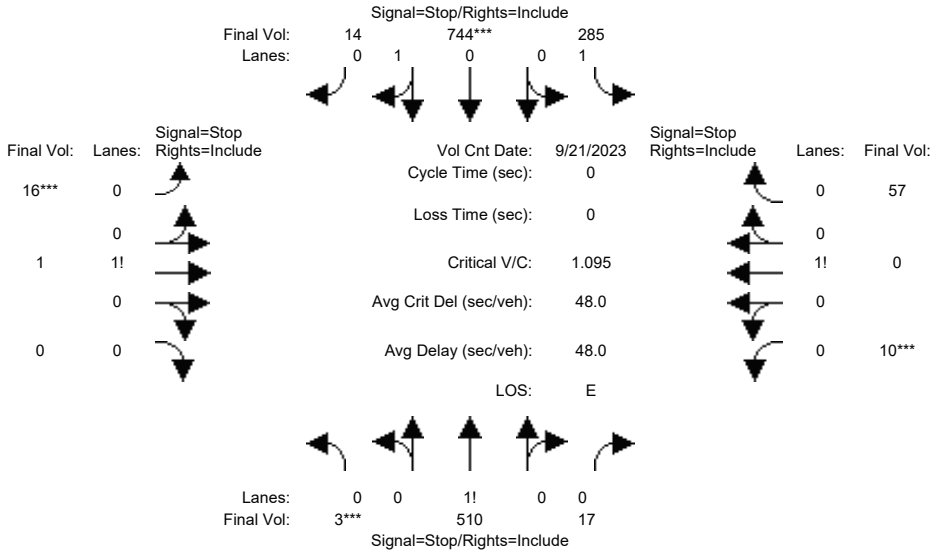
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #3117: Mission View Drive and Half Road



Street Name:	Mission View Drive						Half Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	3	504	17	284	740	11	11	1	0	10	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	504	17	284	740	11	11	1	0	10	0	56
Added Vol:	0	6	0	1	4	3	5	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	510	17	285	744	14	16	1	0	10	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	510	17	285	744	14	16	1	0	10	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	510	17	285	744	14	16	1	0	10	0	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	510	17	285	744	14	16	1	0	10	0	57
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.96	0.03	1.00	0.98	0.02	0.94	0.06	0.00	0.15	0.00	0.85
Final Sat.:	4	678	23	631	680	13	457	29	0	83	0	473
Capacity Analysis Module:												
Vol/Sat:	0.75	0.75	0.75	0.45	1.09	1.09	0.03	0.03	xxxx	0.12	xxxx	0.12
Crit Moves:	****				****		****			****		
Delay/Veh:	21.7	21.7	21.7	13.0	83.7	83.7	10.2	10.2	0.0	10.0	0.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	21.7	21.7	13.0	83.7	83.7	10.2	10.2	0.0	10.0	0.0	10.0
LOS by Move:	C	C	C	B	F	F	B	B	*	A	*	A
ApproachDel:	21.7			64.4			10.2			10.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	21.7			64.4			10.2			10.0		
LOS by Appr:	C			F			B			A		
AllWayAvgQ:	2.7	2.7	2.7	0.8	14.6	14.6	0.0	0.0	0.0	0.1	0.1	0.1

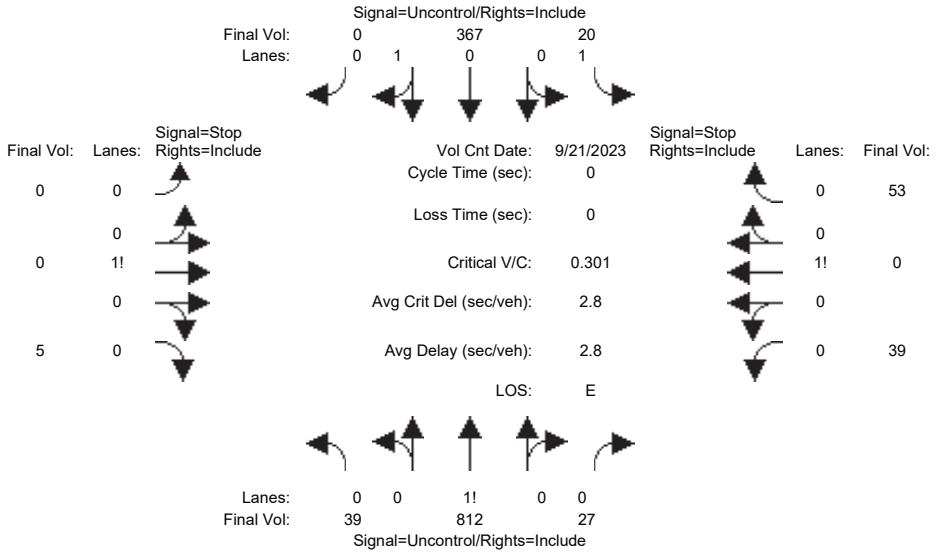
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2050 (GP Net) AM

Intersection #5664: Mission View Drive and Avenida De Los Padres



Street Name:	Mission View Drive						Avenida De Los Padres					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	39	812	27	20	367	0	0	0	5	39	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	812	27	20	367	0	0	0	5	39	0	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	812	27	20	367	0	0	0	5	39	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	812	27	20	367	0	0	0	5	39	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	39	812	27	20	367	0	0	0	5	39	0	53
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	367	xxxx	xxxxx	839	xxxx	xxxxx	xxxx	xxxx	367	1313	1311	826
Potent Cap.:	1203	xxxx	xxxxx	804	xxxx	xxxxx	xxxx	xxxx	683	137	160	375
Move Cap.:	1203	xxxx	xxxxx	804	xxxx	xxxxx	xxxx	xxxx	683	130	151	375
Volume/Cap:	0.03	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	0.01	0.30	0.00	0.14
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	10.3	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	208	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	35.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			10.3			35.3		
ApproachLOS:	*			*			B			E		

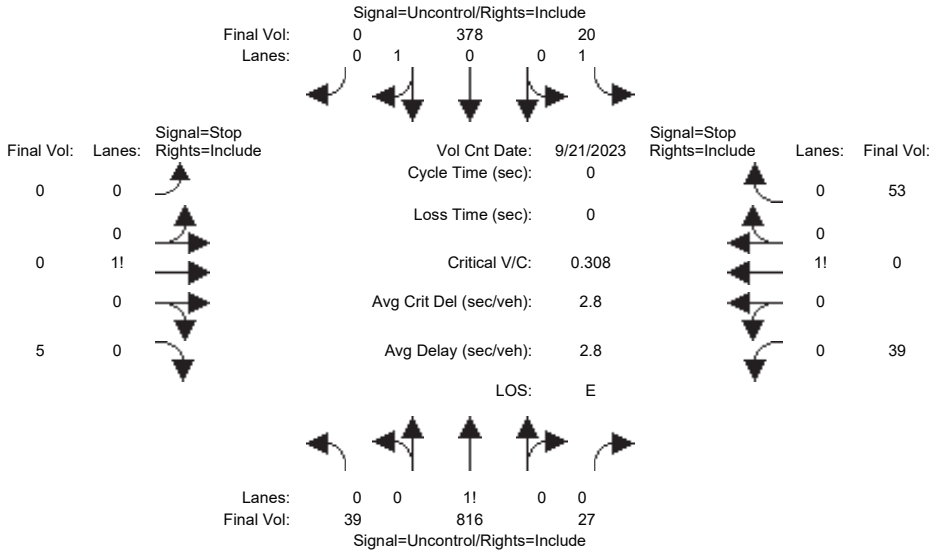
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #5664: Mission View Drive and Avenida De Los Padres



Street Name:	Mission View Drive						Avenida De Los Padres					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	39	812	27	20	367	0	0	0	5	39	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	812	27	20	367	0	0	0	5	39	0	53
Added Vol:	0	4	0	0	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	816	27	20	378	0	0	0	5	39	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	816	27	20	378	0	0	0	5	39	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	39	816	27	20	378	0	0	0	5	39	0	53
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	378	xxxx	xxxxx	843	xxxx	xxxxx	xxxx	xxxx	378	1328	1326	830
Potent Cap.:	1192	xxxx	xxxxx	802	xxxx	xxxxx	xxxx	xxxx	673	133	157	373
Move Cap.:	1192	xxxx	xxxxx	802	xxxx	xxxxx	xxxx	xxxx	673	127	148	373
Volume/Cap:	0.03	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	0.01	0.31	0.00	0.14
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	10.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	204	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	36.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			10.4			36.3		
ApproachLOS:	*			*			B			E		

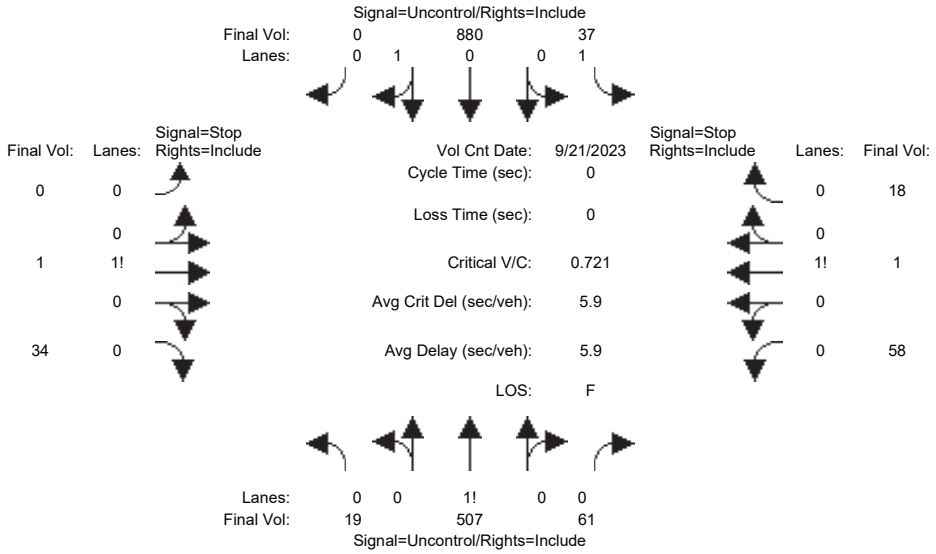
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2050 (GP Net) PM

Intersection #5664: Mission View Drive and Avenida De Los Padres



Street Name:	Mission View Drive						Avenida De Los Padres					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	19	507	61	37	880	0	0	1	34	58	1	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	507	61	37	880	0	0	1	34	58	1	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	507	61	37	880	0	0	1	34	58	1	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	507	61	37	880	0	0	1	34	58	1	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	507	61	37	880	0	0	1	34	58	1	18
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	880	xxxx	xxxxx	568	xxxx	xxxxx	xxxx	1560	880	1547	1530	538
Potent Cap.:	777	xxxx	xxxxx	1014	xxxx	xxxxx	xxxx	113	349	94	118	547
Move Cap.:	777	xxxx	xxxxx	1014	xxxx	xxxxx	xxxx	106	349	80	111	547
Volume/Cap:	0.02	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	0.01	0.10	0.72	0.01	0.03
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.8	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	328	xxxx	101	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	4.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.3	xxxxx	110	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	C	*	F	*
ApproachDel:	xxxxxx			xxxxxx			17.3			110.1		
ApproachLOS:	*			*			C			F		

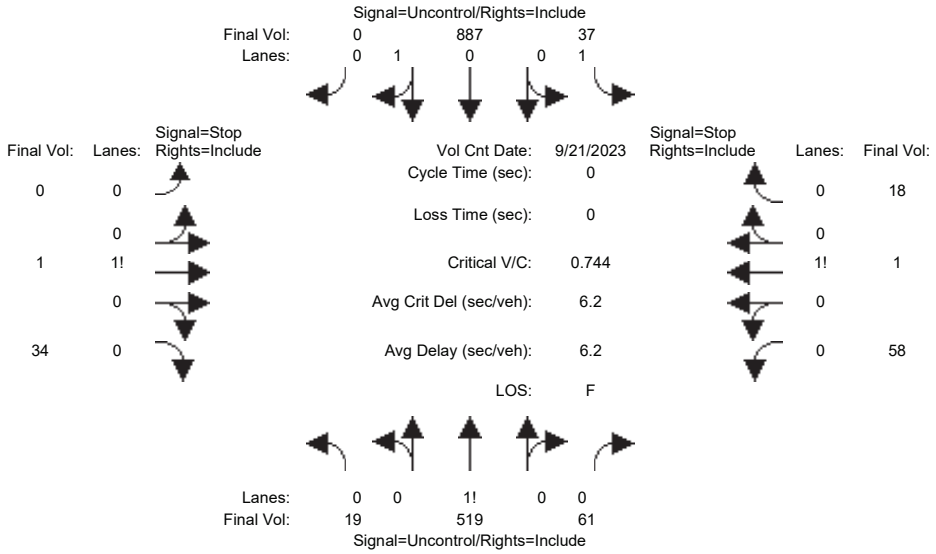
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #5664: Mission View Drive and Avenida De Los Padres



Street Name:	Mission View Drive						Avenida De Los Padres					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	19	507	61	37	880	0	0	1	34	58	1	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	507	61	37	880	0	0	1	34	58	1	18
Added Vol:	0	12	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	519	61	37	887	0	0	1	34	58	1	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	519	61	37	887	0	0	1	34	58	1	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	519	61	37	887	0	0	1	34	58	1	18
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	887	xxxx	xxxxx	580	xxxx	xxxxx	xxxx	1579	887	1566	1549	550
Potent Cap.:	772	xxxx	xxxxx	1004	xxxx	xxxxx	xxxx	110	346	91	115	539
Move Cap.:	772	xxxx	xxxxx	1004	xxxx	xxxxx	xxxx	104	346	78	108	539
Volume/Cap:	0.02	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	0.01	0.10	0.74	0.01	0.03
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.8	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	324	xxxx	98	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	4.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.4	xxxxx	118	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	C	*	F	*
ApproachDel:	xxxxxx			xxxxxx			17.4			117.7		
ApproachLOS:	*			*			C			F		

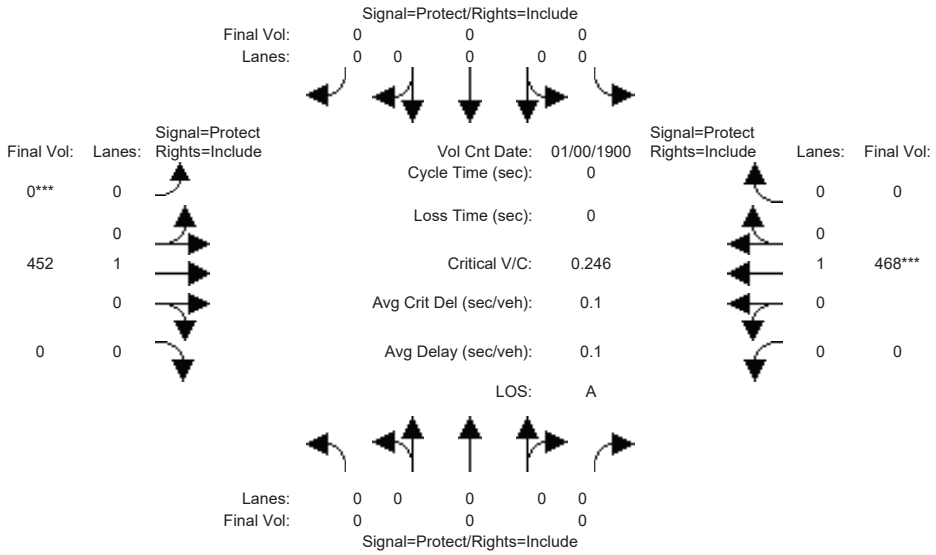
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM - with Impr

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 <<												
Base Vol:	0	0	0	0	0	0	0	452	0	0	468	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	452	0	0	468	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	452	0	0	468	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	452	0	0	468	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	452	0	0	468	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	452	0	0	468	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.25	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

