

# **Sanborn County Park Master Plan**

Final Initial Study/ Mitigated Negative Declaration

Comments and Responses

SCH No. 2019039060

Prepared by  
County of Santa Clara  
Parks and Recreation Department  
Los Gatos, CA

Assisted by Placeworks  
Berkeley, CA

Adopted by County of Santa Clara Board of Supervisors  
June 4, 2019

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## **INTRODUCTION**

### **Purpose of the Initial Study**

The purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to identify any potential environmental impacts from implementation of the Sanborn County Park Master Plan (Project). Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15367, the County of Santa Clara (County) is the Lead Agency in the preparation of this IS/MND. The intended use of this document is to determine the level of environmental analysis required to adequately prepare the IS/MND to comply with CEQA and to provide the basis for input from public agencies, other organizations, and interested members of the public.

The IS/MND provides information to the public and permitting agencies on the potential environmental effects of the project. This document has been prepared in accordance with CEQA, Public Resources Code section §21000 et seq., and the State CEQA Guidelines, California Code of Regulations (CCR), Title 14, section §15000 et seq.

### **Decision to Prepare a Mitigated Negative Declaration**

An Initial Study is conducted by the lead agency to determine if a project may have a significant effect on the environment (CEQA Guidelines §15063(a)). If there is substantial evidence that a project may have a significant effect on the environment, an Environmental Impact Report must be prepared in accordance with CEQA Guidelines §15064(a). However, if the lead agency determines the impacts are to a less than significant level, a Negative Declaration or MND may be prepared (CEQA Guidelines §15070).

The IS completed for the Sanborn County Park Master Plan identified potentially significant impacts on biological and cultural resources and noise. The IS conforms to the content requirements under CEQA Guidelines §15063(d). A MND for this project is consistent with CEQA Guidelines §15070(b), which indicates a MND is appropriate when “the initial study identified potentially significant effects, but: (1) revisions in the project plans or proposals made by, or agreed to, by the applicant before a mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.”

This MND provides an assessment of the potential environmental impacts of implementing the Sanborn County Park Master Plan at a programmatic level. If additional environmental review is necessary for specific projects that implement the Master Plan, this MND allows for future tiering.

### **Proposed Findings**

The County of Santa Clara has determined that with the implementation of mitigation measures identified in this Mitigated Negative Declaration, the proposed Project will not have a significant effect on the environment. If this Mitigated Negative Declaration is adopted by the County of Santa Clara, the requirements of the California Environmental Quality Act (CEQA) will be considered to have been met by the preparation of this Mitigated Negative Declaration and the Project will not require the preparation of an Environmental Impact Report. This decision is supported by the following findings:

a) The Project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community. It does not reduce the number or restrict the range of a rare or endangered plant or animal. It does not eliminate important examples of the major periods of California history or prehistory, since there is no identified area at the Project site which is habitat for rare

or endangered species, or which represents unique examples of California history or prehistory. In addition, the Project does not have any significant, unavoidable adverse impacts. Implementation of specified mitigation measures will avoid or reduce the effects of the Project on the environment and thereby avoid any significant impacts.

b) The Project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, because any adverse effects of the Project will be mitigated to a less than significant level.

c) The Project does not have environmental effects that will result in a cumulative impact on the environment.

## **Public Review Process**

This IS/MND will be circulated to the State Clearinghouse, local agencies, interested organizations, and individuals who may wish to review and provide comments on the project description or other aspects of the IS/MND. The date of recording with the County of Santa Clara, Office of the Clerk-Recorder will commence the 30-day public review period per CEQA Guidelines §15073(a).

Written comments regarding the correctness, completeness, or adequacy of the IS/MND should be submitted to the name and address indicated below. Such comments should be based on specific environmental concerns and must be received on or before the close of the public review period. Submittal of written comments via e-mail is encouraged as it greatly facilitates the response process.

Kimberly Brosseau, AICP, Senior Planner  
County of Santa Clara  
Parks and Recreation Department  
298 Garden Hill Drive  
Phone: 408.355.2228  
Email: [Kimberly.Brosseau@prk.sccgov.org](mailto:Kimberly.Brosseau@prk.sccgov.org)

A copy of the IS/MND is available for public review at:

County of Santa Clara  
Parks and Recreation Department  
298 Garden Hill Drive  
Los Gatos, CA 95032-7669

Sanborn County Park  
Park Ranger's Office  
16055 Sanborn Road  
Saratoga, CA 95070

The IS/MND is also posted on the County of Santa Clara Parks and Recreation Department's website at: <https://www.sccgov.org/sites/parks/PlansProjects/Pages/sanborn-mstr-plan.aspx>

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# INITIAL STUDY

## Environmental Evaluation Checklist for Santa Clara County

### Project Information:

**Project Title:** Sanborn County Park Master Plan      **Date:** May 17, 2019

**File Number:** N/A      **Assessor's Parcel Numbers (APNs):** 503-46-002, 517-03-005, 517-03-034, 517-04-063, 517-04-064, 517-04-061, 517-04-062, 517-04-034, 517-05-062, 517-02-030, 517-28-011, 517-01-011, 517-06-022, 517-37-006, 517-06-004, 517-06-021, 544-19-011, 544-18-005, 544-20-011, 544-17-002, 544-08-013, and 544-08-012

**500" Map #:** 124      **Zoning:** Hillside (HS) - Scenic Roads (sr)  
**General Plan Designation:** Regional Parklands, Existing

**Project Type:** Master Plan      **USA (if any):** N/A

**Lead Agency Name & Address**      County of Santa Clara  
298 Garden Hill Drive, Los Gatos, CA 95032-7669

**Applicant Name & Address:**      County of Santa Clara Department of Parks and Recreation  
298 Garden Hill Drive, Los Gatos, CA 95032-7669

**Owner Name & Address:**      County of Santa Clara Department of Parks and Recreation  
298 Garden Hill Drive, Los Gatos, CA 95032-7669

**Telephone:**      (408) 355-2200



## **Project Location**

Sanborn County Park (Park) is in unincorporated Santa Clara County located at 16055 Sanborn Road (see Figure 1). The approximately 3,500 acre park is located approximately three miles west of the downtown area of the City of Saratoga, which is the closest urban area. The Park is bounded by State Highway 9 (Congress Springs Road/Big Basin Way) to the north, State Highway 35 (Skyline Boulevard) to the west, and private properties to the east and south. The Project area is accessible via State Highway 9 (Big Basin Way).

## **Environmental Setting**

The Park is located on the eastern slopes of the Santa Cruz Mountains and generally slopes to the northeast. The terrain is varied with elevations ranging from 840 feet to 3,160 feet. The overall elevation change is 2,320 feet. The Park offers a unique destination for both local and regional visitors. A variety of habitats within the Park range from redwood forests to grassy meadows, and remnants of the former estates that comprise the Park create an ideal setting for a range of recreational and educational activities.

The Park offers hiking, horseback riding, mountain biking, picnic opportunities and camping. Day use areas within the Park offer a variety of activities including nature trails, picnic tables and open turf areas for unstructured recreational use. The primary use area is located on Sanborn Road and has parking lots, campgrounds and restrooms with showers. The Park has various day use sites available for reservation for weddings, group picnics, and other special events. During the summer months the Park is home to the only outdoor Shakespearean company in Silicon Valley. Summit Rock Loop Trail, Skyline Trail, and John Nicholas Trail provide access to some of the higher areas of the Park. Trails and roadways have been constructed over a range of topographic conditions including gentle slopes, plateaued areas and on extremely steep inclines.

## **Land Use and Zoning**

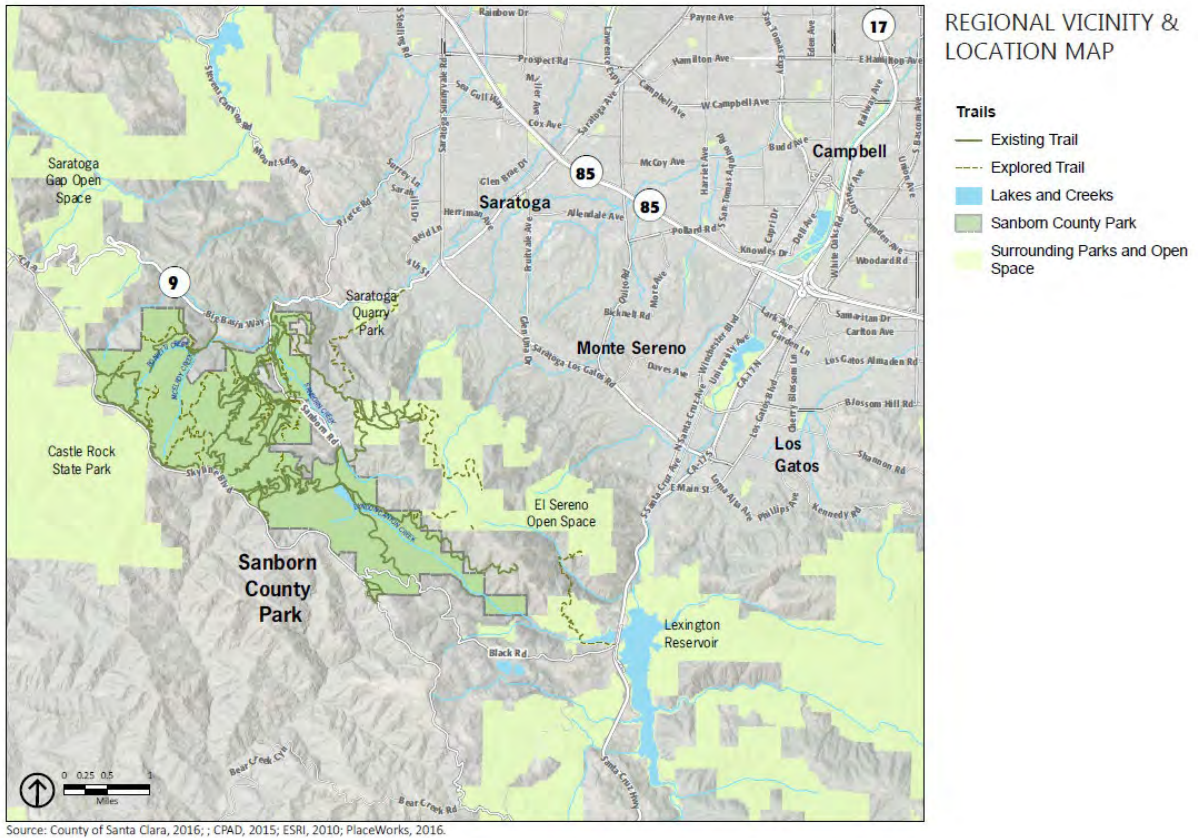
The General Plan designation for the Project area is Regional Parks, Existing. This land use designation applies to mountainous lands and foothills unsuitable and/or unplanned for annexation and urban development. Allowed uses are natural resource related, and include open space uses that support and enhance rural character; protect and promote wise management of natural resources; avoid risks associated with the natural hazards characteristics of those areas; and protect the quality of reservoir watersheds critical to the region's water supply.

The Project area is zoned Hillside (HS) - Scenic Roads (sr). The HS-sr zoning is intended to preserve mountainous lands unplanned or unsuited for urban development primarily in open space and to promote uses which support and enhance a rural character, protect and promote wise use of natural resources and avoid risks imposed by natural hazards. Permitted uses include agriculture and grazing, very low density residential, low intensity recreation, mineral and other resource extraction, and land in its natural state. Low-intensity commercial and institutional uses may also be allowed if they support the recreational or productive use, study, appreciation, or enhancement of the natural environment. The intent of the scenic roads combining district is to protect the visual character of scenic roads in Santa Clara County, and applies to all designated scenic roads in the unincorporated County.

## **Surrounding Land Uses**

Land uses surrounding the Park, designated by the County of Santa Clara and the County of Santa Cruz general plans, are predominately low-density residential, protected open space, and agriculture. The two residential zoning designations, Hillside (HS) and Mountain Residential (MR), are extremely low-density, with allowances of one dwelling per 20 to 160 acres, and one dwelling per 10 to 40 acres, respectively. These areas include many large estates and vineyards with limited development.

**Figure 1: Regional Vicinity and Location Map**



## Existing Conditions

While the Sanborn County Park Master Plan is an overarching document for the entire Park, it offers both an overall long-term vision and recommendations for four focus areas shown on Figure 2. This Initial Study provides a detailed description of each of the four focus areas and the proposed range of improvements that would be concentrated in each area.

Existing conditions are described based on review of background documents, site visits, and focused studies conducted as part of this planning process. A broad take on the existing conditions is provided below, and a more detailed description related to each environmental topic is provided in the Environmental Checklist and Environmental Analysis section below.

### Focus Area 1: Sanborn Core Use Area

The Sanborn Core Use Area is approximately 50 acres and is accessed via the main park entrance on Sanborn Road as well as via the Sanborn and Peterson trails. The Sanborn Core Use Area offers an extensive turf open space area with scattered shade trees and is surrounded by forested areas. The focal point of the Sanborn Core Use Area is the historic Dyer House, which was constructed in 1915 as a home for H.P. Dyer.<sup>1</sup> The structure is located in the northeast quadrant of the Park near the Day Use Area, and now houses the offices and classrooms for the Youth Science Institute (YSI), a nature education based non-profit partner. The existing ranger station, also referred to as the Casino House, is located within close proximity to the Dyer House and is currently being used by YSI and Santa Clara County Parks and Recreation Department (Parks Department) staff. Other structures within the Sanborn Core Use Area include the Outdoor Theater Barn, the site of the Silicon Valley Shakespeare production in the summer, and a staff residence building. This focus area also includes five parking lots that support sites for walk-in tent camping and RV camping, day use areas for gatherings, including the Sequoia Group Picnic Area, and lawn areas for informal recreation.

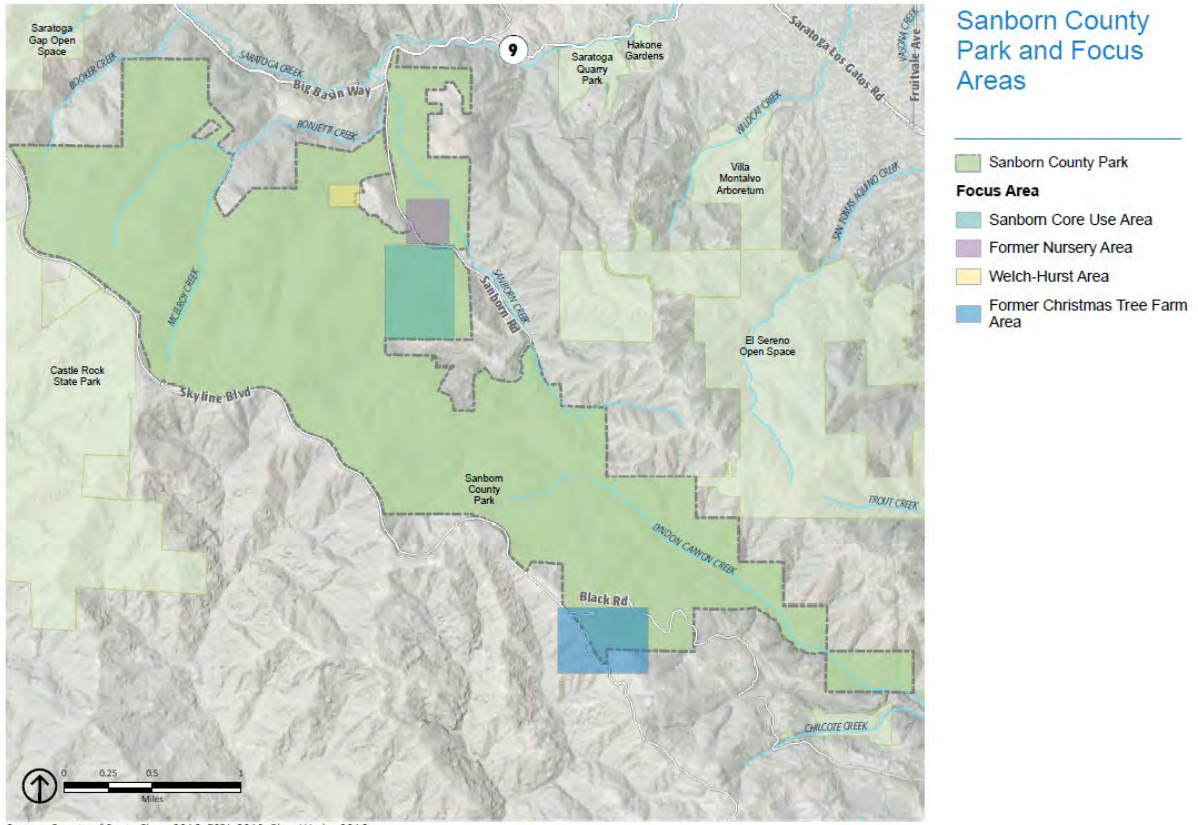
### Focus Area 2: Former Nursery Area

The Former Nursery Area is approximately 57 acres located on the east side of Sanborn Road and separated from the main public use areas of the Park. It is comprised of native and non-native landscape. A majority of the project site will be located on the 20 acres that is more readily accessible from Sanborn Road. This will reduce or eliminate the potential need for installing new service roads. There are two entrances to the site from Sanborn Road, one located on the west side of the property and one on the south side. The property is currently closed to the public and is not currently connected to the existing trail network. The site was formerly known as the Christensen Nursery when it was operated as a commercial plant nursery; other past uses include vineyards and a holiday estate. Vegetation communities include redwood, coastal scrub, annual grassland, and montane hardwood-conifer. The site contains a number of structures including the Christensen house (3,800 square feet), caretaker's house (roughly 1,500 square feet), barn (1,200 square feet), outbuildings (225 square feet), greenhouses (combined 6,000 square feet), pump houses, sheds, other ancillary structures, and two man-made irrigation ponds constructed of concrete.

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<sup>1</sup> Preliminary Draft Dyer House Conditions Assessment Report and Feasibility Study (Dyer House Feasibility Study) prepared by Page & Turnbull for the Parks Department, 2016.

**Figure 2: Master Plan Focus Areas**



Source: County of Santa Clara, 2016; ESRI, 2010; PlaceWorks, 2016.

## **Welch-Hurst Area**

The Welch-Hurst Area was originally an 800 acre estate, but the Welch-Hurst Area that is part of this Project is 10 acres. The Welch-Hurst Area is located at the northwestern terminus of Pick Road, approximately 0.5-mile from Sanborn Road and immediately west of the Walden West Environmental Education Center (Walden West). Vehicular access comes directly from Sanborn Road rather than the main entrance. Public vehicular access to Pick Road and the Welch-Hurst Area is restricted by gates. However, the focus area is connected to the existing trail network via the San Andreas Cutoff Trail and the San Andreas Trail. There is currently no Americans with Disability (ADA)-compliant entry to the house, which sits about two feet above grade, and accessibility within the house does not meet federal ADA requirements. The site has limited parking (5 to 10 spaces). This focus area includes the main house (10,496 square feet), a cottage, and a barn, as well as the surrounding grounds and pond area (0.5 acre). The main house was originally constructed as a family retreat for James R. Welch in the early 1900s, functioned as the Sanborn Youth Hostel from 1978 to 2009, and is currently unoccupied. The Welch-Hurst House and property is listed on the National Register of Historic Places and is a California Point of Interest.<sup>2</sup> Currently, the house is vacant and wrapped in protective material for stabilization of the structure. The site includes a redwood canopy and the vegetation community is dominated by redwood forest.

## **Former Christmas Tree Farm Area**

The Former Christmas Tree Farm Area includes approximately 20 acres (former Christmas Tree Farm) that is relatively flat and 70 acres downslope that is mixed evergreen forest. This area is located in the southern end of the Park, south of the intersection of Black Road and Skyline Boulevard. The 20 acre portion of the Former Christmas Tree Farm Area located nearest the road intersection is the area where the commercial tree operation was located. Following acquisition by the Parks Department in the early 1980's, the property remained in operation as a tree farm under a lease agreement until 2010 when the former owner of the tree farm ceased operations and vacated the property. This focus area is bordered by service roads and there is an existing gate at the entrance to the site. The area is currently closed to the public. It is assumed that this heavily wooded 90 acre area has a history of logging.

## **Project Description**

The Project considers the feasibility of a variety of potential uses within each of the above-described focus areas, including their market viability and future partnership opportunities, environmental benefits or impacts, contribution to visitor services, and revenue generating potential to support park management. The Project additionally offers preferred design solutions, with the intent of guiding the Parks Department's long-term development of each area. The purpose of the Project is to guide the improvement and expansion of recreational facilities and the infrastructure needed to support them in the Project area, while protecting natural resources and ensuring the unique natural beauty of the Park remains intact.

The Project is limited to a range of potential improvements to be concentrated in the four focus areas identified above. These include the Sanborn Park Core Area, Former Nursery Area, Welch-Hurst Area, and the Former Christmas Tree Farm Area. Additional areas outside of these focus areas would not involve any new physical interventions beyond natural resource management activities and maintenance of the existing amenities.

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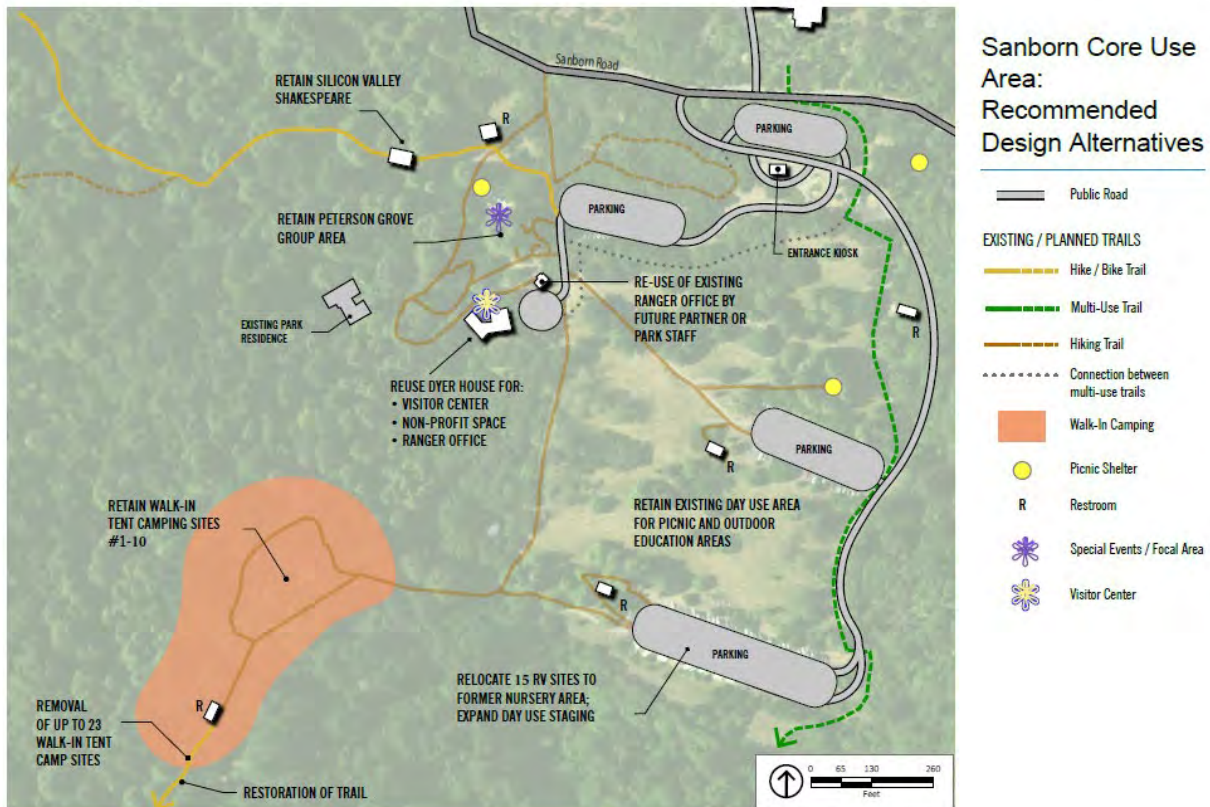
<sup>2</sup> Siegel & Strain Architects, Building Evaluation for the Welch-Hurst House, 2016.

## Sanborn Core Use Area

The Project includes the following potential improvements to the Sanborn Core Use Area:

- Use of Dyer House as a visitor center;
- Addition of staff offices in Dyer House;
- Continued use for a non-profit partner, such as Youth Science Institute, in Dyer House or existing ranger station;
- Existing ranger station repurposed for park staff use or use associated with the Peterson Grove Group Area;
- Continued use of day use areas for picnic and reservable events at Peterson Grove Area;
- Continued use of barn and amphitheater by Silicon Valley Shakespeare;
- Install Pump track and/or skills area small in scale and primarily for use by children;
- Relocate 15 existing RV campsites to Former Nursery Area; and
- Relocate existing 23 upper walk-in campsites to Former Nursery Area and retain 10 existing lower walk-in campsites.