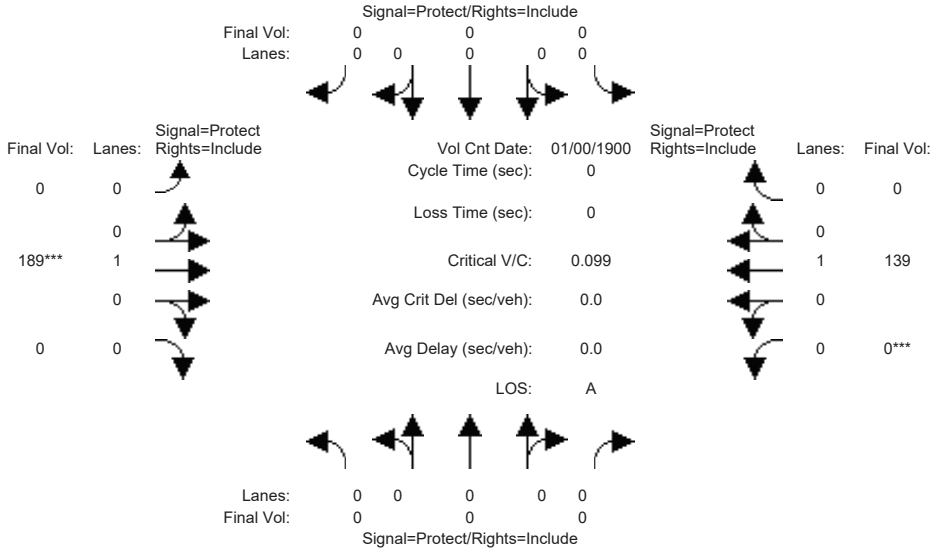
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM - with Impr

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 <<												
Base Vol:	0	0	0	0	0	0	0	189	0	0	139	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	189	0	0	139	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	189	0	0	139	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	189	0	0	139	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	189	0	0	139	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	189	0	0	139	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.07	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.07	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

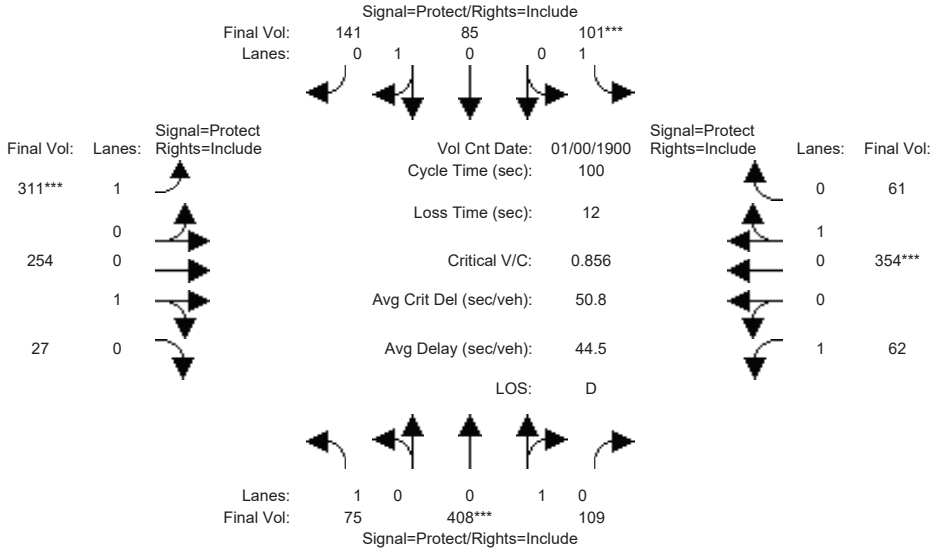
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM - with Impr

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 <<												
Base Vol:	75	407	109	101	82	138	310	254	27	62	354	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	407	109	101	82	138	310	254	27	62	354	61
Added Vol:	0	1	0	0	3	3	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	408	109	101	85	141	311	254	27	62	354	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	408	109	101	85	141	311	254	27	62	354	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	408	109	101	85	141	311	254	27	62	354	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	408	109	101	85	141	311	254	27	62	354	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.79	0.21	1.00	0.38	0.62	1.00	0.90	0.10	1.00	0.85	0.15
Final Sat.:	1750	1421	379	1750	677	1123	1750	1627	173	1750	1535	265
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.06	0.13	0.13	0.18	0.16	0.16	0.04	0.23	0.23
Crit Moves:		****		****			****				****	
Green Time:	14.5	33.5	33.5	7.0	26.0	26.0	20.7	32.8	32.8	14.7	26.9	26.9
Volume/Cap:	0.30	0.86	0.86	0.82	0.48	0.48	0.86	0.48	0.48	0.24	0.86	0.86
Delay/Veh:	38.9	42.9	42.9	80.4	32.1	32.1	56.4	27.3	27.3	38.2	49.1	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	42.9	42.9	80.4	32.1	32.1	56.4	27.3	27.3	38.2	49.1	49.1
LOS by Move:	D	D	D	F	C	C	E	C	C	D	D	D
HCM2kAvgQ:	2	16	16	4	6	6	10	7	7	2	16	16

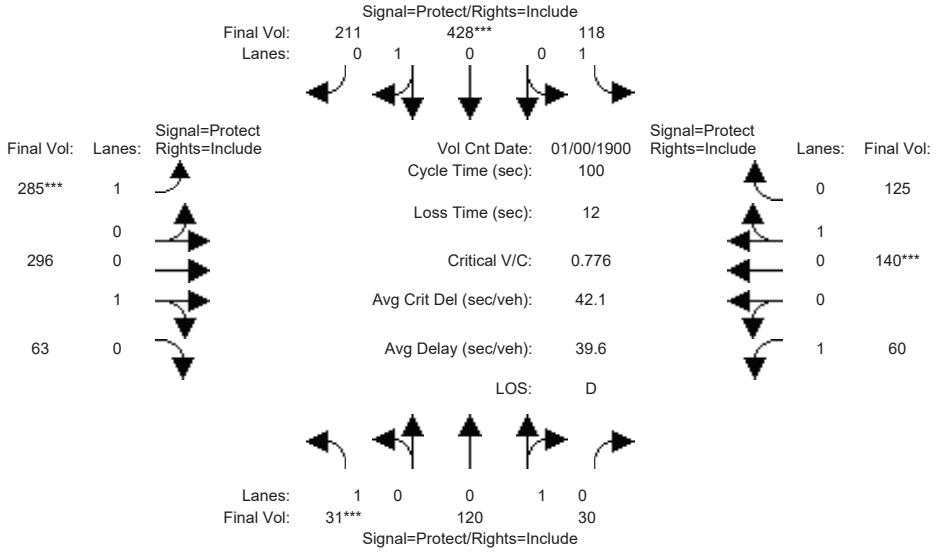
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM - with Impr

Intersection #1117: Murphy Avenue and Main Avenue



Street Name:	Murphy Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 0 Jan 1900 <<												
Base Vol:	31	117	30	118	426	209	282	296	63	60	140	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	117	30	118	426	209	282	296	63	60	140	125
Added Vol:	0	3	0	0	2	2	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	120	30	118	428	211	285	296	63	60	140	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	120	30	118	428	211	285	296	63	60	140	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	120	30	118	428	211	285	296	63	60	140	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	120	30	118	428	211	285	296	63	60	140	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.80	0.20	1.00	0.67	0.33	1.00	0.82	0.18	1.00	0.53	0.47
Final Sat.:	1750	1440	360	1750	1206	594	1750	1484	316	1750	951	849
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.07	0.36	0.36	0.16	0.20	0.20	0.03	0.15	0.15
Crit Moves:	****				****		****				****	
Green Time:	7.0	29.6	29.6	20.7	43.2	43.2	19.8	28.0	28.0	9.8	17.9	17.9
Volume/Cap:	0.25	0.28	0.28	0.33	0.82	0.82	0.82	0.71	0.71	0.35	0.82	0.82
Delay/Veh:	45.1	27.4	27.4	34.3	32.0	32.0	52.8	37.2	37.2	43.3	54.8	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	27.4	27.4	34.3	32.0	32.0	52.8	37.2	37.2	43.3	54.8	54.8
LOS by Move:	D	C	C	C	C	C	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	3	19	19	8	10	10	2	11	11

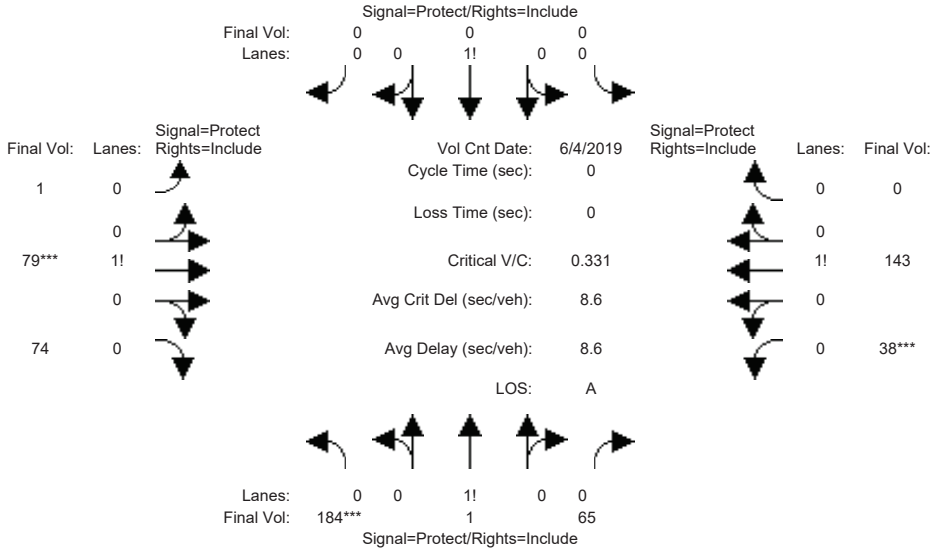
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM - with Impr

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	184	1	65	0	0	0	1	79	74	38	143	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	1	65	0	0	0	1	79	74	38	143	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	1	65	0	0	0	1	79	74	38	143	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	1	65	0	0	0	1	79	74	38	143	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1	65	0	0	0	1	79	74	38	143	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	1	65	0	0	0	1	79	74	38	143	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.73	0.01	0.26	0.00	1.00	0.00	0.01	0.51	0.48	0.21	0.79	0.00
Final Sat.:	1288	7	455	0	1750	0	11	898	841	378	1422	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.00	0.00	0.00	0.09	0.09	0.09	0.10	0.10	0.00
Crit Moves:	****							****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.33	0.33	0.33	0.00	0.00	0.00	0.33	0.33	0.33	0.33	0.33	0.00
Delay/Veh:	6.7	6.7	6.7	0.0	0.0	0.0	10.5	10.5	10.5	9.5	9.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.7	6.7	6.7	0.0	0.0	0.0	10.5	10.5	10.5	9.5	9.5	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2kAvgQ:	2	2	2	0	0	0	2	2	2	2	2	0

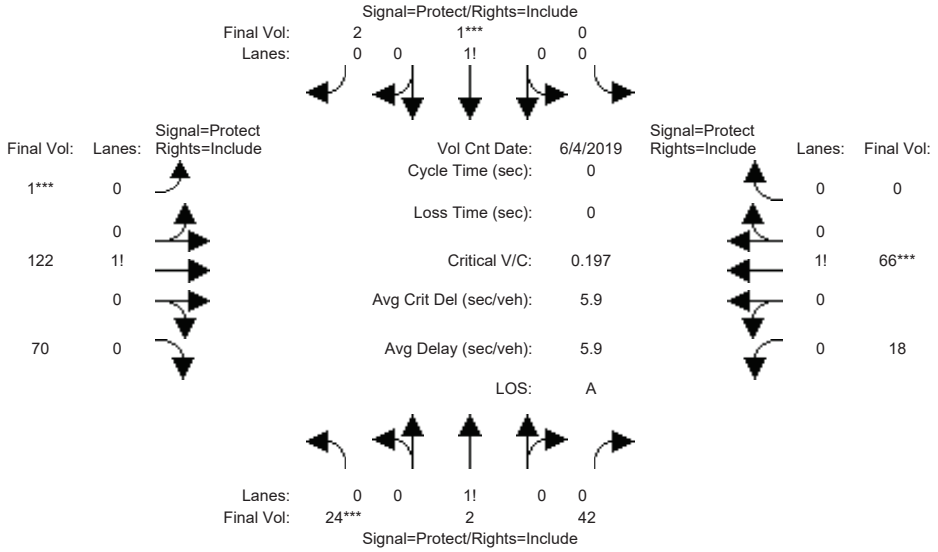
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM - with Impr

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	24	2	42	0	1	2	1	122	70	18	66	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	2	42	0	1	2	1	122	70	18	66	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	2	42	0	1	2	1	122	70	18	66	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	2	42	0	1	2	1	122	70	18	66	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	2	42	0	1	2	1	122	70	18	66	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	2	42	0	1	2	1	122	70	18	66	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.35	0.03	0.62	0.00	0.33	0.67	0.01	0.63	0.36	0.21	0.79	0.00
Final Sat.:	618	51	1081	0	600	1200	9	1106	635	386	1414	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.00	0.00	0.00	0.11	0.11	0.11	0.05	0.05	0.00
Crit Moves:	****				****		****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.20	0.19	0.19	0.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.00
Delay/Veh:	9.7	9.5	9.5	0.0	20.1	20.1	3.2	3.2	3.2	8.8	8.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.5	9.5	0.0	20.1	20.1	3.2	3.2	3.2	8.8	8.8	0.0
LOS by Move:	A	A	A	A	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	0	0	0	1	1	1	1	1	0

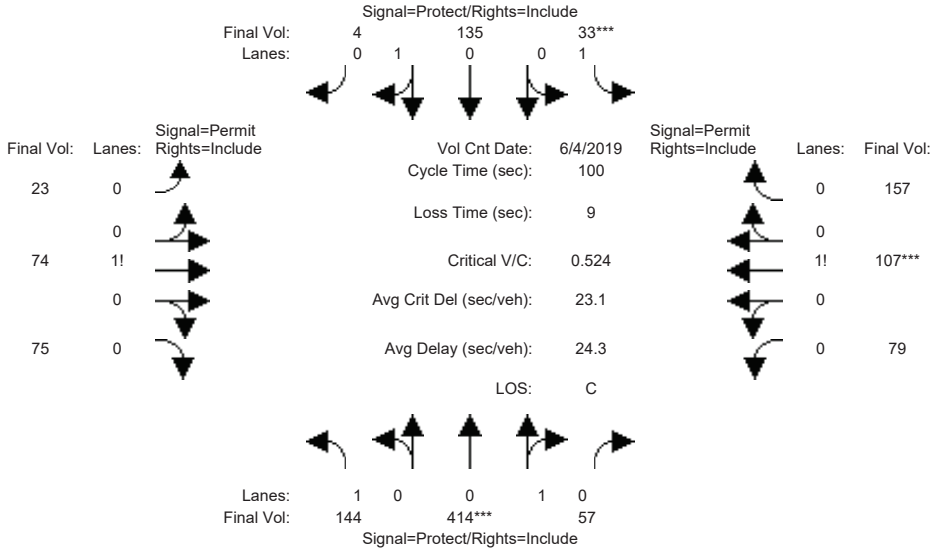
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM - with Impr

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	144	413	57	33	132	4	23	74	75	79	107	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	413	57	33	132	4	23	74	75	79	107	157
Added Vol:	0	1	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	414	57	33	135	4	23	74	75	79	107	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	414	57	33	135	4	23	74	75	79	107	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	414	57	33	135	4	23	74	75	79	107	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	414	57	33	135	4	23	74	75	79	107	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.88	0.12	1.00	0.97	0.03	0.13	0.43	0.44	0.23	0.31	0.46
Final Sat.:	1750	1582	218	1750	1748	52	234	753	763	403	546	801
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.02	0.08	0.08	0.10	0.10	0.10	0.20	0.20	0.20
Crit Moves:		****		****							****	
Green Time:	24.8	48.0	48.0	7.0	30.2	30.2	36.0	36.0	36.0	36.0	36.0	36.0
Volume/Cap:	0.33	0.54	0.54	0.27	0.26	0.26	0.27	0.27	0.27	0.54	0.54	0.54
Delay/Veh:	31.2	19.0	19.0	45.3	26.7	26.7	23.0	23.0	23.0	26.5	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	19.0	19.0	45.3	26.7	26.7	23.0	23.0	23.0	26.5	26.5	26.5
LOS by Move:	C	B	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	10	10	1	3	3	4	4	4	9	9	9

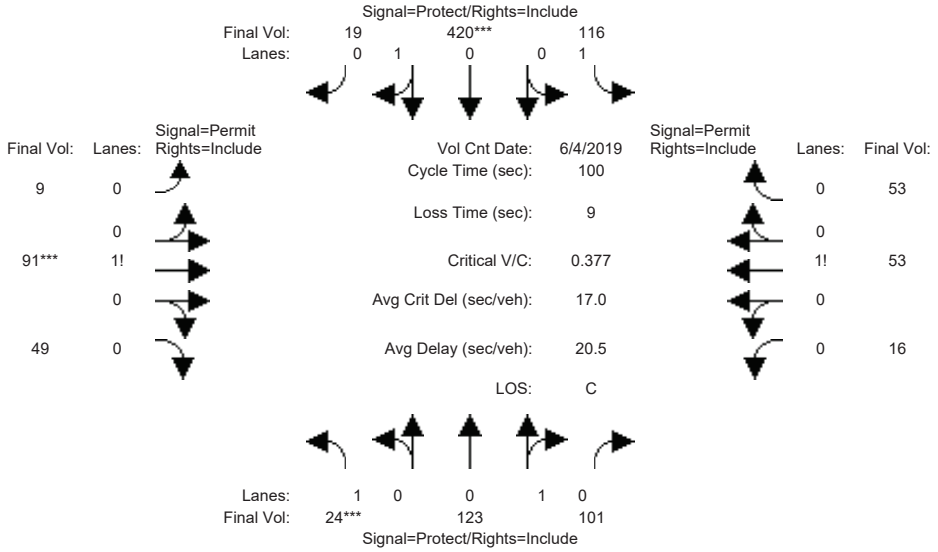
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM - with Impr