**Figure 3: Sanborn Core Use Area: Recommended Design Alternatives**

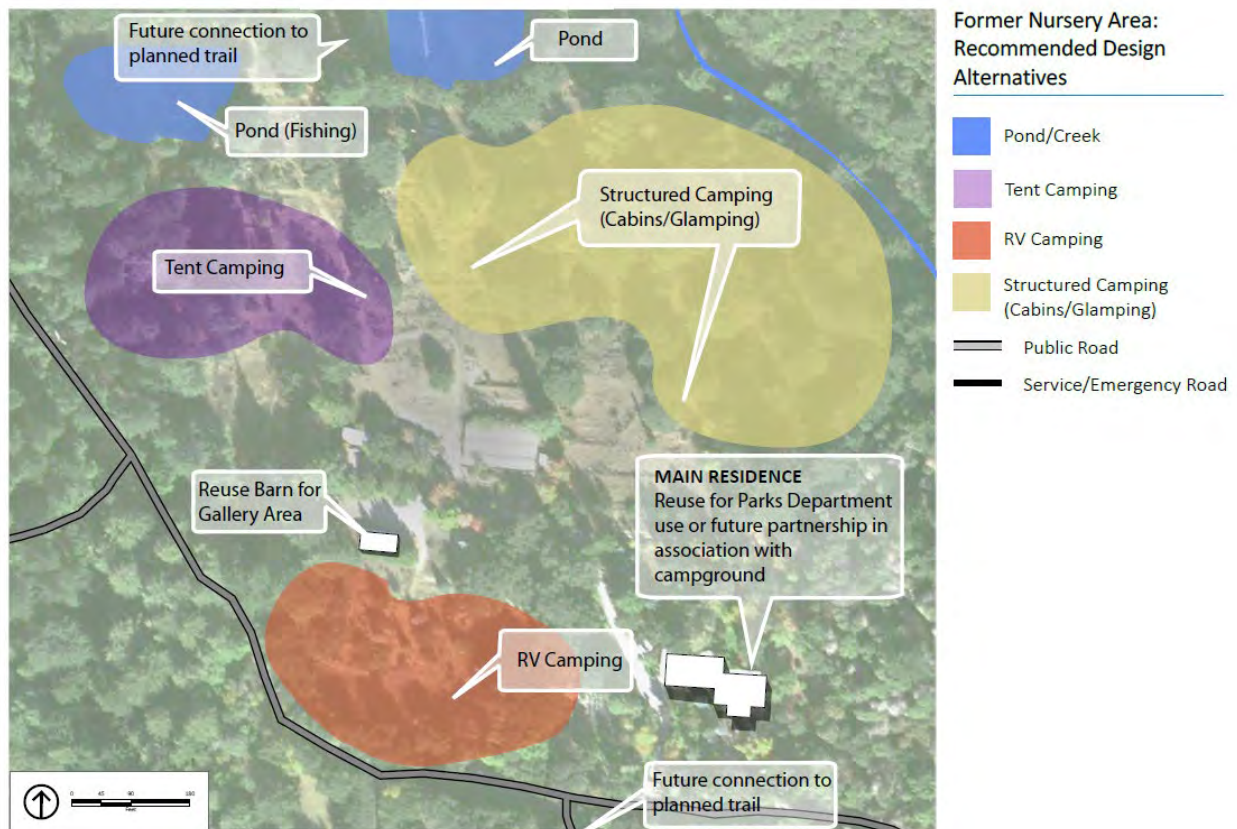


## Former Nursery Area

The Project includes the following potential improvements to the Former Nursery Area:

- Construct cabins or other structured camping in combination with future partnership;
- Install up to 30 RV campsites (15 RV spaces will be relocated from the Sanborn Core Use Area);
- Install up to 30 tent campsites, including group camp areas (23 campsites relocated from Sanborn Core Use Area);
- Construct amphitheater to support ranger programs;
- Use primarily as a campground operated either by the Parks Department or other entity;
- Construct approximately 80 parking spaces for campsites and 40 parking spaces for day-use / overnight overflow;
- Use of ponds, including fishing in the smaller pond and septic system / leach field placement to support camping use in the larger pond; and
- Develop pump track and/or skills area small in scale and primarily for use by children.

**Figure 4: Former Nursery Area: Recommended Design Alternatives**

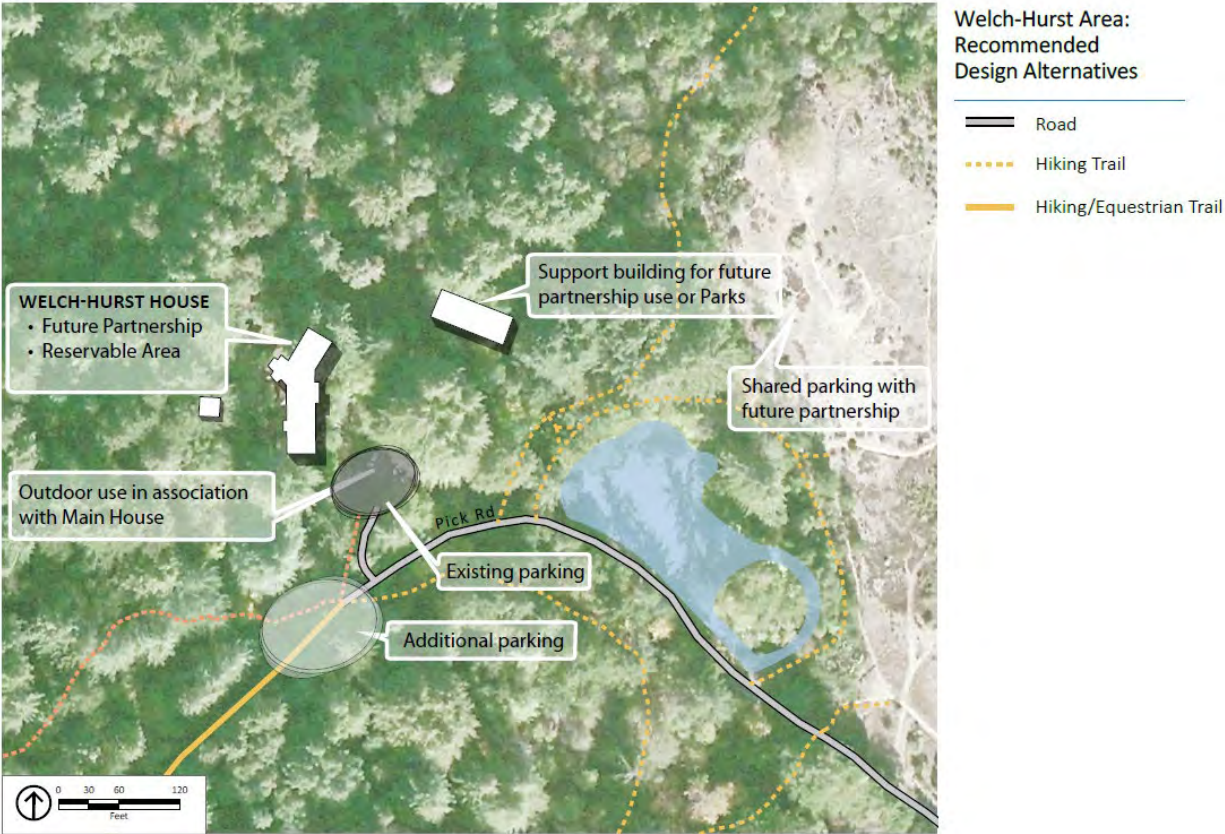


Welch-Hurst Area

The Project includes the following potential improvements to the Welch-Hurst Area:

- Reuse of the Welch-Hurst Area in combination with future partnership;
- Continue stabilization of Welch-Hurst House to protect from further deterioration;
- Reuse of the Welch-Hurst House and ancillary buildings as future reservable area in conjunction with partnership;
- Reuse of the landscaped grounds as reservable outdoor area;
- Reuse cottage as support building for park use or partnership opportunity;
- Develop shared parking agreement with future partnership to accommodate use.

Figure 5: Welch-Hurst Area: Recommended Design Alternatives





## *Former Christmas Tree Farm Area*

Potential uses considered for the Former Christmas Tree Farm Area during the planning process included a bike park and a wildlife area with limited public staging. However, due to lack of public and neighbor support for recreational use in this area, the Parks Department is not recommending development of this site for recreational purposes as part of the Project. No bike park trails, public parking, or other public access will be developed as part of the Project. West Valley College's Park Management Program would continue to manage vegetation through an ongoing partnership.

## **Best Management Practices Incorporated into the Project**

Best Management Practices (BMPs) will be incorporated into the design of the Project to ensure that project-related effects are minimized or avoided. Successful implementation of these BMPs would ensure the minimization of air quality, biological, noise, fire, and cultural resource impacts. These will include the Parks Department's BMPs for the prevention of plant pathogen introductions on County parkland; BMPs for fire safety; construction site BMPs during construction activities to reduce pollutants in storm water discharges; standard County dust-reduction measures; County of Santa Clara's standards for noise reduction during construction; and the Bay Area Air Quality Management District (BAAQMD) Basic Construction BMPs.

## **Project-Related Approvals, Agreements, and Permits**

The CEQA review process is intended to inform the public, government agencies and responsible agencies about the potential environmental effects of the proposed project and provide them with an opportunity to comment. In addition, the IS/MND is intended to assist federal, state, and local agencies in carrying out their responsibility for permit review or approval authority over aspects of the project. Under CEQA, a responsible agency is a public agency other than the lead agency that has legal responsibility for carrying out or approving a project or elements of a project (Public Resources Code (PRC) Section 21069).

The proposed project may require approvals, actions, and permits from various public agencies. In accordance with CEQA, the information contained in this Initial Study will be utilized, as applicable, by these agencies in conjunction with their respective roles for the project.

- San Francisco Bay Regional Water Quality Control Board, the Bay Area Air Quality Management District (Responsible Agency);
- CA Department of Fish and Wildlife (CDFW) (Responsible Agency);
- County Department of Environmental Health; and
- County Fire Marshal's Office.

## INITIAL STUDY

Environmental Evaluation Checklist for Santa Clara County

**The environmental factors checked below would be potentially affected by this project, involving at least one impact as indicated by the checklist on the following pages.**

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

- |   |  |   |
|---|--|---|
| <input checked="" type="checkbox"/> Aesthetics                  | <input type="checkbox"/> Agriculture and Forestry Resources                    | <input checked="" type="checkbox"/> Air Quality                     |
| <input checked="" type="checkbox"/> Biological Resources        | <input checked="" type="checkbox"/> Cultural/Historic/Archaeological Resources | <input checked="" type="checkbox"/> Energy                          |
| <input checked="" type="checkbox"/> Geology / Soils             | <input checked="" type="checkbox"/> Greenhouse Gas Emissions                   | <input checked="" type="checkbox"/> Hazards and Hazardous Materials |
| <input checked="" type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Land Use and Planning                                 | <input type="checkbox"/> Mineral Resources                          |
| <input checked="" type="checkbox"/> Noise                       | <input checked="" type="checkbox"/> Population and Housing                     | <input checked="" type="checkbox"/> Public Services                 |
| <input checked="" type="checkbox"/> Recreation                  | <input checked="" type="checkbox"/> Transportation / Traffic                   | <input checked="" type="checkbox"/> Utilities and Service Systems   |
| <input checked="" type="checkbox"/> Tribal Cultural Resources   | <input checked="" type="checkbox"/> <u>Mandatory Findings of Significance</u>  |   |

### Environmental Checklist and Discussion of Impacts

A. AESTHETICS	IMPACT					SOURCE
WOULD THE PROJECT:	NO	YES				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
1. If subject to Architecture and Site Approval (ASA), be generally in non-compliance with the Guidelines for Architecture and Site Approval?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	35, 36
2. Create an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3, 37
3. Substantially damage scenic resources, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3, 4, 7, 10f, 37
4. Obstruct scenic views from existing residential areas, public lands, public water body or roads?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,3
5. Be located on or near a ridgeline visible from the valley floor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 10f, 11c, 37
6. Adversely affect the architectural appearance of an established neighborhood?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3

A. AESTHETICS	IMPACT					SOURCE
	WOULD THE PROJECT:	NO	YES			
			Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
	No Impact	Less than significant impact				
7. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3

*EXISTING CONDITIONS:*

Sanborn Core Use Area

The Sanborn Core Use Area offers an extensive open space turf area with scattered shade trees surrounded by forested areas. The Dyer House is set within a canopy of redwoods and is located on a gentle slope. The Dyer House is located above the Peterson Grove and the Sequoia Group Picnic Area. The grounds include ponds, walkways, and terraced walls constructed using rough-faced stone masonry. Aubry Creek is located down a steep slope from the house to the west and below the walk-in campground.

Former Nursery Area

The Former Nursery Area slopes gently from Sanborn Road towards the north, with large level areas stepping down towards two concrete-lined irrigation ponds. The tree canopy and spaciousness of the landscape create a private setting with views to the north. The site is comprised of both native and non-native landscape intermingled with overgrown remnants of the previous nursery business and grounds. Although the native landscape includes redwood forest and montane hardwood forests, low growing coastal scrub and annual grassland dominate the focus area, especially the central areas near the existing structures. The site has increased sun exposure compared to other areas of the Park.

Welch-Hurst Area

Also located within a canopy of redwood trees, the Welch-Hurst Area is a designed landscape with structures that contribute to its historic character. Although located close to Walden West Environmental Education Center, the focus area feels very remote and private. Key landscape features include stone work and an approximately 0.5 acre pond. The pond parallels Pick Road and is located approximately 260 ft. to the southeast of the Welch-Hurst House. There is a small island with a constructed stone waterfall within the pond and boulders line the pond's edge. This focus area includes stone work comprised of large boulders, most of which is covered in moss and used as stairs, retaining walls, and as large entry pillars. Stone walls radiate out from a small use area directly east of the house, defining a barbeque/gathering area, landscape areas and pathways; directing movement through the estate; and contributing to the historic aesthetic. While the stone remnants designate clear landscape beds, maintained plantings are limited to small pockets of shrubs within large expanses of mulch and natural debris. Redwood forest and naturalized understory dominate the landscape.