Intersection #1121: Murphy Avenue and Diana Avenue



Street Name:	Murphy Avenue						Diana Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	24	120	101	116	418	19	9	91	49	16	53	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	120	101	116	418	19	9	91	49	16	53	53
Added Vol:	0	3	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	123	101	116	420	19	9	91	49	16	53	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	123	101	116	420	19	9	91	49	16	53	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	123	101	116	420	19	9	91	49	16	53	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	123	101	116	420	19	9	91	49	16	53	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.55	0.45	1.00	0.96	0.04	0.06	0.61	0.33	0.13	0.44	0.43
Final Sat.:	1750	988	812	1750	1722	78	106	1069	576	230	760	760
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.07	0.24	0.24	0.09	0.09	0.09	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green Time:	7.0	44.3	44.3	24.9	62.3	62.3	21.7	21.7	21.7	21.7	21.7	21.7
Volume/Cap:	0.20	0.28	0.28	0.27	0.39	0.39	0.39	0.39	0.39	0.32	0.32	0.32
Delay/Veh:	44.6	17.9	17.9	30.5	9.6	9.6	34.1	34.1	34.1	33.4	33.4	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	17.9	17.9	30.5	9.6	9.6	34.1	34.1	34.1	33.4	33.4	33.4
LOS by Move:	D	B	B	C	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	4	4	3	7	7	4	4	4	4	4	4

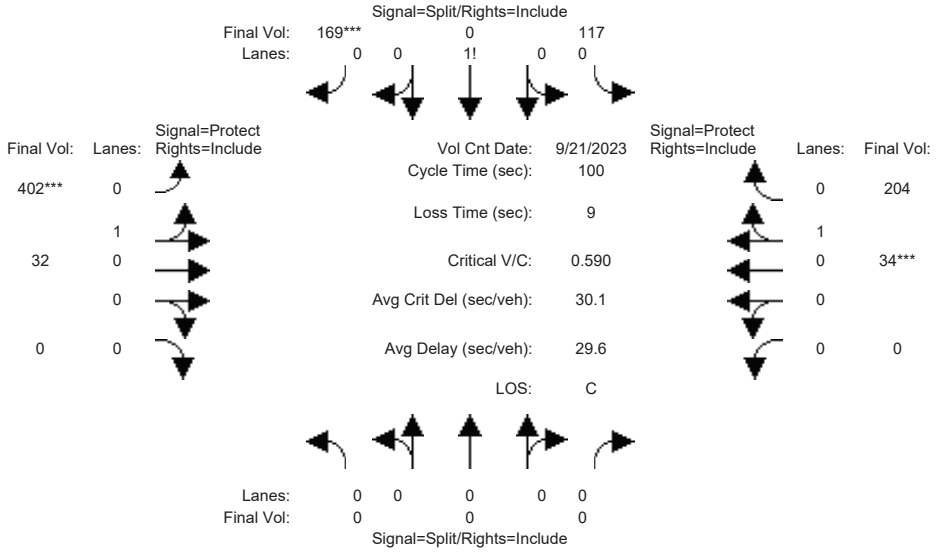
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM - with Impr

Intersection #3117: Mission View Drive and Half Road



Street Name:	Mission View Drive						Half Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	0	0	0	116	0	159	399	32	0	0	34	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	116	0	159	399	32	0	0	34	204
Added Vol:	0	0	0	1	0	10	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	117	0	169	402	32	0	0	34	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	117	0	169	402	32	0	0	34	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	117	0	169	402	32	0	0	34	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	117	0	169	402	32	0	0	34	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.41	0.00	0.59	0.93	0.07	0.00	0.00	0.14	0.86
Final Sat.:	0	0	0	716	0	1034	1667	133	0	0	257	1543
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.24	0.24	0.00	0.00	0.13	0.13
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	27.7	0.0	27.7	40.9	63.3	0.0	0.0	22.4	22.4
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.59	0.59	0.38	0.00	0.00	0.59	0.59
Delay/Veh:	0.0	0.0	0.0	33.2	0.0	33.2	24.3	9.1	0.0	0.0	37.0	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.2	0.0	33.2	24.3	9.1	0.0	0.0	37.0	37.0
LOS by Move:	A	A	A	C	A	C	C	A	A	A	D	D
HCM2kAvgQ:	0	0	0	8	0	8	11	7	0	0	8	8

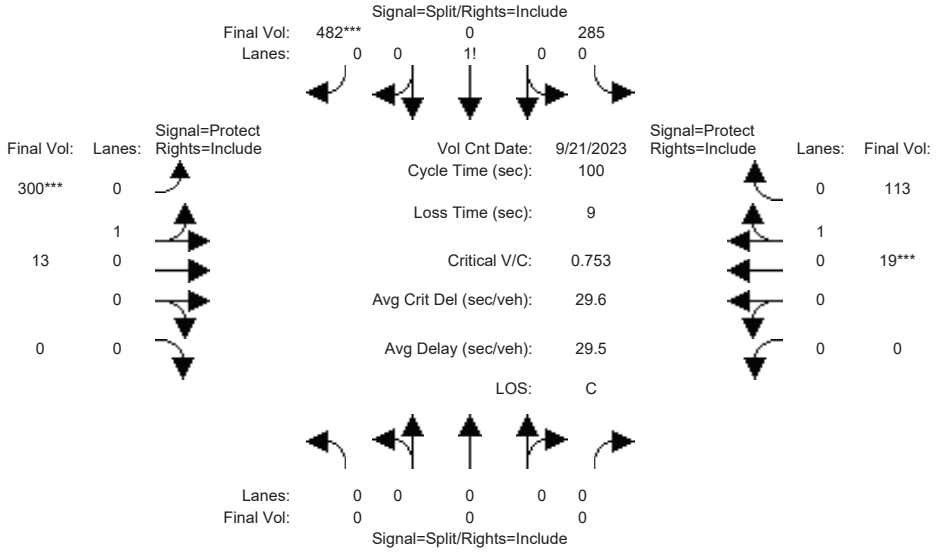
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM - with Impr

Intersection #3117: Mission View Drive and Half Road



Street Name:	Mission View Drive						Half Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	0	0	0	284	0	475	289	13	0	0	19	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	284	0	475	289	13	0	0	19	112
Added Vol:	0	0	0	1	0	7	11	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	285	0	482	300	13	0	0	19	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	285	0	482	300	13	0	0	19	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	285	0	482	300	13	0	0	19	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	285	0	482	300	13	0	0	19	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	0.37	0.00	0.63	0.96	0.04	0.00	0.00	0.14	0.86
Final Sat.:	0	0	0	650	0	1100	1725	75	0	0	259	1541
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.44	0.00	0.44	0.17	0.17	0.00	0.00	0.07	0.07
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	58.0	0.0	58.0	23.0	33.0	0.0	0.0	10.0	10.0
Volume/Cap:	0.00	0.00	0.00	0.76	0.00	0.76	0.76	0.53	0.00	0.00	0.73	0.73
Delay/Veh:	0.0	0.0	0.0	19.0	0.0	19.0	43.6	28.0	0.0	0.0	58.1	58.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.0	0.0	19.0	43.6	28.0	0.0	0.0	58.1	58.1
LOS by Move:	A	A	A	B	A	B	D	C	A	A	E	E
HCM2kAvgQ:	0	0	0	20	0	20	11	9	0	0	6	6

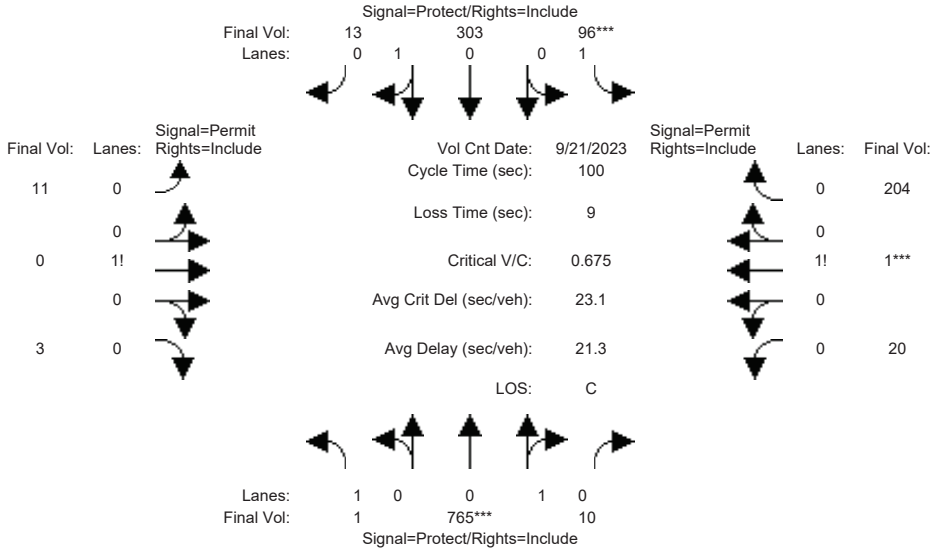
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM - with Impr

Intersection #3117: Mission View Drive and Half Road



Street Name:	Mission View Drive						Half Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	1	763	10	95	298	8	9	0	3	20	1	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	763	10	95	298	8	9	0	3	20	1	204
Added Vol:	0	2	0	1	5	5	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	765	10	96	303	13	11	0	3	20	1	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	765	10	96	303	13	11	0	3	20	1	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	765	10	96	303	13	11	0	3	20	1	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	765	10	96	303	13	11	0	3	20	1	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.99	0.01	1.00	0.96	0.04	0.79	0.00	0.21	0.09	0.01	0.90
Final Sat.:	1750	1777	23	1750	1726	74	1375	0	375	156	8	1587
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.05	0.18	0.18	0.01	0.00	0.01	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	20.5	63.8	63.8	8.1	51.4	51.4	19.1	0.0	19.1	19.1	19.1	19.1
Volume/Cap:	0.00	0.67	0.67	0.67	0.34	0.34	0.04	0.00	0.04	0.67	0.67	0.67
Delay/Veh:	31.6	13.1	13.1	56.8	14.5	14.5	33.1	0.0	33.1	43.0	43.0	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	13.1	13.1	56.8	14.5	14.5	33.1	0.0	33.1	43.0	43.0	43.0
LOS by Move:	C	B	B	E	B	B	C	A	C	D	D	D
HCM2kAvgQ:	0	15	15	3	6	6	0	0	0	8	8	8

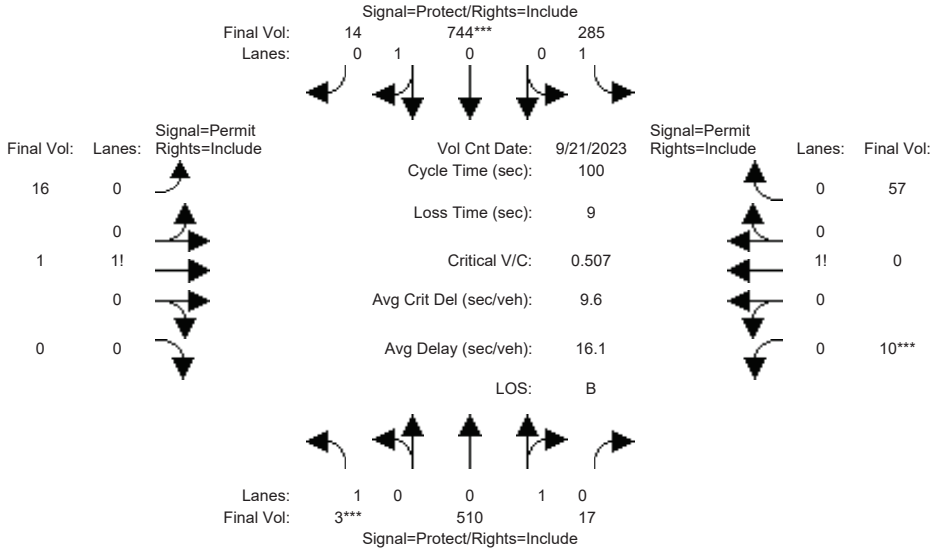
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM - with Impr

Intersection #3117: Mission View Drive and Half Road



Street Name:	Mission View Drive						Half Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	3	504	17	284	740	11	11	1	0	10	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	504	17	284	740	11	11	1	0	10	0	56
Added Vol:	0	6	0	1	4	3	5	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	510	17	285	744	14	16	1	0	10	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	510	17	285	744	14	16	1	0	10	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	510	17	285	744	14	16	1	0	10	0	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	510	17	285	744	14	16	1	0	10	0	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	0.97	0.03	1.00	0.98	0.02	0.94	0.06	0.00	0.15	0.00	0.85
Final Sat.:	1750	1742	58	1750	1767	33	1694	106	0	261	0	1489
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.16	0.42	0.42	0.01	0.01	0.00	0.04	0.00	0.04
Crit Moves:	****				****					****		
Green Time:	7.0	52.0	52.0	29.0	74.0	74.0	10.0	10.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.02	0.56	0.56	0.56	0.57	0.57	0.09	0.09	0.00	0.38	0.00	0.38
Delay/Veh:	43.4	17.0	17.0	31.6	6.4	6.4	41.1	41.1	0.0	43.5	0.0	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	17.0	17.0	31.6	6.4	6.4	41.1	41.1	0.0	43.5	0.0	43.5
LOS by Move:	D	B	B	C	A	A	D	D	A	D	A	D
HCM2kAvgQ:	0	11	11	8	11	11	1	1	0	2	0	2

Note: Queue reported is the number of cars per lane.

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Intersection	
Intersection Delay, s/veh	25.1
Intersection LOS	D

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	643	518	643	355
Demand Flow Rate, veh/h	657	528	656	362
Vehicles Circulating, veh/h	274	881	739	545
Vehicles Exiting, veh/h	477	394	192	864
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.5	51.9	26.2	7.0
Approach LOS	B	F	D	A

Lane	Left	Left	Left	Bypass	Left	Bypass
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT		LT	
RT Channelized				Yield		Yield
Lane Util	1.000	1.000	1.000		1.000	
Follow-Up Headway, s	2.609	2.609	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	657	528	536	120	206	156
Cap Entry Lane, veh/h	1043	562	649	923	791	848
Entry HV Adj Factor	0.979	0.982	0.980	0.980	0.981	0.980
Flow Entry, veh/h	643	518	525	118	202	153
Cap Entry, veh/h	1022	552	636	905	777	832
V/C Ratio	0.630	0.940	0.825	0.130	0.260	0.184
Control Delay, s/veh	12.5	51.9	30.9	5.2	7.6	6.2
LOS	B	F	D	A	A	A
95th %tile Queue, veh	5	12	9	0	1	1

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	187	373	669	187
Demand Flow Rate, veh/h	192	380	682	191
Vehicles Circulating, veh/h	275	645	145	366
Vehicles Exiting, veh/h	282	182	322	659
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.3	13.5	10.0	5.8
Approach LOS	A	B	B	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	192	380	682	191
Cap Entry Lane, veh/h	1042	715	1190	950
Entry HV Adj Factor	0.976	0.981	0.981	0.979
Flow Entry, veh/h	187	373	669	187
Cap Entry, veh/h	1017	701	1167	930
V/C Ratio	0.184	0.532	0.573	0.201
Control Delay, s/veh	5.3	13.5	10.0	5.8
LOS	A	B	B	A
95th %tile Queue, veh	1	3	4	1

Intersection	
Intersection Delay, s/veh	28.2
Intersection LOS	D

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	700	353	197	822
Demand Flow Rate, veh/h	713	360	202	839
Vehicles Circulating, veh/h	671	484	775	256
Vehicles Exiting, veh/h	190	459	609	588
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	65.4	9.7	8.6	9.2
Approach LOS	F	A	A	A

Lane	Left	Left	Left	Bypass	Left	Bypass
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT		LT	
RT Channelized				Yield		Yield
Lane Util	1.000	1.000	1.000		1.000	
Follow-Up Headway, s	2.609	2.609	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	713	360	168	34	605	234
Cap Entry Lane, veh/h	696	842	626	864	1063	1137
Entry HV Adj Factor	0.981	0.980	0.979	0.980	0.980	0.980
Flow Entry, veh/h	700	353	164	33	593	229
Cap Entry, veh/h	683	826	613	847	1041	1114
V/C Ratio	1.024	0.427	0.268	0.039	0.569	0.205
Control Delay, s/veh	65.4	9.7	9.4	4.6	10.8	5.1
LOS	F	A	A	A	B	A
95th %tile Queue, veh	17	2	1	0	4	1

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	162	133	270	604
Demand Flow Rate, veh/h	165	135	276	616
Vehicles Circulating, veh/h	612	174	240	103
Vehicles Exiting, veh/h	107	342	537	206
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.5	4.2	5.8	8.3
Approach LOS	A	A	A	A

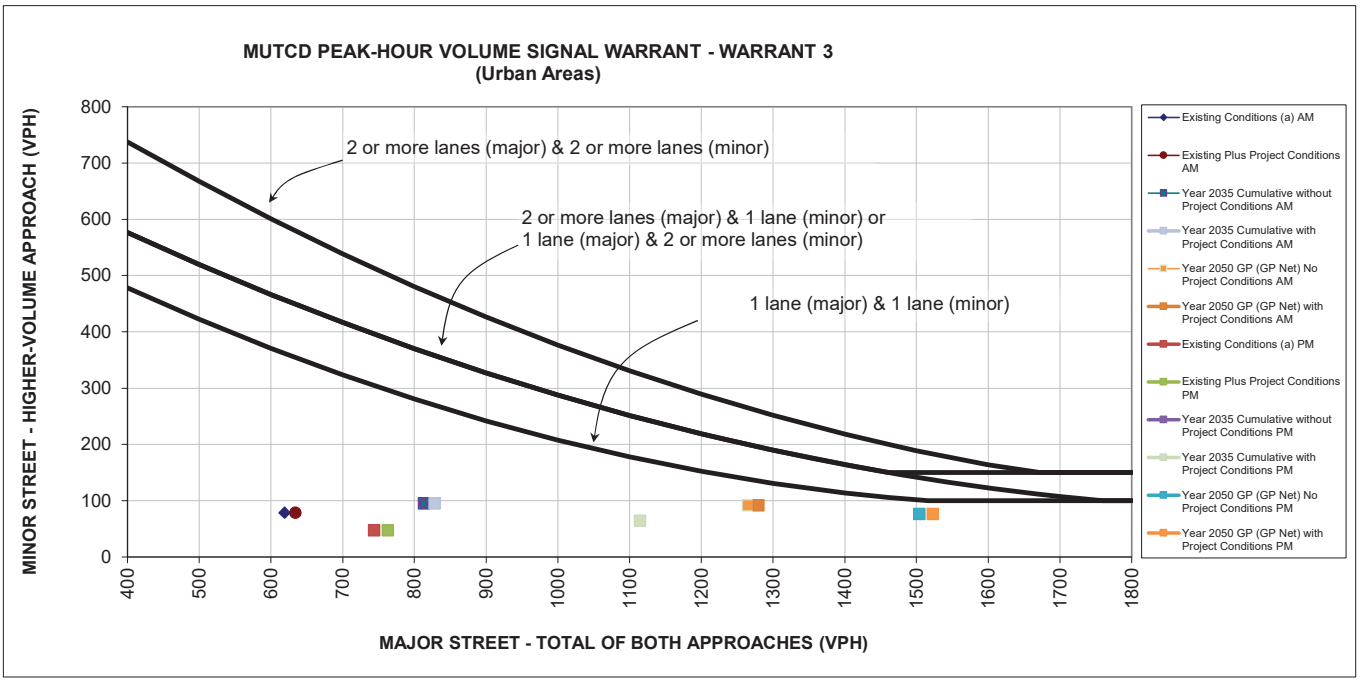
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	165	135	276	616
Cap Entry Lane, veh/h	739	1155	1080	1242
Entry HV Adj Factor	0.982	0.984	0.979	0.980
Flow Entry, veh/h	162	133	270	604
Cap Entry, veh/h	726	1137	1058	1218
V/C Ratio	0.223	0.117	0.255	0.496
Control Delay, s/veh	7.5	4.2	5.8	8.3
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	3

Appendix E

Signal Warrant Analysis

DePaul Residences

7 . Mission View Drive and Avenida De Los Padres



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

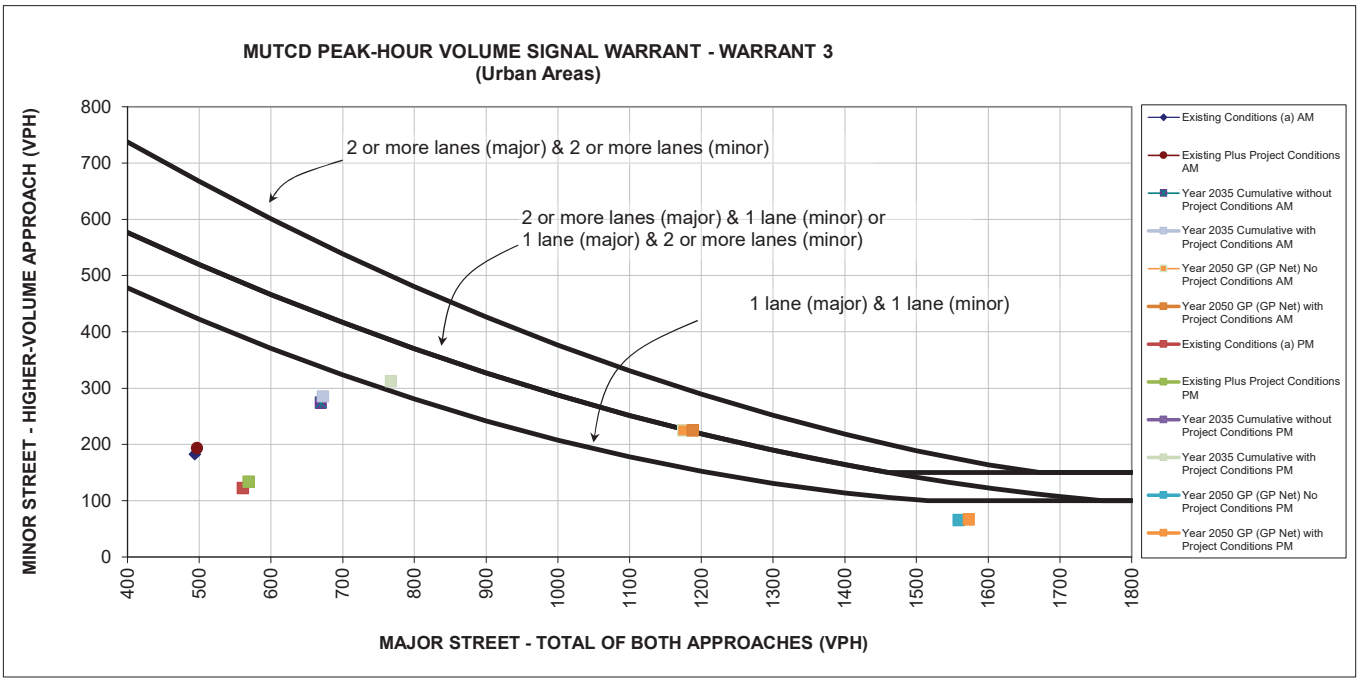
*Graph is not OCR compatible.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) AM	Existing Plus Project Conditions AM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions	Year 2050 GP (GP Net) No Project Conditions AM	Year 2050 GP (GP Net) with Project Conditions AM
Major Street - Both Approaches	Mission View Drive	X		619	634	813	828	1265	1280
Minor Street - Highest Approach	Avenida De Los Padres	X		79	79	95	95	92	92
		Warrant Met?		No	No	No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) PM	Existing Plus Project Conditions PM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions	Year 2050 GP (GP Net) No Project Conditions PM	Year 2050 GP (GP Net) with Project Conditions PM
Major Street - Both Approaches	Mission View Drive	X		744	763	1096	1115	1504	1523
Minor Street - Highest Approach	Avenida De Los Padres	X		48	48	65	65	77	77
		Warrant Met?		No	No	No	No	No	No

DePaul Residences

8 . Mission View Drive and Half Road



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

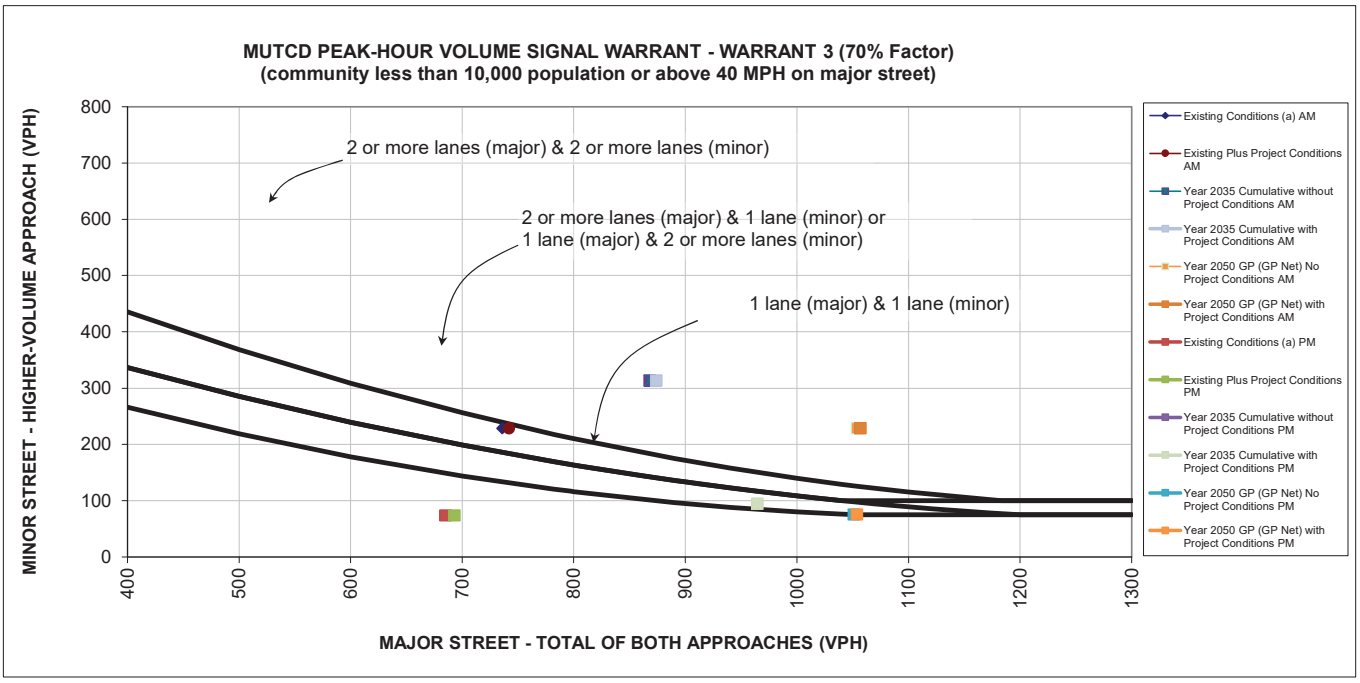
*Graph is not OCR compatible.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) AM	Existing Plus Project Conditions AM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions	Year 2050 GP (GP Net) No Project Conditions AM	Year 2050 GP (GP Net) with Project Conditions AM
Major Street - Both Approaches	Half Road	X		494	497	670	673	1175	1188
Minor Street - Highest Approach	Mission View Drive	X		183	194	275	286	225	225
		Warrant Met?		No	No	No	No	**Yes**	**Yes**

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) PM	Existing Plus Project Conditions PM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions	Year 2050 GP (GP Net) No Project Conditions PM	Year 2050 GP (GP Net) with Project Conditions PM
Major Street - Both Approaches	Mission View Drive	X		561	569	759	767	1559	1573
Minor Street - Highest Approach	Half Road	X		123	134	302	313	66	67
		Warrant Met?		No	No	**Yes**	**Yes**	No	No

DePaul Residences

10 . Condit Road and Diana Avenue



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

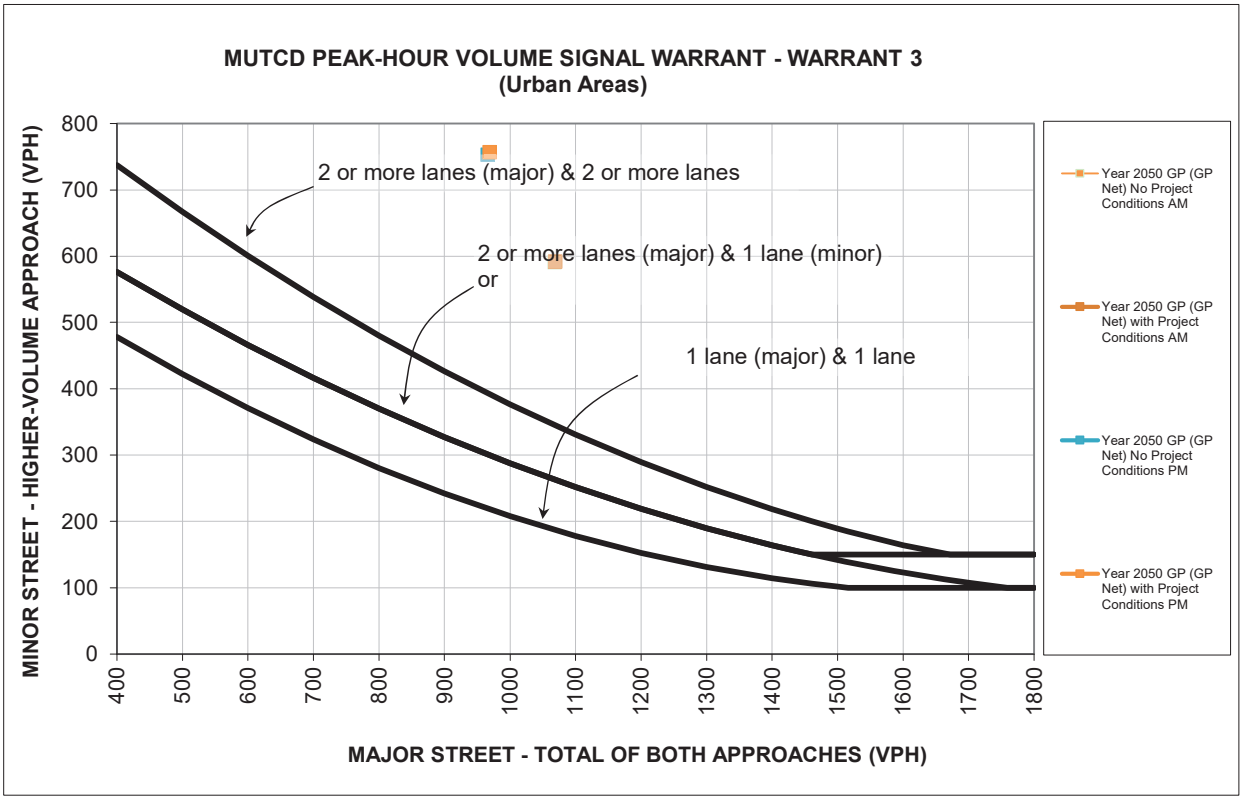
*Graph is not OCR compatible.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) AM	Existing Plus Project Conditions AM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions	Year 2050 GP (GP Net) No Project Conditions AM	Year 2050 GP (GP Net) with Project Conditions AM
Major Street - Both Approaches	Condit Road	X		736	742	868	874	1054	1057
Minor Street - Highest Approach	Diana Avenue	X		229	229	314	314	229	229
		Warrant Met?		Yes	Yes	Yes	Yes	Yes	Yes

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) PM	Existing Plus Project Conditions PM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions	Year 2050 GP (GP Net) No Project Conditions PM	Year 2050 GP (GP Net) with Project Conditions PM
Major Street - Both Approaches	Condit Road	X		685	693	957	965	1051	1054
Minor Street - Highest Approach	Diana Avenue	X		74	74	95	95	76	76
		Warrant Met?		No	No	Yes	Yes	Yes	Yes

DePaul Residences

14 . Murphy Avenue and Main Avenue (Future)