A 600-foot loop trail, the Pond Loop Trail, provides access along the northern edge of the pond, with a small foot bridge constructed using large boulders in the northwest corner of the pond.

*DISCUSSION:*

1. The Project is not subject to the County's architecture and site approval (ASA) Guidelines. **No impact.**

2. The Project would not directly create an aesthetically offensive site open to public view. The potential improvements identified in the Project would occur in the three focus areas where the area is either already developed and/or underutilized and/or near existing development in the Park. Accordingly, the Project would not be expected to significantly create an aesthetically offensive site open to public view. Impacts associated with the Project would be temporary in nature and would not result in a permanent aesthetic impact. ***Less than significant impact.***
3. The Project area is accessed from State Route 9 (Big Basin Way) which is the closest scenic highway. The Project area is located off of Sanborn Road and therefore would not be visible from State Route 9. ***No impact.***
4. The site is located off Sanborn Road, which is a County-designated scenic road. The Santa Clara County General Plan has established the following goals and policies related to aesthetic and scenic resources that are relevant to the adoption and implementation of the Project:
  - **Policy C-PR 38:** Land use should be controlled along scenic roads to relate to the location and functions of these roads and should be subject to design review and conditions to assure the scenic quality of the corridor.
  - **Policy C-PR 43:** New structures should be located where they will not have a negative impact on the scenic quality of the area, and in rural areas they should generally be set back at least 100 feet from scenic roads and highways to minimize their visual impact.

Development in the Sanborn Core Use Area and the Former Nursery Area would have the potential to occur adjacent to Sanborn Road. While these focus areas are heavily forested, existing development (e.g., buildings, driveways, and powerlines) is visible from Sanborn Road. The potential improvements in the Project would occur in these two focus areas where the area is either already developed and/or underutilized and/or close to existing development in the Park. Additionally, improvements would occur beneath the existing tree canopy. Implementation of the listed General Plan policies would further ensure that views would not be obstructed. Accordingly, improvements would not substantially alter the existing views and would not obstruct views from Sanborn Road. ***Less than significant impact.***

5. Development in the three focus areas with potential improvements would not be visible from the valley floor. ***No impact.***
6. The Project would not adversely affect the architectural appearance of an established neighborhood. The Park is located three miles west of the Town of Saratoga, in a rural wooded area of the Santa Cruz Mountains. ***No impact.***
7. Implementation of the Project will include structures that would create new sources of light. Any lighting proposed as part of the Project will comply with Title 24 of the California Code of Regulations to direct light downward to minimize the effect of day or nighttime views in the area. No facilities of highly reflective materials would be constructed. Because of the California energy requirements regarding lighting and the Parks Department's BMPs for development in rural park settings, development consistent with the Project would not create a new source of substantial light or glare. ***Less than significant impact.***

**MITIGATION:**

**None**

## B. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

WOULD THE PROJECT:	IMPACT					SOURCE
	NO	YES				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 20, 21, 23, 24, 26
2. Conflict with existing zoning for agricultural use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9, 21
3. Conflict with an existing Williamson Act Contract or the County's Williamson Act Ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 49
4. 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 4, 26
5. 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 definite by Government Code section 51104(g)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5, 33
6. Result in the loss of forest land or conversion of forest land to non-forest use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	33

### EXISTING CONDITIONS:

According to the California Resources Agency Farmland Mapping and Monitoring Program, Santa Clara County Important Farmland 2016, the Park is not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

According to information from the U.S. Department of Agriculture, the Park consists of Ben Lomond-Casrock complex (30 to 50 percent slopes and 50 to 75 percent slopes), Casrock-Skyridge-Rock outcrop complex (8 to 30 percent slopes), Ben Lomond gravelly sandy loam (15 to 30 percent slopes), Madonna loam (15 to 30 percent slopes), Sanikara-Mouser-Rock outcrop complex (50 to 75 percent slopes), and Mouser-Katykat-Sanikara complex (50 to 75 percent slopes) soils. These soils are non-prime agricultural soils.

**DISCUSSION:**

1. There are no agricultural lands identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the Park. Potential development permitted as a result of the Project would only occur within the designated focus areas where existing and like uses currently exist within the Park boundaries. **No impact.**
2. Potential development permitted as a result of the Project would only occur within the designated focus areas where existing and like uses currently exist and are permitted in HS-sr zoning. **No impact.**
3. The California Land Conservation (Williamson Act) 2016 Status Report identifies land in Santa Clara County that is currently under Williamson Act contract. However, there are no agricultural lands within the affected focus areas, and, therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. **No impact.**
4. As previously described, potential development permitted as a result of the Project would only occur within the designated focus areas where existing and like uses currently exist and are permitted in the HS-sr zone. Accordingly, no improvements would convert land to non-agricultural or non-forestry uses. **No impact.**
5. Sanborn County Park is within the HS-sr zone and is considered a non-agricultural zone. No zoning change would be required as a result of the Project, and the current zoning permits low intensity recreation use. **No impact.**
6. The Park is designated an existing regional park and as such, the Plan would not convert forest land to non-forest use. **No impact.**

**MITIGATION:**

**None**

<b>C. AIR QUALITY</b>						
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.						
<b>WOULD THE PROJECT:</b>	<b>IMPACT</b>					<b>SOURCE</b>
	<b>NO</b>	<b>YES</b>				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
1. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5, 34
2. Violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3, 4
3. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5, 29
4. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

<b>C. AIR QUALITY</b>						
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.						
<b>WOULD THE PROJECT:</b>	<b>IMPACT</b>					<b>SOURCE</b>
	<b>NO</b>	<b>YES</b>				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
5. Create objectionable dust or odors affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Alter air movement, moisture, or temperature, or cause any change in climate?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**EXISTING CONDITIONS:**

The existing Park generates criteria air pollutants from transportation sources, energy (natural gas and purchased energy), and area sources such as landscaping equipment and architectural coatings. Current land uses generate approximately 370 weekday and 1,145 weekend vehicle trips during the fall season and 444 weekday and 1,374 weekend vehicle trips during the summer peak for an average of 407 weekday and 1,260 weekend average daily vehicle trips (see Appendix C, Transportation and Traffic). The Park currently has a total of 34 tent camp sites and 15 RV camp sites.

**DISCUSSION:**

This section analyzes the types and quantities of air pollutant emissions that would be generated by the Project. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the Project site, and air quality modeling is in Appendix A, Air Quality and Greenhouse Gas Emissions, of this Initial Study.

Criteria Air Pollutants

Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and State law under the National and California Clean Air Act, respectively. Air pollutants are categorized as primary and/or secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), and lead (Pb) are primary air pollutants. Of these, all of them, except for ROGs, are “criteria air pollutants,” which means that ambient air quality standards (AAQS) have been established for them. The national and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect those “sensitive receptors” most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Toxic Air Contaminants

In addition to criteria air pollutants, both the State and federal government regulate the release of toxic air contaminants (TAC). The California Health and Safety Code define a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 United States Code Section 7412[b]) is a TAC. Under

State law, the California Environmental Protection Agency (CalEPA), acting through the California Air Resources Board (CARB), is authorized to identify a substance as a TAC if it determines that the substance is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

Where available, the significance criteria established by the BAAQMD are relied upon to make the determinations discussed below.

1. BAAQMD is directly responsible for reducing emissions from area, stationary, and mobile sources in the SFBAAB to achieve national and California AAQS. In April of 2017 BAAQMD adopted its 2017 Clean Air Plan, which is a regional and multiagency effort to reduce air pollution in the Air Basin. Regional growth projections are used by BAAQMD to forecast future emission levels in the Air Basin. For the Bay Area, these regional growth projections are provided by the Association of Bay Area Governments (ABAG) and transportation projections are provided by the Metropolitan Transportation Commission (MTC) and are partially based on land use designations in city/county general plans. Typically, only large, regionally significant projects have the potential to affect the regional growth projections. The Project would expand recreational amenities in an existing park and would not directly result in any new population growth or employment growth.

The Project would not increase population or housing in the County or the region. Therefore, the Project would not have the potential to substantially affect housing, employment, and population projections within the region, which is the basis of the Clean Air Plan projections. Furthermore, as described under discussion C.2 below, the operation of Park improvements would not contribute to an existing air quality violation. These thresholds are established to identify projects that have the potential to generate a substantial amount of criteria air pollutants. Because the Project would not exceed these thresholds, the project would not be considered by the BAAQMD to be a substantial emitter of criteria air pollutants. In summary, the Project would not conflict with the 2017 Clean Air Plan. ***Less than significant impact.***

2. BAAQMD has identified thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Development projects below the significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. The following describes changes in regional impacts from short-term construction activities and long-term operation of the Project.

### Construction Impacts

#### *Fugitive Dust*

Ground disturbing activities during construction would generate fugitive dust. Fugitive dust emissions (PM<sub>10</sub> and PM<sub>2.5</sub>) are considered to be significant unless the Project implements the BAAQMD's BMPs for fugitive dust control during construction. PM<sub>10</sub> is typically the most significant source of air pollution from the dust generated from construction. The amount of dust generated during construction would be highly variable and is dependent on the amount of material being disturbed, the type of material, moisture content, and meteorological conditions. If uncontrolled, PM<sub>10</sub> and PM<sub>2.5</sub> levels downwind of actively disturbed areas could possibly exceed State standards. Accordingly, adherence to the BAAQMD's BMPs for reducing construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub>, would be required to ensure that ground-disturbing activities would not generate a significant amount of fugitive dust.

#### *Construction Exhaust*

Construction activities produce combustion emissions from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the project site, and motor vehicles transporting the construction crew. Site preparation activities for improvements could produce fugitive dust emissions (PM<sub>10</sub> and PM<sub>2.5</sub>) from soil-disturbing activities, such as grading and excavation. Air



pollutant emissions from construction activities in the focus areas would vary daily as construction activity levels change.

### Operation-Related Impacts

Long-term air pollutant emissions generated by regional park development is typically associated with the burning of fossil fuels in vehicle trips to and from the park (mobile sources); energy use for cooling and heating (energy); the burning of wood at campsites and cabins (energy); or landscape and recreational equipment use and consumer products (area sources). The primary source of long-term criteria air pollutant emissions generated from the Project would be emissions produced from vehicle trips. At buildout, of the Master Plan, a net increase of 597 weekday and 1,491 weekend average daily weekday vehicle trips would be generated. Table 1 identifies the net increase in criteria air pollutant emissions associated with the Project compared to existing conditions.

TABLE 1 OPERATIONAL CRITERIA AIR POLLUTANT EMISSIONS ESTIMATES

Category	Criteria Air Pollutants (average lbs/day) <sup>a</sup>			
	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Existing</b>				
Area	<1	<1	<1	<1
Energy	<1	<1	<1	<1
Mobile	1	5	4	1
Campfire <sup>b</sup>	3	2	5	4
Total	4	7	9	5
<b>Existing and Proposed Project</b>				
Area	<1	<1	<1	<1
Energy	<1	<1	<1	<1
Mobile	3	12	9	3
Campfire <sup>b</sup>	7	4	10	9
Total	10	15	19	11
<b>BAAQMD Average Daily Project-Level Threshold</b>	<b>54</b>	<b>54</b>	<b>82</b>	<b>54</b>
Exceeds BAAQMD Threshold?	No	No	No	No
<b>Criteria Air Pollutants (tons/year)</b>				
	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Net Change	1	2	2	1
<b>BAAQMD Annual Project-Level Threshold</b>	<b>10</b>	<b>10</b>	<b>15</b>	<b>10</b>
Exceeds BAAQMD Threshold?	No	No	No	No

Notes: Emissions may not total to 100 percent due to rounding. Emissions modeling at buildout of the Master Plan was based on opening year 2019; and therefore, is a conservative estimate of impacts.

<sup>a</sup> Average daily emissions are based on the annual operational emissions divided by 365 days.

<sup>b</sup> Assumes each campfire consumes two bundles of firewood. Emissions rates from firewood are based on the California Air Resources Board's prescribed burning emissions factors by fuel component for moderate wood 3 inches or greater.

Source: CalEEMod 2016.3.2.25. Based on 2019 emission rates.

As shown in Table 1, the net increase in operational emissions generated from the Project would not exceed the BAAQMD daily or annual thresholds. Therefore, the Project would not cumulatively contribute to the nonattainment designations of the Air Basin. **Less than significant impact.**

- This section analyzes potential impacts related to air quality that could occur from a combination of the Project with other past, present, and reasonably foreseeable projects within the Air Basin. The

SFBAAB is currently designated a nonattainment area for California and National O<sub>3</sub>, California and National PM<sub>2.5</sub>, and California PM<sub>10</sub> AAQS. Any project that produces a significant project-level regional air quality impact in an area that is in nonattainment adds to the cumulative impact. Due to the extent of the area potentially impacted from cumulative project emissions (the Air Basin), a project is cumulatively significant when project-related emissions exceed the BAAQMD emissions thresholds.

The Project would not have a significant long-term operational phase impact and construction impacts would be less than significant with the incorporation of federal, state, and local regulations, policies, and strategies, and the County of Santa Clara Parks Department's BMPs. Accordingly, the same would be true for regional short-term air quality impacts. **Less than significant impact.**

4. The Project could expose sensitive receptors to elevated pollutant concentrations if it would cause or contribute significantly to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

#### Operational Phase CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the State 1-hour standard of 20 parts per million (ppm) or the 8-hour standard of 9 ppm. The Project would not conflict with the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) because it would not hinder the capital improvements outlined in the CMP or alter regional travel patterns. VTA's CMP must be consistent with the Metropolitan Transportation Commissions' (MTC) and the Association of Bay Area Government's (ABAG) 2040 *Plan Bay Area*.

An overarching goal of *Plan Bay Area* is to concentrate development in areas where there are existing services and infrastructure rather than allocate new growth in outlying areas where substantial transportation investments would be necessary to achieve the per capita passenger Vehicle Miles Traveled (VMT) and associated GHG emissions reductions. Because the Project would provide recreational uses where current uses exist and routes for alternative modes of transportation, the Project would be consistent with the overall goals of the *Plan Bay Area*. Furthermore, the Project would result in the 122 AM (morning) peak hour trips on a weekday and would not increase traffic volumes at affected intersections by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited. **Less than significant impact.**

5. Construction and operation of improvements in the existing Park would not generate substantial odors or be subject to odors that would affect a substantial number of people. The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Recreational uses are not associated with foul odors that constitute a public nuisance.

During construction activities on the project site, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Additionally, noxious odors would be limited to the immediate vicinity of the construction equipment. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern. **Less than significant impact.**

6. The Project area is either already developed and/or underutilized, and/or near existing development in the Park. As such, the Project would not have the capacity to alter air movement, moisture, or temperature beyond that of existing conditions. Changes to climate are not confined to a specific project area and is generally the result of a cumulative impact on a global scale. **Less than significant impact.**

For all proposed projects, BAAQMD recommends the implementation of all Basic Construction BMPs listed below regardless of if construction-related emissions exceed applicable thresholds of significance. These BMPs are in accordance with BAAQMD's Basic Construction Measures recommended for all proposed projects. All construction and other activities associated with the Project will utilize these Basic Construction BMPs.

1. Water all active construction areas at least twice daily or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
2. Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
3. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
4. Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads, parking areas and staging areas at the construction site to control dust.
5. Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.
6. Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
7. Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
8. Limit vehicle traffic speeds on unpaved roads to 15 miles per hour (mph).
9. Replant vegetation in disturbed areas as quickly as possible.
10. Install sandbags or other erosion control measures to prevent silt runoff from public roadways.

**MITIGATION**

**None**

<b>D. BIOLOGICAL RESOURCES</b>						
<b>WOULD THE PROJECT:</b>	<b>IMPACT</b>					<b>SOURCE</b>
	<b>NO</b>	<b>YES</b>				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 7, 1, 17
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3,7, 8a, 17, 33

D. BIOLOGICAL RESOURCES						
WOULD THE PROJECT:	IMPACT					SOURCE
	NO	YES				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
and Game or U.S. Fish and Wildlife Service?						
3. 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.) or tributary to an already impaired water body, as defined by section 303(d) of the Clean Water Act through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 7, 17, 32
4. Have a substantial adverse effect on oak woodland habitat as defined by Oak Woodlands Conservation Law (conversion/loss of oak woodlands) – Public Resource Code 21083.4?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 30, 31
5. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,7, 17, 17o
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 4
7. Impact a local natural community, such as a fresh water marsh, oak forest, or salt water tide land?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 3, 10b,11d,e
8. Impact a watercourse, aquatic, wetland, or riparian area or habitat?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3,12b, 39, 45, 46
9. Adversely impact unique or heritage trees or a large number of trees over 12" in diameter?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 3, 25
10. Conflict with any local policies or ordinances protecting biological resources:						
i) Tree Preservation Ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 31, 49
ii) Wetland Habitat?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 5, 8a
iii) Riparian Habitat?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 5, 8a,

**EXISTING CONDITIONS:**

The Park and the surrounding protected lands consist of relatively spacious areas of outstanding scenic or natural character but are not undisturbed wilderness areas. Human activity has altered the landscape over time. However, these areas provide wildlife species large continuous areas of habitat with little

human interactions, offering areas to escape from fires, predators, or human disturbance. The following provides a broad description of the entire Park and a more detailed description of each focus area.

### Vegetation and Water Features

The Park is one of two redwood-forested parks managed by the Santa Clara County Parks and Recreation Department (the other is Mount Madonna County Park). It includes roughly 1,800 acres of redwoods and supports a variety of plant habitats. After redwood forest, the second most common type of plant habitat within the Park is montane hardwood-conifer, which accounts for nearly 1,178 acres of parkland. The eastern edge of the Park is composed of coastal oak woodland (214 acres), chamise-redshank chaparral (149 acres), and annual grass (33 acres). In addition, the Park contains approximately 25 acres of coastal scrub in the north/northeast portion of the park, and 12 acres of former agricultural cropland in the northwest and southwest quadrants. The two main creeks within the Park are Sanborn Creek and Lyndon Canyon Creek. Sanborn Creek flows northwest through the Park and flows into Saratoga Creek north of the Park. Aubry Creek, a tributary to Sanborn Creek, runs along the western edges of the Sanborn Core Use Area and Former Nursery Area focus areas.

### Special-Status Species

Located within the Santa Cruz Mountains, the Park is part of a large network of protected lands inhabited by a variety of animals, from large predators, such as mountain lions and coyotes, to a variety of migratory birds, such as the tree swallow and black headed gross beak. The Park also provides habitat for reptiles, such as the northern alligator lizard and northern Pacific rattlesnake, as well as amphibians, such as the California slender salamander and western toad.

Based on the California Natural Diversity Database as well as observations by Parks Department staff and visitors there is potential for special status species to occur within the Park. There is the potential for suitable habitat for the following species: California red-legged frog, Foothill yellow-legged frog, Santa Cruz black salamander, California giant salamander, San Francisco dusky-footed woodrat, and several species of bats. The American Peregrine Falcon has the potential to occur in the focus areas, but suitable nesting habitat is likely limited to areas along the ridgetop near Skyline Boulevard. The San Francisco dusky-footed woodrat, a species of special concern, also has the potential to occur in all focus areas. The Western pond turtle and California giant salamander have been documented in the Park boundaries as recently as 2018 and 2014, respectively, but no observations have been recorded in the focus areas. An observation of Santa Cruz Kangaroo Rat was recorded in 1938 (CNDDDB, 2018) about two miles southwest of Saratoga, and could occur in the Welch-Hurst and Former Nursery focus areas based on the level of uncertainty in the CNDDDB record. Any efforts to improve the Park in the focus areas will survey for special status species and avoid or minimize potential impacts.

### Sanborn Core Use Area

The Sanborn Core Use Area offers an extensive turf open space area with scattered shade trees and is surrounded by forested areas. Vegetation communities include redwood forest, montane hardwood-conifer forest, developed parkland, and the nearby riparian corridor of Aubry Creek that is located down a steep slope from the Dyer House.

### Former Nursery Area

The entire Former Nursery Area is comprised of approximately 50 acres of native and non-native landscape intermingled with overgrown remnants of the previous nursery business. A majority of the project site will be located on the 20 acres that is more readily accessible from Sanborn Road. This area is located in between Sanborn Creek to the east and Aubry Creek to the west. The Former Nursery Area includes native and non-native landscaping, and a redwood canopy. Vegetation communities include redwood, low-growing coastal scrub, annual grassland, and montane hardwood-conifer. This area slopes gently from Sanborn Road towards the north down towards two man-made, concrete-lined irrigation ponds. There are terraced areas along this slope which would allow for the siting of campgrounds with

minimal grading needed. There is limited access to the ponds, and water quality, liability, and health and safety requirements further limit potential access and use.

#### Welch-Hurst Area

The Welch-Hurst Focus Area includes a redwood canopy, the vegetation community dominated by redwood forest. The stone remnants of this area designate clear landscape beds with maintained plantings that are limited to small pockets of shrubs within large expanses of mulch and natural debris. The Santa Cruz Kangaroo Rat and American Peregrine Falcon have the potential to be in this focus area. This focus area includes an approximately 0.5 acre pond that parallels Pick Road and is located approximately 260 feet to the southeast of the Welch-Hurst House. A small foot bridge was constructed using large boulders in the northwest corner of the pond.

#### Former Christmas Tree Farm Area

This focus area includes a relatively flat, approximately 20 acre area of non-native pine and fir species (the former Christmas tree farm site) and an additional 70 acres downslope of mixed evergreen forest. This focus area is a heavily wooded area with a likely history of logging. The American Peregrine Falcon has the potential to be in this focus area.

#### DISCUSSION:

This section evaluates potential effects on biological resources that may result from implementation of the Project. Descriptions and analysis in this section are based on results from the California Department of Fish and Wildlife's (CDFW's) California Natural Diversity Database (CNDDDB) and the United States Fish and Wildlife Service (USFWS) database searches as well as observations by Parks Department staff and visitors.

Development under the Project would occur in the focus areas where the area is either in an already disturbed area and/or near existing development in the Park. Compliance with County, State, and federal laws, including but not limited to, the Santa Clara County Tree Preservation and Removal Policy, the Migratory Bird Treaty Act, Clean Water Act, Federal and California Endangered Species acts, and California Native Plant Protection Act would protect special-status species and sensitive biological resources.

1. As stated above in the existing conditions discussion, there is the potential for suitable habitat for the following species: California red-legged frog, Foothill yellow-legged frog, Santa Cruz black salamander, California giant salamander, American Peregrine Falcon, San Francisco dusky-footed woodrat, and several species of bat. Additionally, there is a possibility that nesting birds, protected by the Migratory Bird Treaty Act could nest in trees and other landscaping in the focus areas. While the addition of new campsites and/or cabins and associated internal roads would be sited and installed to avoid such species, there is potential for disturbance. Mitigation measures would be required to reduce impacts to less than significant. ***Less than significant impact with mitigation incorporated.***
2. The Project is not anticipated to directly disturb any sensitive habitats primarily because the Project will occur in the focus areas where the area is either already developed or not located nearby a riparian area. Implementing potential improvements such as campsites, internal roads and staging areas would not create large amounts of impervious surfaces that would change absorption rates, drainage patterns, or the rate and amount of surface runoff resulting in indirect impacts to riparian corridors or waterways. ***Less than significant impact.***
3. The Project would be required to comply with the County's regulations that protect water and watershed resources. Additionally, as discussed in greater detail in Section J, Hydrology and Water Quality below, any new development in the focus areas would be regulated by the National Pollutant Discharge Elimination System (NPDES) permit requirements to ensure proper management of runoff

from construction activities and the addition of any post-development impervious areas. **Less than significant impact.**

4. There is no oak woodland habitat as defined by Oak Woodlands Conservation Law (conversion/loss of oak woodlands) – Public Resource Code 21083.4 in or near the Project area. Accordingly, no impact would occur. **No impact.**
5. The Project area is either in an already disturbed area and/or near existing development in the Park. No improvements would be of the type (wall, fence, etc.) or size to alter movement ability from those of existing conditions. **No impact.**
6. The Park is not within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Accordingly, no conflict would occur. **No impact.**
7. The intent of the Project is that any new improvements, whether they are buildings, campsites, staging or parking areas, are to be sited among existing natural communities consistent with the remainder of the Park. The Project area is either in an already disturbed area and/or near existing development in the Park. Implementation of the Master Plan will be guided by the goals and objectives of the Project, which would preserve and restore native wildlife and vegetation populations to the extent possible while balancing the provisions of recreational uses. **Less than significant impact.**
8. No direct impacts to waterways are anticipated as a result of the Project and compliance with mandatory regulations would ensure any indirect impacts to waterways or riparian habitats would be less than significant. **Less than significant impact.**
9. The intent of the Project is that any new improvements, whether they are buildings, campsites, staging or parking areas, are to be sited among existing trees consistent with the remainder of the Park. While it is possible that some trees could be removed to support construction, or to assure safety, the removal of the trees would be required to comply with the Santa Clara County Tree Preservation and Removal Ordinance. As stated in the Santa Clara County Tree Preservation and Removal Ordinance, a protected tree within Sanborn would consist of: 1) any tree present on property owned or leased by the County that is twelve (12) inches or more in diameter measured at four and one-half feet above the ground, or which exceeds twenty (20) feet in height; 2) any multi-trunk trees totaling 24 inches or more in diameter measured at four and one-half feet above the ground; and 3) any tree designated as heritage by the County Board of Supervisors. Tree Preservation and Removal Ordinance, except in the case of heritage trees, provides certain exceptions to requiring a permit for cutting, removal, destruction, or pruning of a tree. One such exemption includes trees removed or pruned as part of the maintenance of County parks under established policies and procedures of the Parks Department. Compliance with mandatory regulations would ensure no unique, heritage, or a large number of trees over 12 inches in size would occur. **Less than significant impact.**
10. The implementation of the Project includes the expansion of recreational facilities and the infrastructure needed to support them in areas of the Park where the area is either in an already disturbed area and/or near existing development in the Park. Implementation of the Master Plan would be required to comply with the Tree Preservation and Removal Ordinance and would not directly impact wetland or riparian habitat. Compliance with mandatory regulations would ensure any indirect impacts to waterways or riparian habitats would be less than significant and the implementation of the Project would not conflict with any of the local policies or ordinances listed below protecting biological resources. **Less than significant impact.**
  - a. Tree Preservation and Removal Ordinance
  - b. Wetland Habitat
  - c. Riparian Habitat.