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

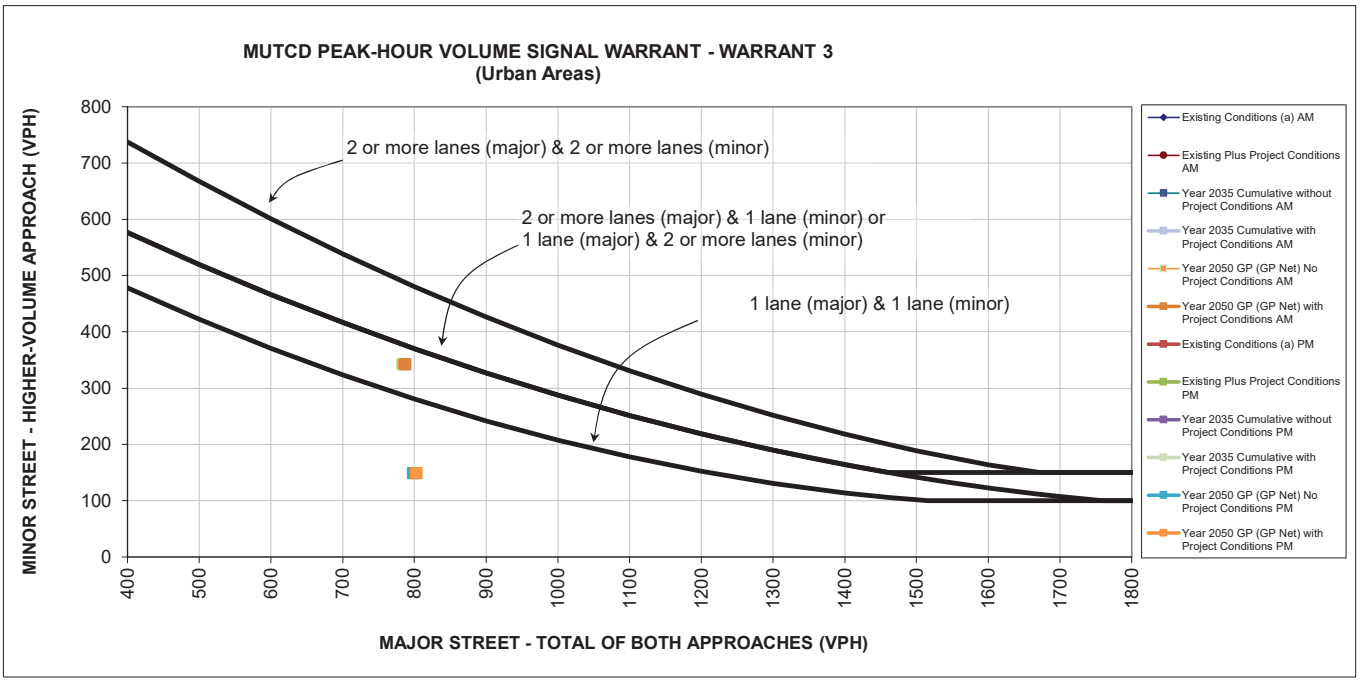
*Graph is not OCR compatible.

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2050 GP (GP Net) No Project Conditions AM	Year 2050 GP (GP Net) with Project Conditions AM
Major Street - Both Approaches	Main Avenue (Future)	X		1068	1069
Minor Street - Highest Approach	Murphy Avenue	X		591	592
		Warrant Met?		Yes	Yes

		Approach Lanes: One	Approach Lanes: 2 or More	Year 2050 GP (GP Net) No Project Conditions PM	Year 2050 GP (GP Net) with Project Conditions PM
Major Street - Both Approaches	Main Avenue (Future)	X		966	969
Minor Street - Highest Approach	Murphy Avenue	X		753	757
		Warrant Met?		Yes	Yes

DePaul Residences

15 . Murphy Avenue and Diana Avenue



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

*Graph is not OCR compatible.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) AM	Existing Plus Project Conditions AM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions	Year 2050 GP (GP Net) No Project Conditions AM	Year 2050 GP (GP Net) with Project Conditions AM
Major Street - Both Approaches	Diana Avenue	X		286	286	335	335	783	787
Minor Street - Highest Approach	Murphy Avenue	X		202	202	250	250	343	343
		Warrant Met?		No	No	No	No	**Yes**	**Yes**

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) PM	Existing Plus Project Conditions PM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions	Year 2050 GP (GP Net) No Project Conditions PM	Year 2050 GP (GP Net) with Project Conditions PM
Major Street - Both Approaches	Diana Avenue	X		210	210	277	277	798	803
Minor Street - Highest Approach	Murphy Avenue	X		59	59	68	68	149	149
		Warrant Met?		No	No	No	No	No	No

Appendix F

Intersection Queuing Calculations

DePaul/Cochrane
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9473	0.9473	0
0.0513	0.9986	1
0.0014	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

DePaul/Cochrane
NBL
AM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6602	0.6602	0
0.2741	0.9343	1
0.0569	0.9912	2
0.0079	0.9991	3
0.0008	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

DePaul/Cochrane
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7575	0.7575	0
0.2104	0.9679	1
0.0292	0.9971	2
0.0027	0.9998	3
0.0002	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

DePaul/Cochrane
NBL
PM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5134	0.5134	0
0.3423	0.8557	1
0.1141	0.9698	2
0.0254	0.9951	3
0.0042	0.9994	4
0.0006	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

DePaul/Cochrane
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8973	0.8973	0
0.0972	0.9945	1
0.0053	0.9998	2
0.0002	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
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0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

DePaul/Cochrane
WBL
AM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8655	0.8655	0
0.1250	0.9905	1
0.0090	0.9995	2
0.0004	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
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0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
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0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

DePaul/Cochrane
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7367	0.7367	0
0.2251	0.9618	1
0.0344	0.9962	2
0.0035	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
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0.0000	1.0000	20
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0.0000	1.0000	22
0.0000	1.0000	23
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0.0000	1.0000	32
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0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

DePaul/Cochrane
WBL
PM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.5
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6065	0.6065	0
0.3033	0.9098	1
0.0758	0.9856	2
0.0126	0.9982	3
0.0016	0.9998	4
0.0002	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
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0.0000	1.0000	26
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0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
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0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

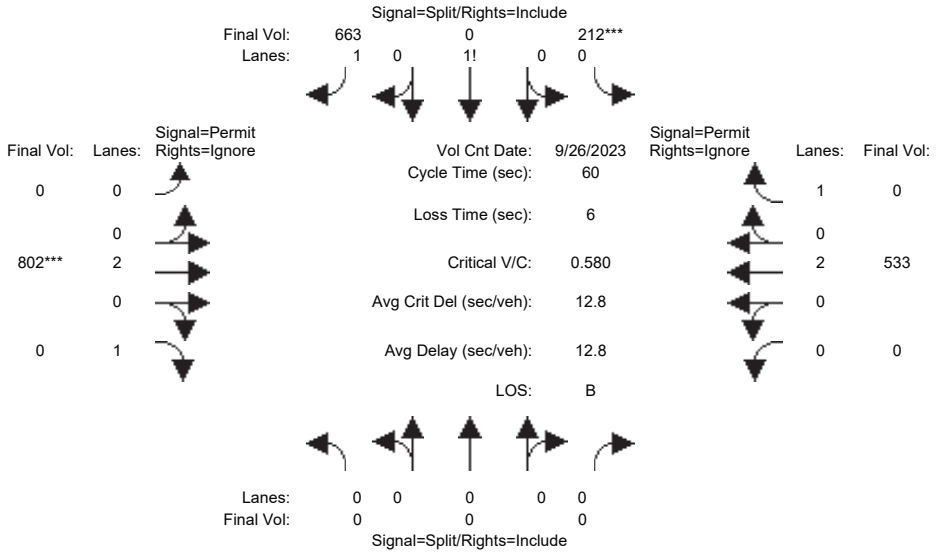
Appendix G

Freeway On-Ramp and Off-Ramp Queuing Calculations

City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	212	0	663	0	802	254	0	533	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	212	0	663	0	802	254	0	533	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	212	0	663	0	802	254	0	533	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	212	0	663	0	802	0	0	533	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	212	0	663	0	802	0	0	533	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	212	0	663	0	802	0	0	533	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.39	0.00	1.61	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	683	0	2817	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.24	0.00	0.21	0.00	0.00	0.14	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	32.2	0.0	32.2	0.0	21.8	0.0	0.0	21.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.44	0.00	0.58	0.00	0.00	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	9.9	0.0	8.6	0.0	16.0	0.0	0.0	14.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.9	0.0	8.6	0.0	16.0	0.0	0.0	14.3	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	15	0	10	0	13	0	0	7	0

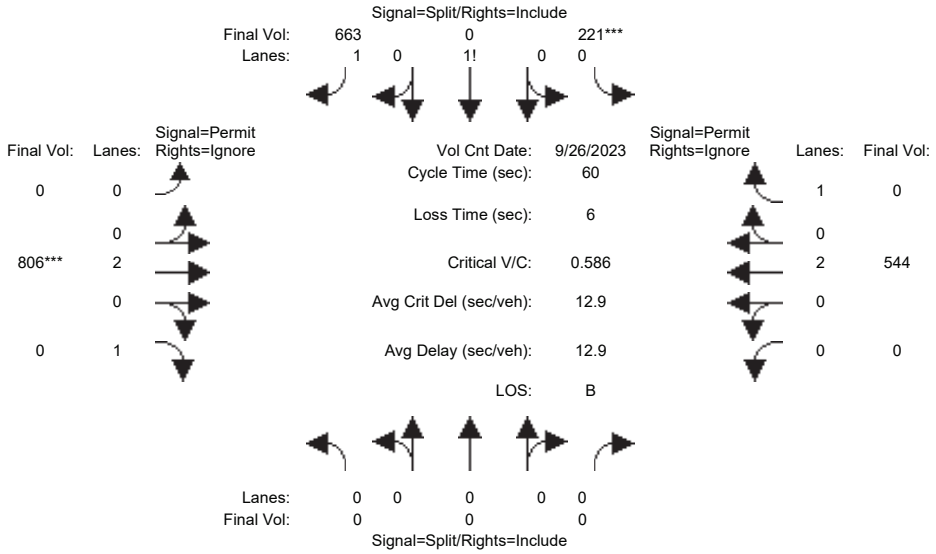
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	212	0	663	0	802	254	0	533	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	212	0	663	0	802	254	0	533	139
Added Vol:	0	0	0	9	0	0	0	4	0	0	11	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	221	0	663	0	806	254	0	544	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	221	0	663	0	806	0	0	544	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	221	0	663	0	806	0	0	544	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	221	0	663	0	806	0	0	544	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.40	0.00	1.60	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	700	0	2800	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.24	0.00	0.21	0.00	0.00	0.14	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	32.3	0.0	32.3	0.0	21.7	0.0	0.0	21.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.44	0.00	0.59	0.00	0.00	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	9.9	0.0	8.5	0.0	16.2	0.0	0.0	14.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.9	0.0	8.5	0.0	16.2	0.0	0.0	14.5	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	15	0	10	0	13	0	0	7	0

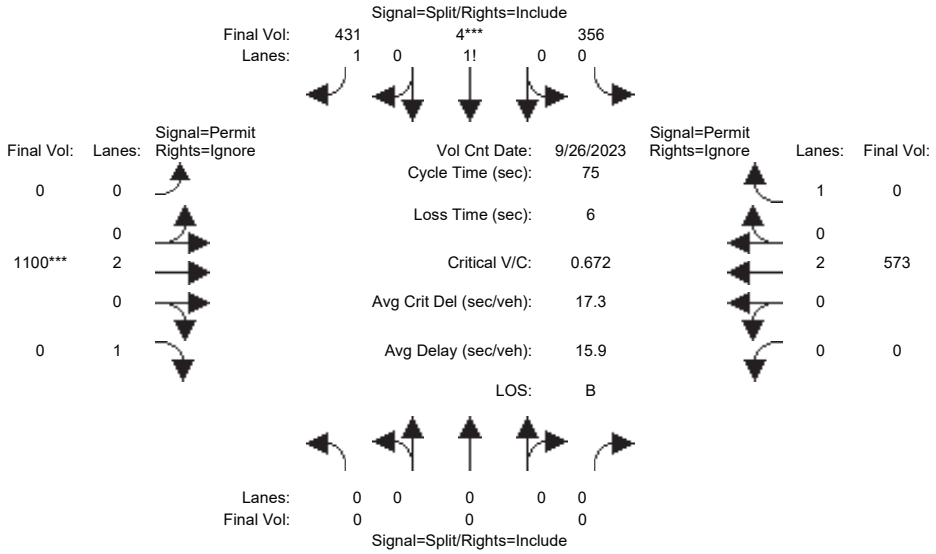
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	356	4	431	0	1100	647	0	573	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	356	4	431	0	1100	647	0	573	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	356	4	431	0	1100	647	0	573	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	356	4	431	0	1100	0	0	573	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	356	4	431	0	1100	0	0	573	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	356	4	431	0	1100	0	0	573	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.62	0.01	1.37	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1083	12	2405	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.33	0.18	0.00	0.29	0.00	0.00	0.15	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	36.7	36.7	36.7	0.0	32.3	0.0	0.0	32.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.67	0.67	0.37	0.00	0.67	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	16.1	16.1	12.0	0.0	18.2	0.0	0.0	14.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.1	16.1	12.0	0.0	18.2	0.0	0.0	14.4	0.0
LOS by Move:	A	A	A	B	B	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	21	21	10	0	20	0	0	8	0

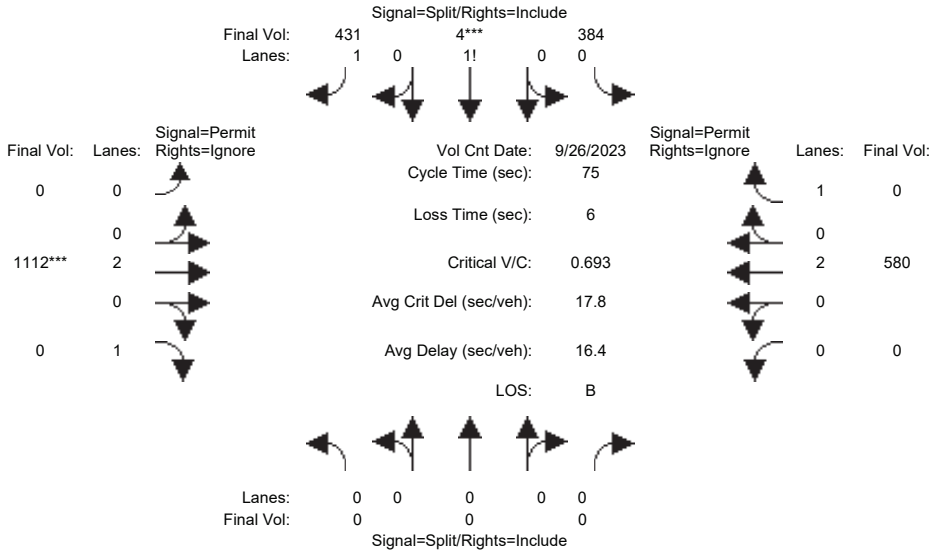
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	356	4	431	0	1100	647	0	573	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	356	4	431	0	1100	647	0	573	149
Added Vol:	0	0	0	28	0	0	0	12	0	0	7	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	384	4	431	0	1112	647	0	580	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	384	4	431	0	1112	0	0	580	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	384	4	431	0	1112	0	0	580	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	384	4	431	0	1112	0	0	580	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.63	0.01	1.36	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1114	12	2375	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.34	0.18	0.00	0.29	0.00	0.00	0.15	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	37.3	37.3	37.3	0.0	31.7	0.0	0.0	31.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.69	0.69	0.36	0.00	0.69	0.00	0.00	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	16.2	16.2	11.7	0.0	19.0	0.0	0.0	14.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.2	16.2	11.7	0.0	19.0	0.0	0.0	14.9	0.0
LOS by Move:	A	A	A	B	B	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	23	23	10	0	21	0	0	9	0