## MITIGATION:

**Mitigation Measure BIO-1.** Nests of raptors, including the American Peregrine Falcon, and other birds shall be protected when in active use, as required by the federal Migratory Bird Treaty Act and the California Department of Fish and Game Code. If construction activities and any required tree removal occur during the breeding season (February 1 through August 31), a qualified biologist shall be required to conduct surveys prior to tree removal or construction activities. Preconstruction surveys are not required for tree removal or construction activities outside the nesting period. If construction would occur during the nesting season (February 1 through August 31), preconstruction surveys shall be conducted no more than 14 days prior to the start of tree removal or construction. Preconstruction surveys shall be repeated at 14-day intervals until construction has been initiated in the area after which surveys can be stopped. Locations of active nests containing viable eggs or young birds shall be documented and protective measures implemented under the direction of the qualified biologist until the nests no longer contain eggs or young birds. Protective measures shall include establishment of clearly delineated exclusion zones (i.e., demarcated by identifiable fencing, such as orange construction fencing or equivalent) around each nest location as determined by a qualified biologist, taking into account the species of birds nesting, their tolerance for disturbance and proximity to existing development. In general, exclusion zones shall be a minimum of 300 feet for raptors and 75 feet for passerines and other birds. The active nest within an exclusion zone shall be monitored on a weekly basis throughout the nesting season to identify signs of disturbance and confirm nesting status. The radius of an exclusion zone may be increased by the qualified biologist if project activities are determined to be adversely affecting the nesting birds. Exclusion zones may be reduced by the qualified biologist only in consultation with California Department of Fish and Wildlife. The protection measures shall remain in effect until the young have left the nest and are foraging independently or the nest is no longer active.

**Mitigation Measure BIO-2.** A qualified biologist will instruct project staff including contractors and their employees regarding habitat sensitivity, identification of special status species, and required practices that are being implemented to protect the species relative to the project, and guidelines to avoid impacts to these species during construction activities. This training will occur prior to the initiation of project activities and before the start of construction with instructions for notification should a special status species be identified. A fact sheet or other supporting materials containing this information will be prepared and distributed. A crew foreman will be responsible for ensuring that all crew members comply with the guidelines.

The instruction would include the following: a description of Western Pond Turtle (WPT), San Francisco dusky-footed woodrat (SDFW), California Red-legged Frog (CRLF), Foothill yellow-legged frog (FYLF), California Giant Salamander (CGS), and Santa Cruz Black Salamander (SCBS), and their habitat needs; an explanation of the status of WPT, SDFW, CRLF, FYLF, CGS, and SCBS and their protection under State and federal laws; and a list of measures being taken to reduce impacts to WPT, SDFW, CRLF, FYLF, CGS, and SCBS during project activities.

Crews will be instructed that if WPT, SDFW, CRLF, FYLF, CGS, and SCBS is found in the project footprint, it is to be left alone and all operations should cease. Project site lead and County Parks Department staff (if site lead is a contractor) or Parks Natural Resource Management Program Supervisor (if Project Lead is parks staff) shall be notified.

### **Mitigation Measure BIO-3. San Francisco Dusky-footed Woodrat**

**Pre-Construction Surveys.** Pre-Construction Surveys for San Francisco dusky foot woodrats shall be conducted by a qualified biologist within 30 to 60 days prior to construction. The survey shall include the woodland habitat in the construction area. Copy of the survey shall be submitted to the County Parks Department., CA Dept. of Fish & Wildlife, and U.S. Fish & Wildlife Service. Final construction plans shall show the applicable measures.

If any middens are found, the following mitigations are required:



**Inactive middens**

- (a) If middens identified outside the breeding season are determined to be inactive and cannot be avoided during construction activities, they will be dismantled by hand and the components of the midden will be transported outside of the project footprint. The components of the midden will be deposited on the forest floor, preferably next to a large tree or similar structure in a riparian or oak woodland habitat, at an elevation above the bankfull level of streams in the area.

**Active middens**

- (b) If an active midden is located during the non-breeding season, disturb the midden (e.g., nudge it) to flush rats, and then disassemble and move middens as described above.

Nests shall only be moved in the early morning during the San Francisco dusky-footed woodrat non-breeding season (October through February).

**Mitigation Measure BIO-4.** Preconstruction bat surveys should be conducted by a qualified biologist to determine if bats or their maternity roosts are occupying any structures and subsequent measures to avoid bats shall be implemented if they are present.

E. CULTURAL / HISTORICAL / ARCHAEOLOGICAL RESOURCES						
WOULD THE PROJECT	IMPACT					SOURCE
	NO	YES				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
1. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the CEQA Guidelines, or the County's Historic Preservation Ordinance (e.g., relocation, alterations or demolition of historic resources)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 16, 19, 40, 41, 49
2. Cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 19, 40, 41
3. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 40, 41
4. Be located in a historic district (e.g., New Almaden Historic District)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	7, 10a
5. Disturb a historic resource or cause a physical change which would affect unique ethnic cultural values or restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 25, 42
6. Disturb potential archaeological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 10d, 41, 42
7. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3, 4, 40, 41

## *EXISTING CONDITIONS:*

An initial Cultural Resource Study conducted by Holman & Associates in January 2007 documents four recorded and one reported archaeological resource in the Park. In addition, the approved Sanborn County Park Trails Master Plan Initial Study and Mitigated Negative Declaration states that “it can be assumed that the Park has the potential to contain other unknown historic, pre-historic, or paleontological resources.”

The Welch-Hurst House is the only resource that has been formally recorded and/or evaluated for eligibility for inclusion on the California Register of Historic Places (CRHP) or the National Register of Historic Places (NRHP). However, the Dyer House is eligible for listing on the National Register of Historic Places and California Register of Historic Resources (CRHR), is included in the local County of Santa Clara Heritage Resource Inventory and is a registered County Landmark.

### Sanborn Core Use Area

The focal point of the Sanborn Core Use Area is the historic Dyer House. The Dyer House is a 20th century Craftsman-style house built in 1915. The Dyer House is eligible for the National Register of Historic Places and California Register of Historical Resources, is included in the County’s Heritage Resource Inventory, and is a registered County of Santa Clara Landmark.

### Former Nursery Area

The Christensen House is an approximately 3,800-square foot, single-story ranch style single-family residence that was constructed in 1961. The house was designed by architect Wilfred W. Davies of San Carlos for Mr. and Mrs. J. Christensen. The Christensen House has been evaluated for historic significance. With few exceptions, the Christensen House retains its historic character and character-defining features. Exceptions include the addition of a greenhouse structure and swimming pool on the east side of the house. While the house is generally in fair condition, it is estimated that deferred maintenance and repairs would be necessary for safe use of the house.

The caretaker’s house is a two-story, single-family residence. The integrity and condition of the house has been compromised through alterations and benign neglect, and improvements would be necessary to entrances and other areas of the structure prior to allowing public entry. Although the house was built circa 1880, it does not meet the criteria for listing as a County Landmark or the California Register of Historic Resources (CRHR) because it lacks significant associations with important events and persons, is considered more a typical example of vernacular architecture rather than an exemplary one, and would reveal nothing especially important to the understanding of history or prehistory that is not already known about the area.

The barn is located about 100 feet south from the caretaker’s house and is a single-story structure constructed with a combination of dry stacked stone pillars as well as wood posts and beams supporting a wood frame roof truss. The barn was also built circa 1880 and does not meet the criteria for listing as a County Landmark or the CRHR.

Other structures include outbuildings constructed between 1950 and 1990, trailers and greenhouses.

### Welch-Hurst Area

The Welch-Hurst House and property is listed on the National Register of Historic Places and is a California Point of Interest. The site also has the potential to contain unknown historic, pre-historic, or paleontological resources. The Welch-Hurst House is a 10,496-square foot Rustic-Revival Style residence that is considered significant for its use of locally collected building materials, including redwood logs and native stone. While alterations to the exterior have been minimal, major alterations were made to the interior as part of the conversion of the house to a hostel. In some areas, the alterations were not completed, and sheetrock and insulation are exposed. The Welch-Hurst House’s listing on the

National Register of Historic Places carries with it the responsibility of retaining the integrity of its historic features, and any development could involve increased cost associated with its historic listing. Currently the house is vacant and wrapped in protective material. In addition to the Welch-Hurst House, the site includes a garage/barn located to the west of the house that is currently occupied by a site guardian, a small rectangular stonewall building to the east of the house that provides storage, and a two-room cottage/guesthouse east of the storage shed.

*DISCUSSION:*

1. Under CEQA, both prehistoric and historic-period archaeological sites may qualify as historical resources. The Sanborn Core Use Area and the Welch-Hurst Focus Area have known historic structures (Dyer House and Welch-Hurst House). The Dyer House is currently being used by Park staff. The former Ranger Station is currently being used by the Youth Science Institute (YSI). The Welch-Hurst House has had minimal alterations to the exterior and major alterations were made to the interior as part of the conversion of the house to a hostel. Under the Project, improvements such as using the Dyer House as a visitor center or continued stabilization of the Welch-Hurst House are intended to preserve these buildings and any alterations to these structures would require compliance with State and local regulations, including compliance with the County's Historic Preservation Ordinance to ensure the integrity of these historic buildings remain intact. ***Less than significant impact.***
2. Historical and pre-contact archaeological deposits that meet the definition of historical resource under CEQA Section 21084.1 or CEQA Guidelines Section 15064.5 could be present in the Project area and could be damaged or destroyed by ground-disturbing construction activities (e.g., site preparation, grading, excavation, and trenching for utilities) associated with development allowed under the Project. Should this occur, the ability of the deposits to convey their significance, either as containing information about prehistory or history, or as possessing traditional or cultural significance to Native American or other descendant communities, would be materially impaired.

While a majority of the focus areas are previously disturbed, there is the potential for unknown subsurface archaeological deposits, including unrecorded Native American prehistoric archaeological materials. Therefore, any ground-disturbing activities have the potential to affect subsurface prehistoric archaeological resources that may be present. Mitigation would be required to reduce impacts to unknown archaeological deposits. ***Less than significant impact with mitigation incorporated.***

3. There are no known human remains in the focus areas; however, the potential to unearth unknown remains during ground disturbing activities associated with construction of the Project could occur. Any human remains encountered during ground-disturbing activities associated with the Project would be subject to federal, State, and local regulations to ensure no adverse impacts to human remains would occur in the unlikely event human remains are found.

Health and Safety Code Section 7050.5 and the CEQA Guidelines Section 15064.5(e) contain the mandated procedures of conduct following the discovery of human remains. According to the provisions in CEQA, if human remains are encountered at the site, all work in the immediate vicinity of the discovery shall cease and necessary steps to ensure the integrity of the immediate area shall be taken. The Office of the Santa Clara County Medical Examiner (Medical Examiner) shall be notified immediately. The Coroner shall then determine whether the remains are Native American. The Medical Examiner shall determine that no investigation of the cause of death is required and procedures outlined in the County Ordinance Relating to Indian Burial Grounds (County Ordinance No. B6-18) and State Public Resources Code can be implemented. If the Medical Examiner determines the remains are Native American, the Medical Examiner shall notify the Native American Heritage Commission within 24 hours, who would, in turn, notify the person the Native American Heritage Commission identifies as the Most Likely Descendant of any human remains. Further actions shall be determined, in part, by the desires of the Most Likely Descendant. The Most Likely Descendant has 48 hours to make recommendations or preferences regarding the disposition of the remains following allowed access to the project site. If the Most Likely Descendant does not make

recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the Most Likely Descendant's recommendations, the owner or the descendant may request mediation by the Native American Heritage Commission.

Therefore, with the mandatory regulatory procedures described above, potential impacts related to the potential discovery or disturbance of any human remains accidentally unearthed during construction activities associated with the Project would be less than significant and no mitigation measures would be required. **Less than significant impact.**

4. The Project area is not located within an historic district. **No impact.**
5. Potential improvements identified in the Project would occur in the focus areas where the area is either in an already disturbed area, and/or near existing development in the Park. Under the Project, improvements, such as using the Dyer House as a visitor center or continued stabilization of the Welch-House, are intended to preserve these buildings and any alterations to these structures would require compliance with State and local regulations, including compliance with the County's Historic Preservation Ordinance to ensure the integrity of these historic buildings remain intact. Accordingly, implementation of the Project would not be expected to disturb an historic resource or cause a physical change which would affect unique ethnic cultural values or restrict existing religious or sacred uses within the potential impact area. **Less than significant impact.**
6. As stated in impact discussion E.2, the Project has the potential to disturb unknown archaeological resources. **Less than significant impact with mitigation incorporated.**
7. While no paleontological resources have been identified within the Project area, because improvements could require excavation that could reach depths below the ground surface where no such excavation has previously occurred, there could be fossils of potential scientific significance and other unique geologic features that have not been recorded. Such ground-disturbing construction associated with improvements of the project could cause damage to, or destruction of, paleontological resources or unique geologic features. **Less than significant impact with mitigation incorporated.**

#### MITIGATION:

**Mitigation Measure CR-1:** If prehistoric or historic cultural or archaeological resources or paleontological or unique geological resources (including but not limited to dark soil containing shellfish or groundstone) are discovered during grading and/or construction, work within the immediate vicinity of the find will be halted at a minimum of 200 feet from the find and the area will be staked off. County of Santa Clara, Parks and Recreation Department staff will then determine if it is feasible to relocate the trail to avoid and/or minimize impacts. If impacts cannot be avoided, then work will cease in the area until the archaeological evaluation has been completed. The County of Santa Clara Parks and Recreation Department will retain a qualified professional historian and/or archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology to evaluate and determine the significance of the find. If the find is determined to be significant, appropriate mitigation measures will be formulated and implemented.

**Mitigation Measure CR-2:** If human remains are found during construction there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of Santa Clara County is contacted to determine that no investigation of the cause of death is required and procedures outlined in the County Ordinance Relating to Indian Burial Grounds (County of Santa Clara, 1987) and State Public Resources Code can be implemented. If the coroner determines the remains to be Native American the coroner will contact the Native American Heritage Commission within 24 hours.

The Native American Heritage Commission will identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may then make recommendations to County of Santa Clara or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods and the descendants shall complete their inspection and make their recommendations or preferences within 48 hours after being allowed access to the site as provided in Public Resources Code Section 5097.98. The County of Santa Clara or its authorized representative will rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if (a) the Native American Heritage Commission is unable to identify a likely descendent or the likely descendent failed to make a recommendation within 48 24 hours after being notified by the commission allowed access to the site; (b) the descendent identified fails to make a recommendation; or (c) the County or its authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

F. ENERGY						
WOULD THE PROJECT	IMPACT					SOURCE
	NO	YES				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
1. Use non-renewable resources in large quantities or in a wasteful manner?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
2. Involve the removal of vegetation capable of providing summer shade to a building or significantly affect solar access to adjacent property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3

**EXISTING CONDITIONS:**

In 2018, an Infrastructure Study was prepared by LPA, Inc. as part of the planning process to investigate, assess, and make recommendations for utility infrastructure improvements necessary to support implementation of the Master Plan. The potential improvements facilitated by the Project would occur in the three focus areas where the area is either in an area already disturbed and/or near existing development in the Park. The Park is served with power and telecommunication by overhead lines strung on power poles routed throughout the site. The poles generally follow the roads through the Park, making them accessible for connections to buildings. Both the Former Nursery Area and the Former Christmas Tree Farm Area have relatively direct access to the pole lines. Based upon field observations, the poles contain 3-phase power distribution, which will allow any new service to be 3-phase as well.

**DISCUSSION:**

1. The Project is not anticipated to use large amounts of power or non-renewable resources. All building improvements would be subject to the Energy Conservation provisions of the California Building Code. The Project would not use non-renewable resources in large quantities or a wasteful manner. **Less than significant impact.**
2. The Project would not involve the removal of vegetation capable of providing summer shade to a building. Retaining the forested environment of the Park is a main goal of the Project; therefore, preserving and showcasing the existing vegetation is a necessity. **Less than significant impact.**

MITIGATION:

None

G. GEOLOGY / SOILS						
WOULD THE PROJECT:	IMPACT					SOURCE
	NO	YES				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
1. Expose people or structures to 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 or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 17, 43
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 17, 18b
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 17, 18b
iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 17, 118b
2. Result in substantial soil erosion or siltation or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 2, 3
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, collapse, shrink/ swell potential, soil creep or serve erosion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3, 17, 23, 24, 42
4. Be located on expansive soil, as defined in the report, <i>Soils of Santa Clara County</i> or California Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	14, 20, 21, 23, 24, 48
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3,6, 23,24,
6. Cause substantial compaction or over-covering of soil either on-site or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 6
7. Cause substantial change in topography or unstable soil conditions from excavation, grading, or fill?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3, 6, 42
8. Be located in an area designated as having a potential for major geological hazard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9b,10c,11a 12a,17,18
9. Be located on, or adjacent to a known earthquake fault?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9c,10c,11a

G. GEOLOGY / SOILS						
WOULD THE PROJECT:	IMPACT					SOURCE
	NO	YES				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
10. Be located in a Geologic Study Zone?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9c,11a
11. Involve construction of a building, road or septic system on a slope of:						9b,10c,11a 12a,17,18
a. 30% or greater?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,3,10j,11c
b. 20% to 30%?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,3,10j,11c
c. 10% to 20%?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,3,10j,11c

**EXISTING CONDITIONS:**

The San Andreas Fault crosses the Park, creating distinct geologic areas within the Park on the eastern and western sides of the fault. Most of the Park is located on the western side of the fault. The 2008 Sanborn County Park Trails Master Plan (Trails Master Plan) provides a detailed description of the Park geology and soils and identifies the following geologic hazards within the Park: seismic activity, earthquake-induced flooding, landslides and debris flow, scarp collapse, and rapid incision of valley fill.

**DISCUSSION:**

The project area is located within the County of Santa Clara's fault rupture, landslide, and liquefaction hazard zones as well as the State of California seismic hazard zones for liquefaction and earthquake induced landslides. The soil types within the Project area are expansive soils with a moderate erosion hazard.

- As proposed, there are minor physical improvements such as buildings that are likely to occur as part of implementation of the Project. The existing buildings are historic and have survived past earthquakes with minimal to no damage. A majority of the improvements such as roads, camp sites, etc., would be unaffected by seismic activity. Any subsequent construction would be subject to the California Building Code requirements regarding seismic activity. The Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. **Less than significant impact.**
- The Project would not result in substantial soil erosion, siltation or the loss of topsoil. All improvements would be subject to County, federal and State requirements regarding erosion during both construction and operation. **Less than significant impact.**
- The overall Park has areas identified as having unstable soils, however the Project is not located in areas that are identified as having unstable soils. The Project area is not located on a geologic unit or soil that is unstable. Compliance with the California Building Code would ensure that any structures are appropriately designed. **Less than significant impact.**
- The Project area may be located on expansive soil, as defined in the report *Soils of Santa Clara County*, or California Building Code. For any construction within the Project, compliance with the California Building Code, which includes a geotechnical soils report, would be required. **Less than significant impact.**

5. The Project area may have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. Any construction that would require use of on-site septic would be required to follow county regulations regarding placement, design, and maintenance of septic/onsite wastewater treatment systems. **Less than significant impact.**
6. The Project would not cause substantial compaction or over-covering of soil either on-site or off-site. Improvements that would occur as part of the Project would continue use of the property as a park with minimal to no overcovering or compaction of soil and would retain natural soil cover. **Less than significant impact.**
7. The Project would involve renovation of existing buildings and construction of new campgrounds, cabins, and internal roads. All grading and excavation associated with the potential improvements would be subject to Santa Clara County's Policies and Standards Pertaining to Grading and Erosion Control, such as reseeding disturbed areas in conformance with the County Grading Ordinance to ensure the potential for erosion is minimized, and other BMPs. **Less than significant impact.**
8. The Project would not cause a substantial change in topography or unstable soil conditions from excavation, grading, or fill. Improvements are focused on expanding existing amenities and buildings rather than new construction in areas currently undisturbed. The Project will comply with the California Building Code and local regulations regarding grading. **Less than significant impact.**
9. The Project area is located in the San Andreas Fault zone and may be affected by a major quake in the area. A major earthquake in the region could result in damage to park structures, rupture of utilities crossing the fault, earthquake-induced flooding and/or landslides and potential loss of life. However, damages would be of much smaller scale in the Project area than in densely urbanized areas (where the threat of earthquake-induced fire is high) and in areas underlain by unconsolidated sediments (where ground-shaking is accentuated by the loose underlying material). The Project involves the reuse of the existing structures, that have been on site for a number of years and withstood previous earthquakes, and minimal new construction of small buildings. Existing campgrounds would be moved from the dense redwoods to a more open area at the Former Nursery Area. **Less than significant impact.**
10. Parts of the study area are within a Geologic Study Zone and are subject to the provisions of the Santa Clara County Geologic Ordinance. The ordinance establishes minimum requirements for the geologic evaluation of land based on projects. The ordinance defines types of geologic reports and contains procedures for when a geologic report is required and a process for the review of reports. All development would be required to comply with the Geologic Ordinance. **Less than significant impact.**
11. The Project would occur in areas with percent slope from 0 to 30 percent. Implementation of BMPs would reduce potential erosion from steeper slopes. **Less than significant impact.**

**MITIGATION:**

**None**

<b>H. GREENHOUSE GAS EMISSIONS</b>						
<b>WOULD THE PROJECT</b>	<b>IMPACT</b>					<b>SOURCE</b>
	<b>NO</b>	<b>YES</b>				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	



<b>H. GREENHOUSE GAS EMISSIONS</b>						
<b>WOULD THE PROJECT</b>	<b>IMPACT</b>					<b>SOURCE</b>
	<b>NO</b>	<b>YES</b>				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3
3. Would the project increase greenhouse gas emissions that hinder or delay the State's ability to meet the reduction target (25% reduction by 2020) contained in CA Global Warming Solutions Act of 2006 (AB 32)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**EXISTING CONDITIONS**

The existing Park generates greenhouse gas emissions from transportation sources, energy (natural gas and purchased energy), water and wastewater, waste, and area sources such as landscaping equipment and architectural coatings. Vehicle trips to and from the Park average 370 weekday and 1,145 weekend vehicle trips during the fall season and 444 weekday and 1,374 weekend vehicle trips during the summer peak season for an average of 407 weekday and 1,260 weekend average daily vehicle trips (see Appendix C, Transportation and Traffic). Greenhouse gas (GHG) emissions generated by the existing project are included in Table 2 below.

The 2009 Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines included proposed quantitative thresholds for GHG emissions, establishing both a “bright line” threshold of significance for GHG emissions and also an efficiency threshold. Using a methodology that models how new land use development in the San Francisco Bay Area can meet AB 32 GHG emissions reduction goals, the BAAQMD Guidelines establish a significance threshold of 1,100-meter metric tons of carbon dioxide (CO<sup>2</sup>) per year.

**DISCUSSION:**

Because no single project is large enough individually to result in a measurable increase in GHG emissions, global warming impacts of a project are considered on a cumulative basis. GHG emissions are based on average daily trips (ADT) for the on-road transportation emissions section. The GHG emissions modeling is included in Appendix A, Air Quality and Greenhouse Gas Data, of this Initial Study.

1. This section evaluates the contribution to the cumulative environmental impact of GHG emissions that could occur through the implementation of the Project. The Project would contribute to global climate change through direct and indirect emissions of GHG from transportation sources, energy (natural gas and purchased energy), water use and wastewater generation, and solid waste generation. Construction activities would not generate a substantial increase in short-term GHG emissions and are therefore excluded from overall project GHG emissions. The net increase in emissions generated by the Project was evaluated using the California Emissions Estimator Model (CalEEMod), Version 2016.3.25. The total and net increase in GHG emissions associated with the Project are shown in Table 2.

TABLE 2 PROJECT GHG EMISSIONS

Category	GHG Emissions (MTCO <sub>2</sub> e/Year)			
	Existing Emissions	Project Emissions	Net Change from Existing	Percent of Total
Area	<1	<1	<1	<1%
Energy	<1	<1	<1	<1%
Mobile	755	1,744	989	99%
Waste	10	14	4	<1%
Water/Wastewater	97	105	8	1%
<b>Total</b>	<b>862</b>	<b>1,863</b>	<b>1,001</b>	<b>100%</b>
<b>BAAQMD Emissions Threshold (MTCO<sub>2</sub>e)</b>				<b>1,100</b>
<b>Exceeds BAAQMD Threshold?</b>				<b>No</b>

Note: Emissions may not total to 100 percent due to rounding. According to BAAQMD methodology, campfire emissions are considered bio-genic emissions and are excluded from this table.

Source: CalEEMod 2016.3.2.25

The Project would accommodate an estimated 15 percent increase in visitors at the proposed buildout, resulting in an increase in vehicle trips, energy use, water use, wastewater generation, and solid waste disposal on site. As shown in Table 2, development of the Project would result in a net increase of GHG emissions of 1,001 MTCO<sub>2</sub>e per year at full project build out, which would not exceed BAAQMD’s bright-line threshold of 1,100 MTCO<sub>2</sub>e per year. **Less than significant impact.**

2. Applicable plans adopted for the purpose of reducing GHG emissions include the MTC’s/ ABAG’s 2040 *Plan Bay Area*, and Santa Clara County’s Climate Action Plan. A consistency analysis with these plans is presented below.