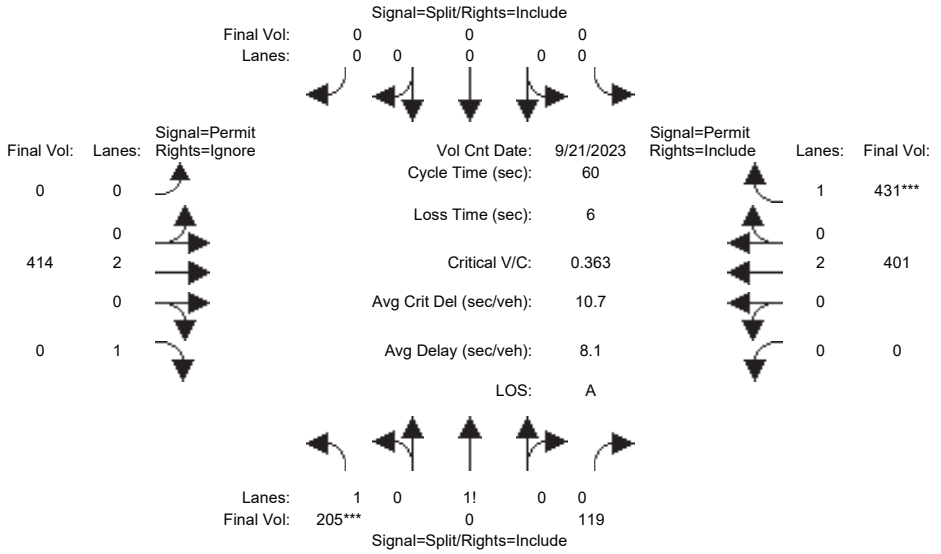
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	205	0	119	0	0	0	0	414	625	0	401	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	0	119	0	0	0	0	414	625	0	401	431
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	119	0	0	0	0	414	625	0	401	431
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	0	119	0	0	0	0	414	0	0	401	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	119	0	0	0	0	414	0	0	401	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	0	119	0	0	0	0	414	0	0	401	431
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	0.00	0.54	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2560	0	940	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.11	0.25
Crit Moves:	****											****
Green Time:	18.3	0.0	18.3	0.0	0.0	0.0	0.0	35.7	0.0	0.0	35.7	35.7
Volume/Cap:	0.26	0.00	0.41	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.18	0.41
Delay/Veh:	15.8	0.0	16.9	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.6	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	0.0	16.9	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.6	6.8
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	8	0	0	0	0	3	0	0	3	9

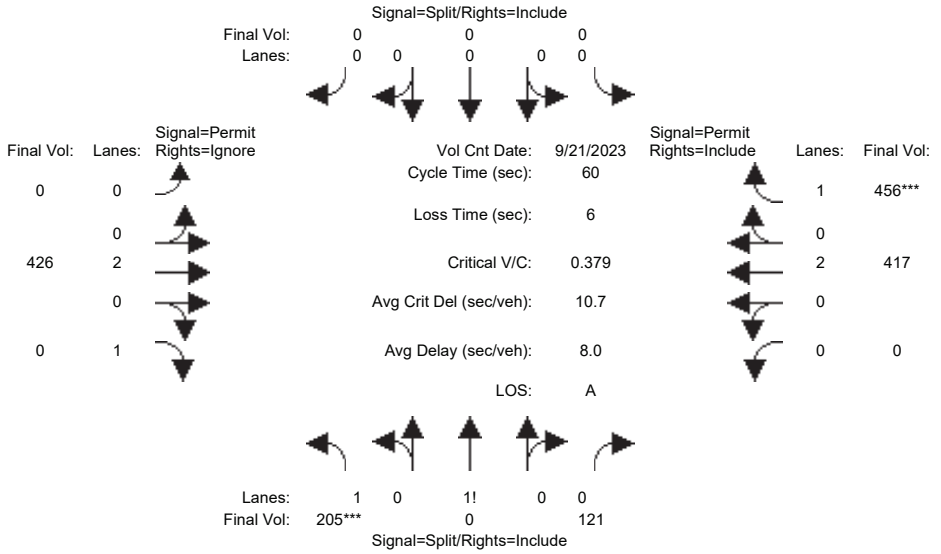
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	205	0	119	0	0	0	0	414	625	0	401	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	0	119	0	0	0	0	414	625	0	401	431
Added Vol:	0	0	2	0	0	0	0	12	0	0	16	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	121	0	0	0	0	426	625	0	417	456
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	0	121	0	0	0	0	426	0	0	417	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	121	0	0	0	0	426	0	0	417	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	0	121	0	0	0	0	426	0	0	417	456
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	0.00	0.54	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2553	0	947	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.11	0.26
Crit Moves:	****											****
Green Time:	17.8	0.0	17.8	0.0	0.0	0.0	0.0	36.2	0.0	0.0	36.2	36.2
Volume/Cap:	0.27	0.00	0.43	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.18	0.43
Delay/Veh:	16.3	0.0	17.4	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.3	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	0.0	17.4	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.3	6.6
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	8	0	0	0	0	3	0	0	3	9

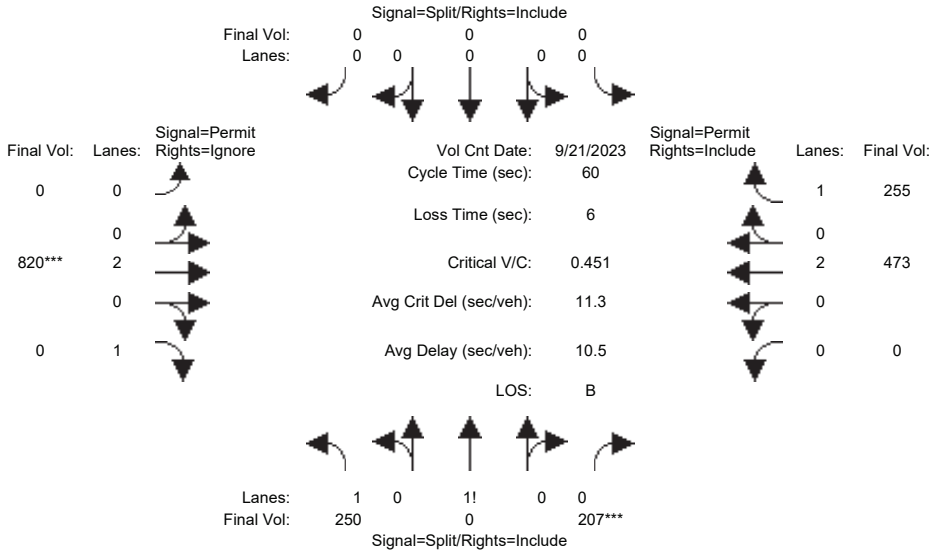
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	250	0	207	0	0	0	0	820	693	0	473	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	207	0	0	0	0	820	693	0	473	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	207	0	0	0	0	820	693	0	473	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	207	0	0	0	0	820	0	0	473	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	207	0	0	0	0	820	0	0	473	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	207	0	0	0	0	820	0	0	473	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.38	0.00	0.62	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2409	0	1091	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.19	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.12	0.15
Crit Moves:			****					****				
Green Time:	25.3	0.0	25.3	0.0	0.0	0.0	0.0	28.7	0.0	0.0	28.7	28.7
Volume/Cap:	0.25	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.26	0.30
Delay/Veh:	11.3	0.0	12.7	0.0	0.0	0.0	0.0	10.6	0.0	0.0	9.4	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	0.0	12.7	0.0	0.0	0.0	0.0	10.6	0.0	0.0	9.4	9.7
LOS by Move:	B	A	B	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	5	0	10	0	0	0	0	9	0	0	5	6

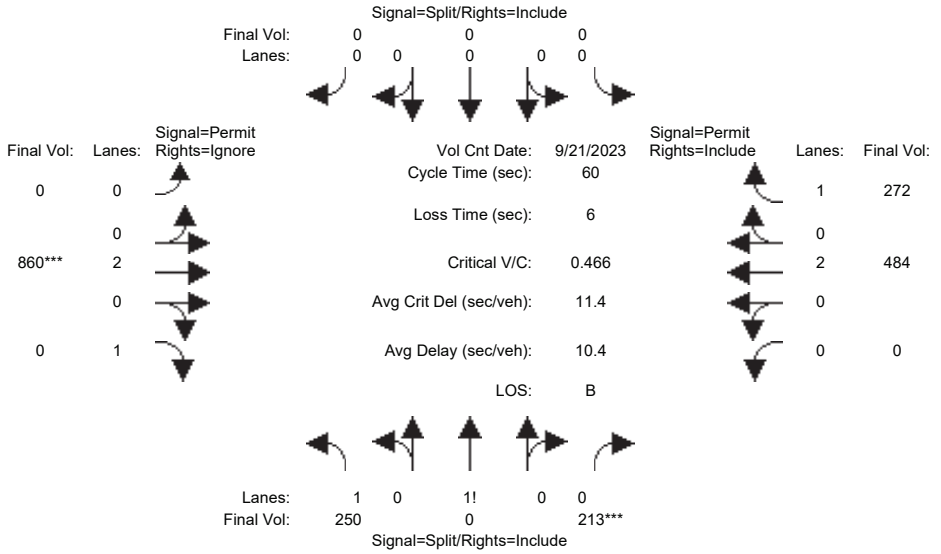
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	250	0	207	0	0	0	0	820	693	0	473	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	207	0	0	0	0	820	693	0	473	255
Added Vol:	0	0	6	0	0	0	0	40	0	0	11	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	213	0	0	0	0	860	693	0	484	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	213	0	0	0	0	860	0	0	484	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	213	0	0	0	0	860	0	0	484	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	213	0	0	0	0	860	0	0	484	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.37	0.00	0.63	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2397	0	1103	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.19	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.13	0.16
Crit Moves:			****					****				
Green Time:	24.9	0.0	24.9	0.0	0.0	0.0	0.0	29.1	0.0	0.0	29.1	29.1
Volume/Cap:	0.25	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.26	0.32
Delay/Veh:	11.6	0.0	13.1	0.0	0.0	0.0	0.0	10.4	0.0	0.0	9.2	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	0.0	13.1	0.0	0.0	0.0	0.0	10.4	0.0	0.0	9.2	9.6
LOS by Move:	B	A	B	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	5	0	10	0	0	0	0	10	0	0	5	6

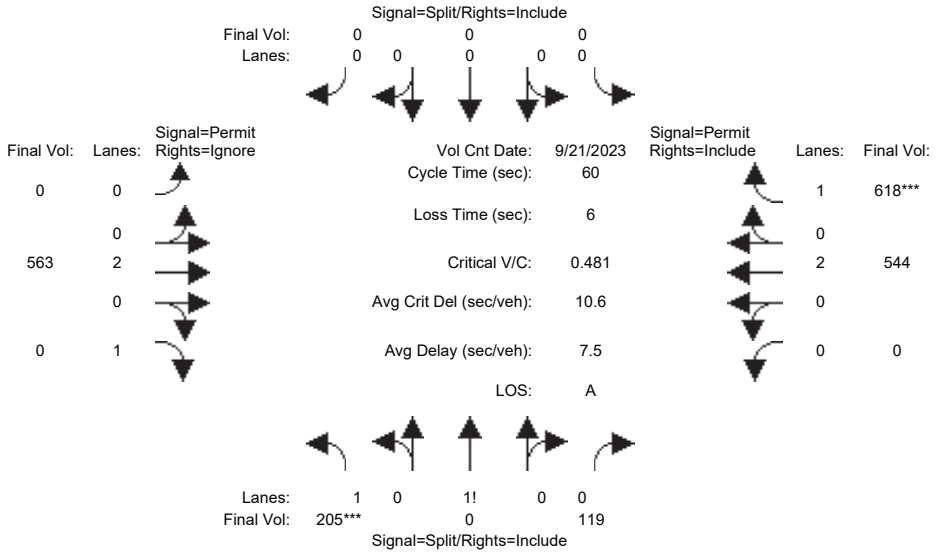
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	205	0	119	0	0	0	0	563	741	0	544	618
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	0	119	0	0	0	0	563	741	0	544	618
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	119	0	0	0	0	563	741	0	544	618
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	0	119	0	0	0	0	563	0	0	544	618
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	119	0	0	0	0	563	0	0	544	618
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	0	119	0	0	0	0	563	0	0	544	618
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	0.00	0.54	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2560	0	940	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.14	0.35
Crit Moves:	****											****
Green Time:	15.8	0.0	15.8	0.0	0.0	0.0	0.0	38.2	0.0	0.0	38.2	38.2
Volume/Cap:	0.30	0.00	0.48	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.22	0.55
Delay/Veh:	17.9	0.0	19.2	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	0.0	19.2	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	6.7
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	8	0	0	0	0	4	0	0	4	13

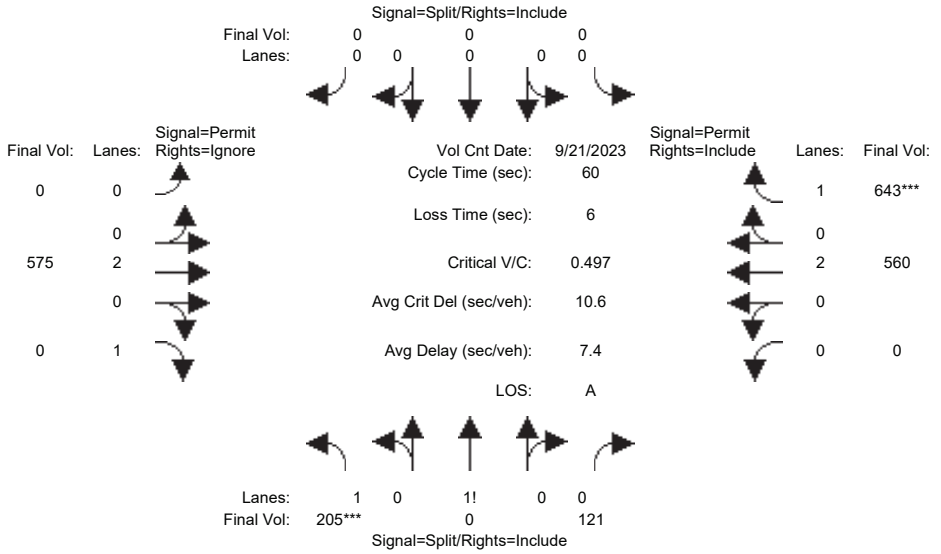
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	205	0	119	0	0	0	0	563	741	0	544	618
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	0	119	0	0	0	0	563	741	0	544	618
Added Vol:	0	0	2	0	0	0	0	12	0	0	16	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	121	0	0	0	0	575	741	0	560	643
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	0	121	0	0	0	0	575	0	0	560	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	121	0	0	0	0	575	0	0	560	643
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	0	121	0	0	0	0	575	0	0	560	643
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	0.00	0.54	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2553	0	947	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.15	0.37
Crit Moves:	****											****
Green Time:	15.4	0.0	15.4	0.0	0.0	0.0	0.0	38.6	0.0	0.0	38.6	38.6
Volume/Cap:	0.31	0.00	0.50	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.23	0.57
Delay/Veh:	18.2	0.0	19.6	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.5	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	0.0	19.6	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.5	6.7
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	9	0	0	0	0	4	0	0	4	14

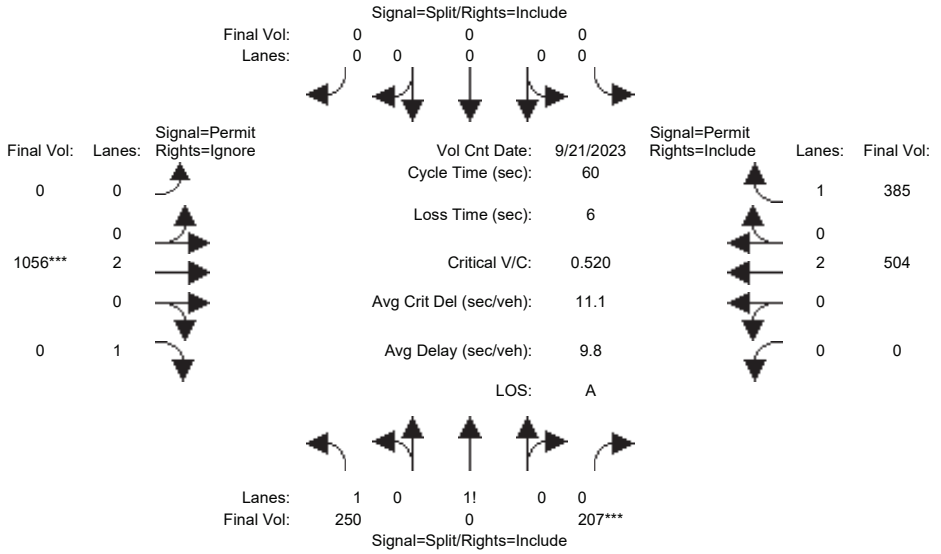
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	250	0	207	0	0	0	0	1056	693	0	504	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	207	0	0	0	0	1056	693	0	504	385
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	207	0	0	0	0	1056	693	0	504	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	207	0	0	0	0	1056	0	0	504	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	207	0	0	0	0	1056	0	0	504	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	207	0	0	0	0	1056	0	0	504	385
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.38	0.00	0.62	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2409	0	1091	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.19	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.13	0.22
Crit Moves:			****					****				
Green Time:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	32.1	0.0	0.0	32.1	32.1
Volume/Cap:	0.28	0.00	0.52	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.25	0.41
Delay/Veh:	13.6	0.0	15.5	0.0	0.0	0.0	0.0	9.2	0.0	0.0	7.5	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	0.0	15.5	0.0	0.0	0.0	0.0	9.2	0.0	0.0	7.5	8.6
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	11	0	0	0	0	12	0	0	5	9

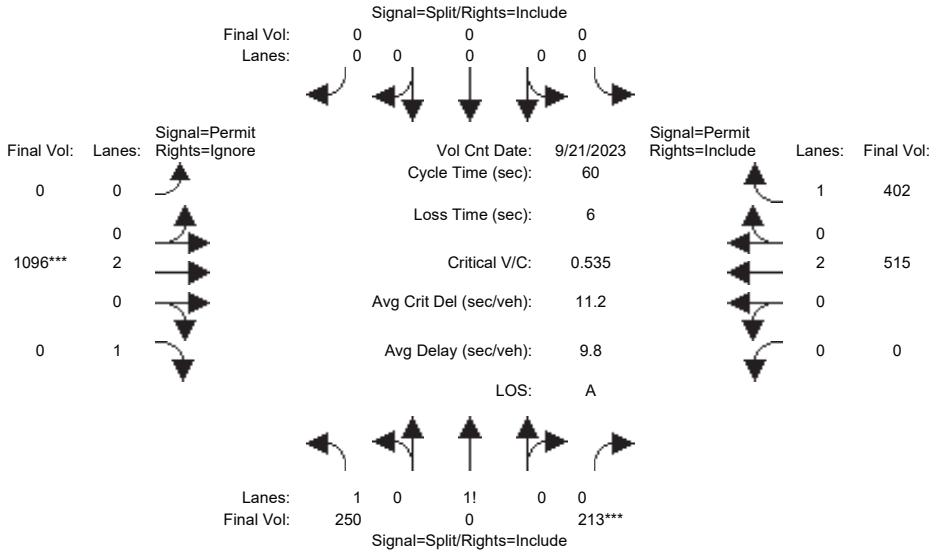
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	250	0	207	0	0	0	0	1056	693	0	504	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	207	0	0	0	0	1056	693	0	504	385
Added Vol:	0	0	6	0	0	0	0	40	0	0	11	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	213	0	0	0	0	1096	693	0	515	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	213	0	0	0	0	1096	0	0	515	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	213	0	0	0	0	1096	0	0	515	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	213	0	0	0	0	1096	0	0	515	402
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.37	0.00	0.63	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2397	0	1103	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.19	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.14	0.23
Crit Moves:			****					****				
Green Time:	21.7	0.0	21.7	0.0	0.0	0.0	0.0	32.3	0.0	0.0	32.3	32.3
Volume/Cap:	0.29	0.00	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.25	0.43
Delay/Veh:	13.8	0.0	15.8	0.0	0.0	0.0	0.0	9.2	0.0	0.0	7.4	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	0.0	15.8	0.0	0.0	0.0	0.0	9.2	0.0	0.0	7.4	8.6
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	6	0	12	0	0	0	0	12	0	0	5	9

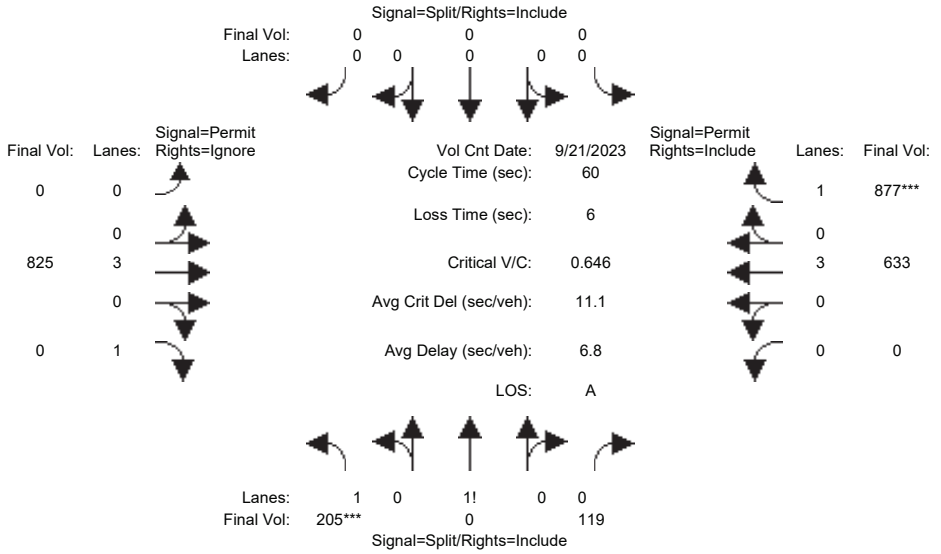
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) AM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	205	0	119	0	0	0	0	825	1062	0	633	877
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	0	119	0	0	0	0	825	1062	0	633	877
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	119	0	0	0	0	825	1062	0	633	877
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	0	119	0	0	0	0	825	0	0	633	877
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	119	0	0	0	0	825	0	0	633	877
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	0	119	0	0	0	0	825	0	0	633	877
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	0.00	0.54	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2560	0	940	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.11	0.50
Crit Moves:	****											****
Green Time:	11.8	0.0	11.8	0.0	0.0	0.0	0.0	42.2	0.0	0.0	42.2	42.2
Volume/Cap:	0.41	0.00	0.65	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.16	0.71
Delay/Veh:	21.4	0.0	25.1	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.0	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	0.0	25.1	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.0	7.2
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	6	0	10	0	0	0	0	3	0	0	3	19

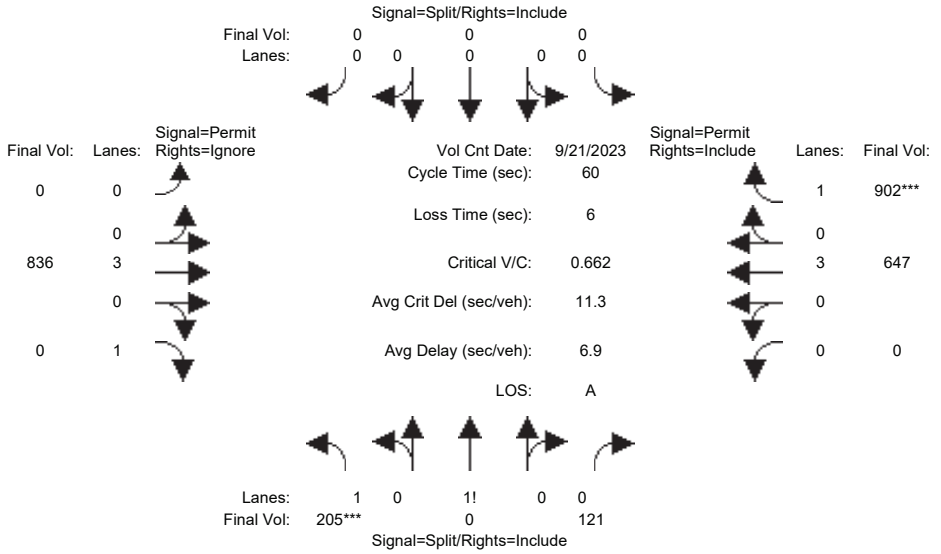
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	205	0	119	0	0	0	0	825	1062	0	633	877
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	0	119	0	0	0	0	825	1062	0	633	877
Added Vol:	0	0	2	0	0	0	0	11	0	0	14	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	121	0	0	0	0	836	1062	0	647	902
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	0	121	0	0	0	0	836	0	0	647	902
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	121	0	0	0	0	836	0	0	647	902
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	0	121	0	0	0	0	836	0	0	647	902
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	0.00	0.54	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2553	0	947	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.11	0.52
Crit Moves:	****											****
Green Time:	11.6	0.0	11.6	0.0	0.0	0.0	0.0	42.4	0.0	0.0	42.4	42.4
Volume/Cap:	0.42	0.00	0.66	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.16	0.73
Delay/Veh:	21.6	0.0	25.8	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.9	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	0.0	25.8	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.9	7.5
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	6	0	11	0	0	0	0	3	0	0	3	20

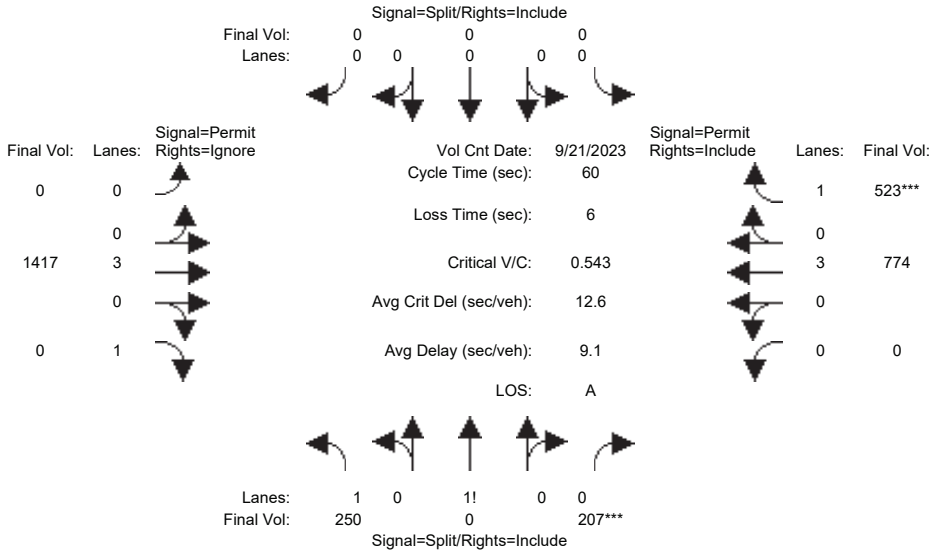
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) PM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	250	0	207	0	0	0	0	1417	693	0	774	523
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	207	0	0	0	0	1417	693	0	774	523
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	207	0	0	0	0	1417	693	0	774	523
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	207	0	0	0	0	1417	0	0	774	523
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	207	0	0	0	0	1417	0	0	774	523
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	207	0	0	0	0	1417	0	0	774	523
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.38	0.00	0.62	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2409	0	1091	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.19	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.14	0.30
Crit Moves:			****									****
Green Time:	21.0	0.0	21.0	0.0	0.0	0.0	0.0	33.0	0.0	0.0	33.0	33.0
Volume/Cap:	0.30	0.00	0.54	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.25	0.54
Delay/Veh:	14.3	0.0	16.4	0.0	0.0	0.0	0.0	8.2	0.0	0.0	7.1	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	0.0	16.4	0.0	0.0	0.0	0.0	8.2	0.0	0.0	7.1	9.3
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	6	0	12	0	0	0	0	10	0	0	5	12

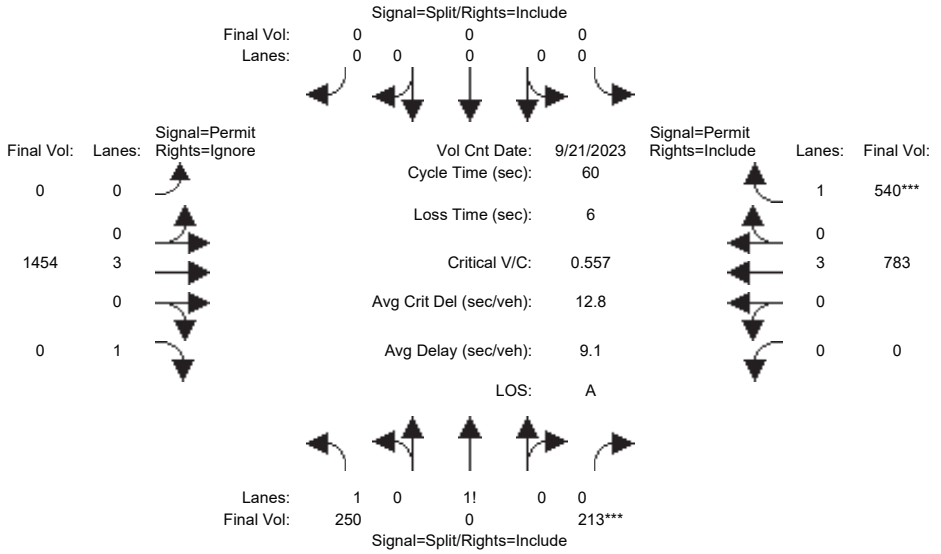
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	250	0	207	0	0	0	0	1417	693	0	774	523
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	207	0	0	0	0	1417	693	0	774	523
Added Vol:	0	0	6	0	0	0	0	37	0	0	9	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	213	0	0	0	0	1454	693	0	783	540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	213	0	0	0	0	1454	0	0	783	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	213	0	0	0	0	1454	0	0	783	540
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	213	0	0	0	0	1454	0	0	783	540
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.37	0.00	0.63	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2397	0	1103	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.19	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.14	0.31
Crit Moves:			****									****
Green Time:	20.8	0.0	20.8	0.0	0.0	0.0	0.0	33.2	0.0	0.0	33.2	33.2
Volume/Cap:	0.30	0.00	0.56	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.25	0.56
Delay/Veh:	14.4	0.0	16.7	0.0	0.0	0.0	0.0	8.1	0.0	0.0	7.0	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	0.0	16.7	0.0	0.0	0.0	0.0	8.1	0.0	0.0	7.0	9.4
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	6	0	12	0	0	0	0	10	0	0	5	13

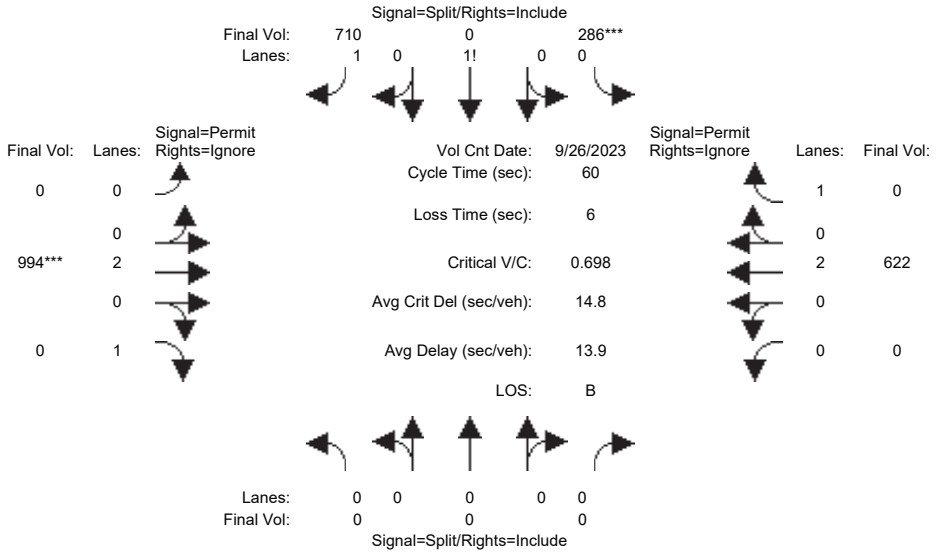
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	286	0	710	0	994	278	0	622	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	286	0	710	0	994	278	0	622	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	286	0	710	0	994	278	0	622	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	286	0	710	0	994	0	0	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	286	0	710	0	994	0	0	622	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	286	0	710	0	994	0	0	622	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.45	0.00	1.55	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	781	0	2719	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.26	0.00	0.26	0.00	0.00	0.16	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	31.5	0.0	31.5	0.0	22.5	0.0	0.0	22.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.50	0.00	0.70	0.00	0.00	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	12.2	0.0	9.4	0.0	17.4	0.0	0.0	14.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.2	0.0	9.4	0.0	17.4	0.0	0.0	14.2	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	20	0	12	0	17	0	0	8	0

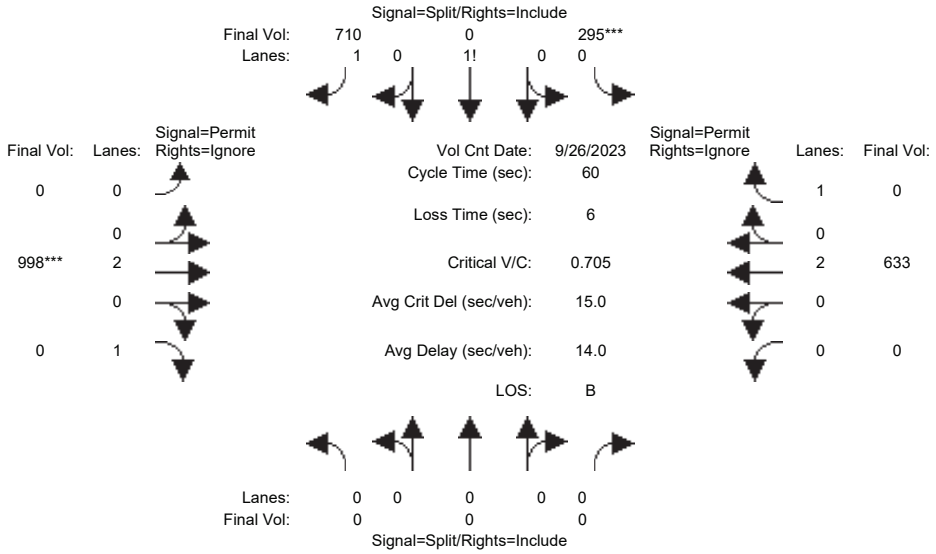
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	286	0	710	0	994	278	0	622	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	286	0	710	0	994	278	0	622	176
Added Vol:	0	0	0	9	0	0	0	4	0	0	11	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	295	0	710	0	998	278	0	633	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	295	0	710	0	998	0	0	633	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	295	0	710	0	998	0	0	633	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	295	0	710	0	998	0	0	633	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.45	0.00	1.55	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	794	0	2706	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.26	0.00	0.26	0.00	0.00	0.17	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	31.6	0.0	31.6	0.0	22.4	0.0	0.0	22.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.50	0.00	0.70	0.00	0.00	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	12.3	0.0	9.3	0.0	17.6	0.0	0.0	14.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.3	0.0	9.3	0.0	17.6	0.0	0.0	14.4	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	20	0	12	0	17	0	0	9	0

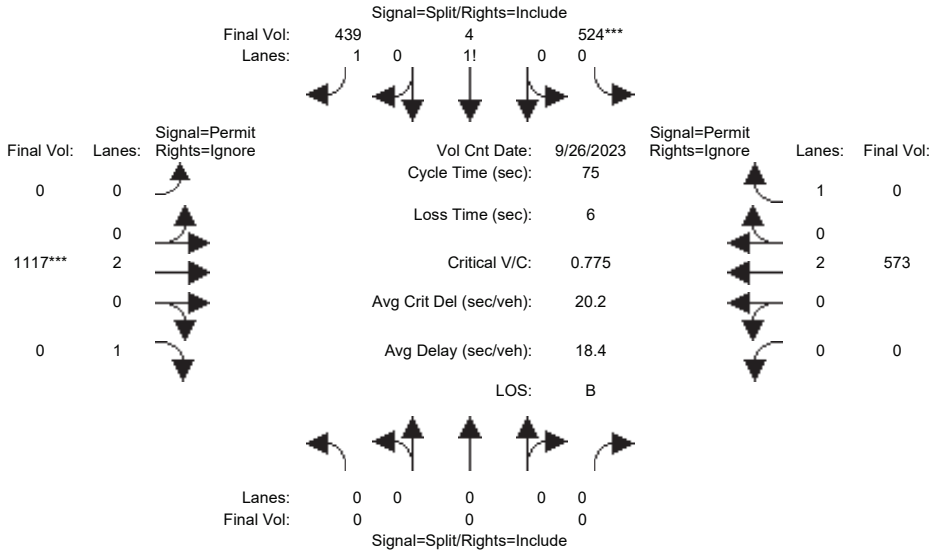
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	524	4	439	0	1117	687	0	573	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	524	4	439	0	1117	687	0	573	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	524	4	439	0	1117	687	0	573	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	524	4	439	0	1117	0	0	573	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	524	4	439	0	1117	0	0	573	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	524	4	439	0	1117	0	0	573	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.69	0.01	1.30	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1251	10	2274	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.42	0.19	0.00	0.29	0.00	0.00	0.15	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	40.5	40.5	40.5	0.0	28.5	0.0	0.0	28.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.77	0.77	0.36	0.00	0.77	0.00	0.00	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	16.7	16.7	9.9	0.0	23.1	0.0	0.0	17.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.7	16.7	9.9	0.0	23.1	0.0	0.0	17.2	0.0
LOS by Move:	A	A	A	B	B	A	A	C	A	A	B	A
HCM2k95thQ:	0	0	0	28	28	10	0	24	0	0	9	0

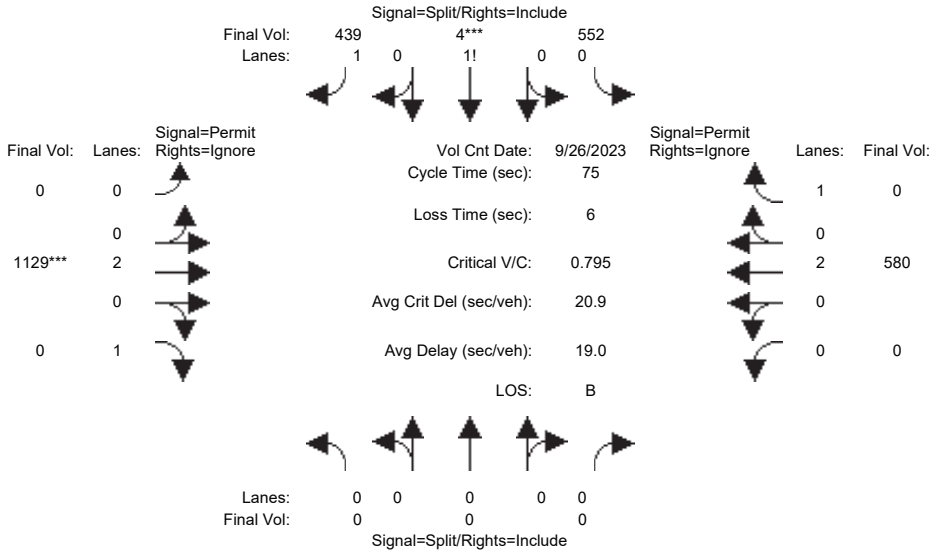
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	524	4	439	0	1117	687	0	573	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	524	4	439	0	1117	687	0	573	149
Added Vol:	0	0	0	28	0	0	0	12	0	0	7	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	552	4	439	0	1129	687	0	580	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	552	4	439	0	1129	0	0	580	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	552	4	439	0	1129	0	0	580	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	552	4	439	0	1129	0	0	580	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.70	0.01	1.29	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1271	9	2255	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.43	0.43	0.19	0.00	0.30	0.00	0.00	0.15	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	41.0	41.0	41.0	0.0	28.0	0.0	0.0	28.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.80	0.80	0.36	0.00	0.80	0.00	0.00	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	17.3	17.3	9.7	0.0	24.1	0.0	0.0	17.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.3	17.3	9.7	0.0	24.1	0.0	0.0	17.6	0.0
LOS by Move:	A	A	A	B	B	A	A	C	A	A	B	A
HCM2k95thQ:	0	0	0	30	30	10	0	24	0	0	9	0

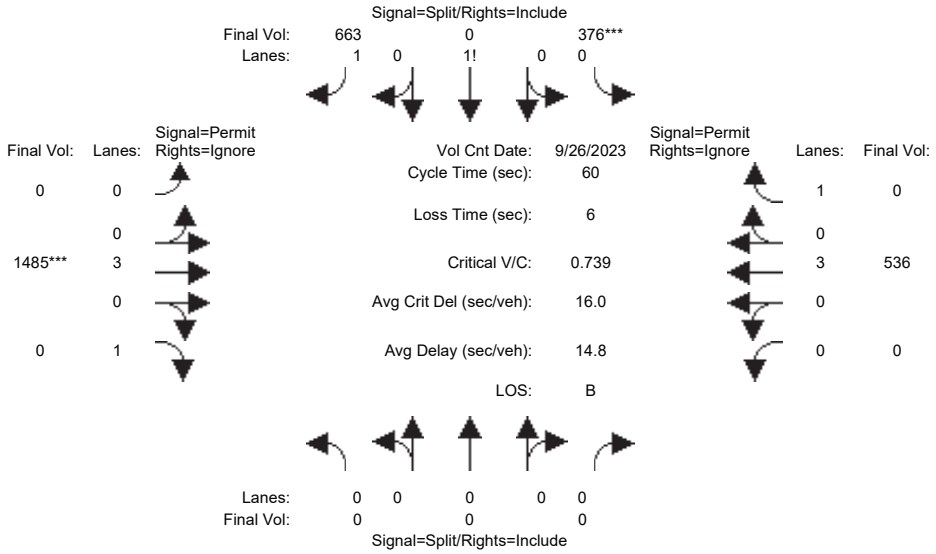
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) AM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	376	0	663	0	1485	254	0	536	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	376	0	663	0	1485	254	0	536	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	376	0	663	0	1485	254	0	536	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	376	0	663	0	1485	0	0	536	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	376	0	663	0	1485	0	0	536	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	376	0	663	0	1485	0	0	536	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.53	0.00	1.47	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	930	0	2570	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.40	0.00	0.26	0.00	0.26	0.00	0.00	0.09	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	32.8	0.0	32.8	0.0	21.2	0.0	0.0	21.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.47	0.00	0.74	0.00	0.00	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	12.4	0.0	8.4	0.0	18.5	0.0	0.0	13.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.4	0.0	8.4	0.0	18.5	0.0	0.0	13.9	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	22	0	11	0	18	0	0	5	0

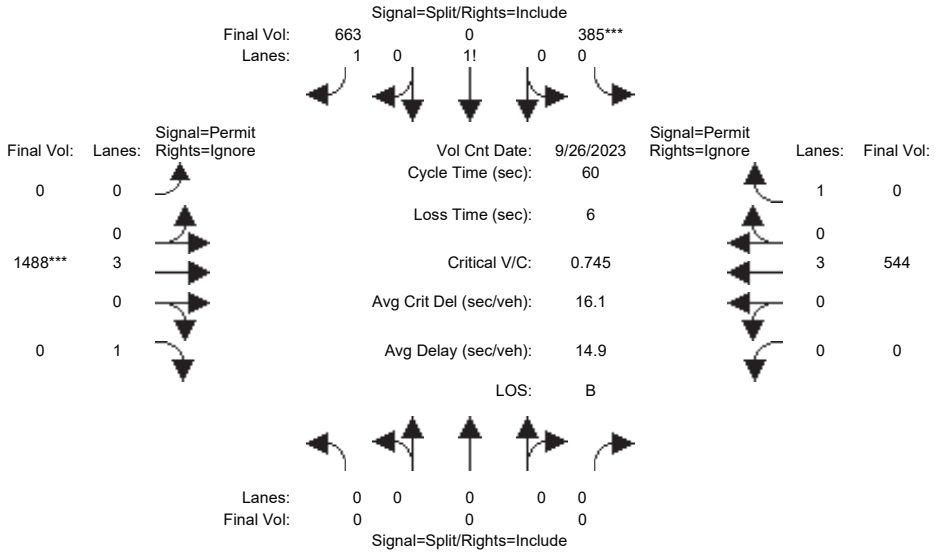
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	376	0	663	0	1485	254	0	536	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	376	0	663	0	1485	254	0	536	275
Added Vol:	0	0	0	9	0	0	0	3	0	0	8	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	385	0	663	0	1488	254	0	544	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	385	0	663	0	1488	0	0	544	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	385	0	663	0	1488	0	0	544	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	385	0	663	0	1488	0	0	544	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.54	0.00	1.46	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	940	0	2560	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.41	0.00	0.26	0.00	0.26	0.00	0.00	0.10	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	33.0	0.0	33.0	0.0	21.0	0.0	0.0	21.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.47	0.00	0.74	0.00	0.00	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	12.5	0.0	8.4	0.0	18.7	0.0	0.0	14.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.5	0.0	8.4	0.0	18.7	0.0	0.0	14.1	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	23	0	11	0	18	0	0	5	0

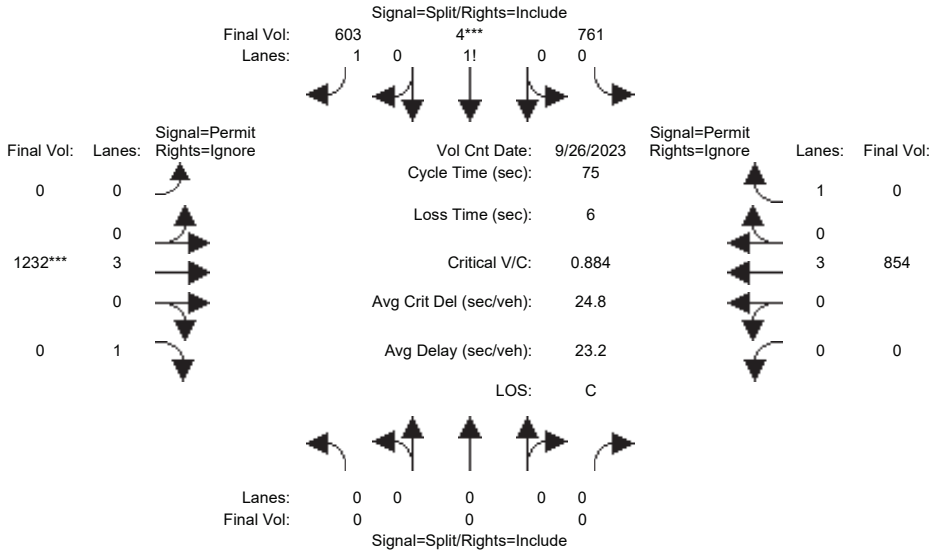
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) PM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	761	4	603	0	1232	647	0	854	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	761	4	603	0	1232	647	0	854	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	761	4	603	0	1232	647	0	854	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	761	4	603	0	1232	0	0	854	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	761	4	603	0	1232	0	0	854	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	761	4	603	0	1232	0	0	854	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.70	0.01	1.29	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1274	7	2255	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.60	0.60	0.27	0.00	0.22	0.00	0.00	0.15	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	50.7	50.7	50.7	0.0	18.3	0.0	0.0	18.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.88	0.88	0.40	0.00	0.88	0.00	0.00	0.61	0.00
Delay/Veh:	0.0	0.0	0.0	16.2	16.2	5.5	0.0	34.4	0.0	0.0	26.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.2	16.2	5.5	0.0	34.4	0.0	0.0	26.0	0.0
LOS by Move:	A	A	A	B	B	A	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	41	41	10	0	23	0	0	11	0

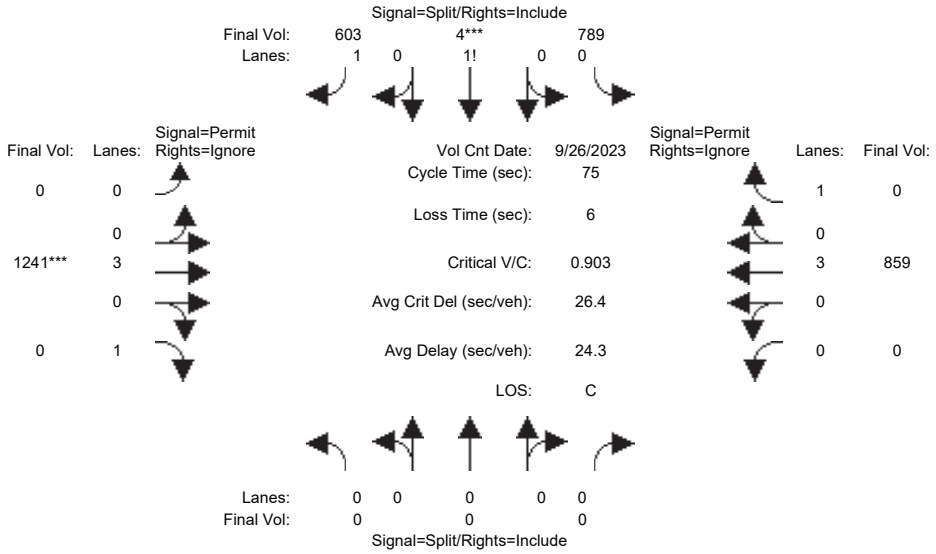
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
DePaul Residences

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	761	4	603	0	1232	647	0	854	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	761	4	603	0	1232	647	0	854	149
Added Vol:	0	0	0	28	0	0	0	9	0	0	5	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	789	4	603	0	1241	647	0	859	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	789	4	603	0	1241	0	0	859	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	789	4	603	0	1241	0	0	859	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	789	4	603	0	1241	0	0	859	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.71	0.01	1.28	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1287	7	2242	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.61	0.61	0.27	0.00	0.22	0.00	0.00	0.15	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	50.9	50.9	50.9	0.0	18.1	0.0	0.0	18.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.90	0.90	0.40	0.00	0.90	0.00	0.00	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	17.7	17.7	5.4	0.0	36.2	0.0	0.0	26.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.7	17.7	5.4	0.0	36.2	0.0	0.0	26.3	0.0
LOS by Move:	A	A	A	B	B	A	A	D	A	A	C	A
HCM2k95thQ:	0	0	0	44	44	10	0	24	0	0	11	0

Note: Queue reported is the number of cars per lane.

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