MTC’s/ABAG’s 2040 Plan Bay Area

*Plan Bay Area* is the Bay Area’s Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS). To achieve MTC/ABAG’s sustainable vision for the Bay Area, the Plan Bay Area land use concept plan for the region concentrates the majority of new population and employment growth in the region in Priority Development Areas, which are transit-oriented, infill development opportunities within existing communities. An overarching goal of the regional plan is to concentrate development in areas where there are existing services and infrastructure rather than allocate new growth to outlying areas where substantial transportation investments would be necessary to achieve the per capita passenger vehicle, vehicle miles traveled, and associated GHG emissions reductions. The potential improvements identified in the Project would occur in focus areas where the area is either in an already disturbed area and/or is near existing development in the Park. Additionally, the Project would expand park facilities in an existing regional park and would not directly result in any new population growth or employment growth.

County of Santa Clara Climate Action Plan

The *Santa Clara Climate Action Plan (CAP) for Operations and Facilities* (2009) is a strategic planning document that identifies sources of GHG emissions within the County’s boundaries, presents current and future emissions estimates, and identifies GHG reduction targets for County operations, facilities and employee actions. The reduction target goals are to reduce energy and water consumption, solid waste generation, and fuel consumption. The County’s Board of Supervisors approved the CAP with the stringent goals that include: no increase in annual emissions by 2010; 10 percent reduction every five years; and 80 percent reduction by 2050.

The CAP provides GHG reduction measures either already underway or proposed that would influence the Project. Since the proposed Project occurs within a regional park, it will comply with the existing waste reduction goal of 75 percent. In addition, any modernization or new construction of buildings will comply with efficiency standards under County standards. **Less than significant impact.**

3. The Project would not conflict with AB 32's goal of reducing GHG emissions to below 1990 levels by year 2020 or SB 32's goal of reducing emissions to 40 percent below 1990 level by year 2030. The Project would comply with these GHG emissions reduction measures since they are statewide strategies. **Less than significant impact.**

MITIGATION:

None

I. HAZARDS AND HAZARDOUS MATERIALS						
WOULD THE PROJECT	IMPACT					SOURCE
	NO	YES				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 4, 5
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Involve risk of explosion or release of hazardous substances (including pesticides, herbicides, toxic substances, oil, chemicals or radioactive materials)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 4, 5
8. Provide breeding grounds for vectors?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5

I. HAZARDS AND HAZARDOUS MATERIALS						
WOULD THE PROJECT	IMPACT					SOURCE
	NO	YES				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
9. Proposed site plan result in a safety hazard (i.e., parking layout, access, closed community, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
10. Involve construction of a building, road or septic system on a slope of 30% or greater?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 17n
11. Involve construction of a roadway greater than 20% slope for a distance of 300' or more?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 17n
12. Be located within 200' of a 230KV or above electrical transmission line?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 4
13. Create any health hazard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 4, 5
14. Expose people to existing sources of potential health hazards?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3, 4
15. Be located in an Airport Land Use Commission Safety Zone?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	31
16. Increase fire hazard in an area already involving extreme fire hazard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10g
17. Be located on a cul-de-sac over 800 ft. in length and require secondary access which will be difficult to obtain?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 4, 32, 33
18. Employ technology which could adversely affect safety in case of a breakdown?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5

**EXISTING CONDITIONS:**

The Project site is located in a State Responsibility Area (SRA), which is where the State of California has the primary responsibility for the prevention and suppression of wildland fires. CAL FIRE provides wildland fire prevention and protection services. The County of Santa Clara has a Memorandum of Understanding (MOU) with CAL FIRE.

The Parks Department is part of the Santa Clara County Community Wildfire Protection Plan, which is a strategic plan with goals for creating a safer wildland urban interface and to mitigate the occurrence and effects of wildfire.

The Parks Department engages with local Fire Safe councils to implement fuel reduction projects on Parks lands. The Operations staff of County Parks maintains a Fire and Emergency Response Plan (FERP) for all county parks. This plan includes information on hydrants, water drafting sources, landing zones, Incident Command Post locations, and safety areas.

Former Nursery Area

The site has a number of areas where refuse was dumped as part of the past commercial nursery operations. These areas include various household waste as well as light industrial waste including nursery materials, trailers, car and tractor parts, steel drums and other potential hazardous materials. A

mitigated negative declaration was prepared and adopted by the County Board of Supervisors in 2011 to address cleanup activities on this site.

The existing buildings in the Former Nursery Area may contain hazardous materials such as asbestos and lead due to the age of the buildings.

#### Sanborn Core Use Area

The site has existing propane tanks and storage of other hazardous materials as part of park operations. A majority of these materials are located in the Maintenance shop area of the Park.

#### *DISCUSSION:*

While some of the campsites would use propane, firewood, and charcoal for cooking, camping is not associated with the use of hazardous chemicals or toxic substances. The Project area is managed by the Parks Department and there are rules regarding the use of firepits, barbeques, etc., and enforcement to prohibit their use during high wildfire risk periods.

1. Day use of open space or camping in the designated areas in accordance with laws and policies would not result in the transport, use, or disposal of hazardous materials? **No impact.**
2. Day use of open space or camping in the designated areas in accordance with laws and policies would not involve the release of hazardous materials into the environment. **No impact.**
3. Day use of open space or camping in the designated areas in accordance with laws and policies 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. **No impact.**
4. The Project area is not 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 not create a significant hazard to the public or the environment. **Less than significant impact.**
5. The improvements identified in the Project would occur in the focus areas where the area is either already disturbed and/or near existing development in the Park. Accordingly, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. New use areas such as the Former Nursery Area and the Welch-Hurst Area would be incorporated into the evacuation plan for the Park. **Less than significant impact.**
6. The Project is located in a State Responsibility Area (SRA), The improvements identified in the Project would occur in the focus areas where the area is either already disturbed and/or near existing development in the Park. While the Project is expected to result in more visitors, the implementation of the Project would not introduce new uses to the Park that are not already permitted and currently occurring. Accordingly, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Campfires are currently permitted within the Park and the County complies with the regulations set forth by CAL FIRE under the Memorandum of Agreement (MOA) relating to the use of campfires on no-burn days. Proposed campgrounds will be sited to ensure adequate defensible space to reduce the threat of wildfires in the park and on adjoining properties and residences. Campfires are only allowed in designated camp fire rings. Designated barbeque areas allow only briquettes, not firewood. When posted "NO FIRES", only propane camp stoves or gas grills are permitted in the Park. Operations and maintenance staff patrol the campgrounds at various times throughout the day in addition to patrols at 10:00 pm (12:00 am Fridays and Saturdays) to check on campfires. In addition to this, Rangers carry backpack pumps and hand tools in their vehicles and are qualified to initiate initial attacks on wildfires. **Less than significant impact.**

7. The Project would not involve risk of explosion or release of hazardous substances (including pesticides, herbicides, toxic substances, oil, chemicals or radioactive materials). Pesticides are sometimes used in the Park and the County complies with the Integrated Pest Management Ordinance. **Less than significant impact.**
8. Implementation of the Project would result in draining or reusing the two existing man-made ponds located at the Former Nursery Area. Draining or repurposing these ponds would eliminate a potential breeding ground for vectors. **No impact.**
9. The Project would not result in a safety hazard. **No impact.**
10. The improvements identified in the Project would occur in the focus areas where the area is either already disturbed and/or near the existing development in the Park. The Project would not involve construction of a building, road, or septic system on a slope of 30 percent or greater. **No impact.**
11. The potential improvements identified in the Project would occur in the focus areas where the area is either already disturbed and/or near the existing development in the Park. The Project would not involve construction of a roadway greater than 20 percent slope for a distance of 300 feet or more. **No impact.**
12. Facilities associated with implementation of the Project would not be located within 200 feet of a 230KV or above electrical transmission line. **No impact.**
13. The improvements identified in the Project would occur in the focus areas where the area is either already disturbed and/or near existing development in the Park. Implementation of the Project would not create any health hazards. **No impact.**
14. The improvements identified in the Project would occur in the focus areas where the area is either already disturbed and/or near existing development in the Park. Implementation of the Project would not expose people to existing sources of potential health hazards. **No impact.**
15. The Project is not located in an Airport Land Use Commission Safety Zone. **No impact.**
16. Refer to discussion I.6 above. The Project will occur in the focus areas previously disturbed and/ or near existing development in the Park. Campfires are currently permitted within the Park and the County complies with the regulations set forth by CAL FIRE under the Memorandum of Agreement (MOA) relating to the use of campfires on no-burn days. Proposed campgrounds will be sited to ensure adequate defensible space to reduce the threat of wildfires in the park and on adjoining properties and residences. **Less than significant impact.**
17. The Project would not be located on a cul-de-sac over 800 feet in length. **No impact.**
18. The Project would not employ technology which could adversely affect safety in case of a breakdown. **No impact.**

**MITIGATION:**

**None**

<b>J. HYDROLOGY AND WATER QUALITY</b>						
	<b>IMPACT</b>					<b>SOURCE</b>
<b>WOULD THE PROJECT:</b>	<b>NO</b>	<b>YES</b>				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
1. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	34, 36
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 4
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner which would result in substantial erosion or siltation on or off site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
5. Create or contribute increased impervious surfaces and associated runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5, 36, 21a
6. Degrade surface or ground water quality or public water supply? (Including marine, fresh and wetland waters.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 11b, 21, 46
7. Place a structure within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 18b, 18d
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 18b, 18d
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3, 4
10. Result in an increase in pollutant discharges to receiving waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Be located in an area of special water quality concern (e.g., Los Gatos or Guadalupe Watershed)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4, 6a

<b>J. HYDROLOGY AND WATER QUALITY</b>						
	<b>IMPACT</b>					
<b>WOULD THE PROJECT:</b>	<b>NO</b>	<b>YES</b>				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	<b>SOURCE</b>
12. Result in use of well water previously contaminated by nitrates, mercury, asbestos, etc. existing in the groundwater supply?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10e, 23
13. Result in a septic field being constructed on soil with severe septic drain field limitations or where a high-water table extends close to the natural land surface?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10e,11b,12d,20,21,22,24
14. Result in a septic field being located within 50 feet of a drainage swale; 100 feet of any well, water course or water body or 200 feet of a reservoir at capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,4
15. Conflict with Water Resources Protection Collaborative Guidelines and Standards for Land Uses near Streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	22, 51
16. Result in extensions of a sewer trunk line with capacity to serve new development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3
17. Require a NPDES permit for construction [Does it disturb one (1) acre or more]?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 46
18. Result in significant changes to receiving waters quality during or following construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	46, 47
19. Is the project a tributary to an already impaired water body? If so will the project result in an increase in any existing pollutants?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	46, 47
20. Substantially change the direction, rate of flow, or quantity, or quality of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 46
21. Interfere substantially with ground water recharge or reduce the amount of groundwater otherwise available for public water supplies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3,10e,11b
22. Involve a surface water body, natural drainage channel, streambed or water course such as to alter the amount, location, course, or flow of its waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 11c, 28, 45



## *EXISTING CONDITIONS:*

The two main creeks within the Park are Sanborn Creek and Lyndon Canyon Creek. Sanborn Creek flows northwest through the Park and flows into Saratoga Creek north of the Park. Aubry Creek, a tributary to Sanborn Creek, runs along the western edges of the Sanborn Core Use Area and Former Nursery Area focus areas. Lake Ranch Reservoir is located in Sanborn Park and is a 70-million-gallon water storage reservoir located within the park boundaries with water rights owned and operated by the San Jose Water Company.

### Sanborn Core Use Area

Based on field observation and information provided by the Parks Department, this area is served by two water wells. The wells yield about 12 to 24 gallons per minute (gpm). Water from the wells is piped to an adjacent treatment plant for chlorination and manganese treatment before being directed to the storage and distribution system. The wells provide water for the existing restroom buildings, the Dyer House, the structures at the Former Nursery Area, and other minor demands. The wells provide domestic water uses only. Irrigation demands for the large lawn area of the main park are provided with untreated creek water. The existing system intercepts water from Aubry Creek which is connected by a pipe to a 45,000-gallon storage tank.

The Sanborn Core Use area has one septic leach field system serving all restrooms and ancillary buildings. The leach field is in the lawn area north of the existing RV campground. It serves five restroom buildings, the Dyer House, and the RV dump facility. No issues were reported by Parks Department staff related to the performance of the existing septic leach field system.

### Former Nursery Area

The Former Nursery Area contains the Christensen house, a caretaker's house, a barn, a greenhouse, outbuildings/ garages, and two large man-made ponds. The area slopes gently from Sanborn Road towards the north, with 100 square foot level areas stepping down towards two existing concrete-lined irrigation ponds. The ponds are located roughly five hundred feet north of the caretaker's house, are constructed of concrete, and are steeply sloped along the water's edge. There is limited access to the ponds, and water quality, liability, and health and safety requirements further limit potential access and use.

The focus area has two existing septic leach field systems; one for the existing Christensen house and the other to the west for the caretaker's house. Both systems are currently active, and no issues were reported by Parks Department staff.

### Welch-Hurst Area

The Welch-Hurst Area is located in the northeast quadrant of the Park west of the Walden West Environmental Education Center (Walden West). This focus area includes the main house, a cottage, and a barn, as well as the surrounding grounds and a 0.5 acre pond area. The pond parallels Pick Road and is located approximately two-hundred and sixty feet to the southeast of the Welch-Hurst House.

The Walden West site manages a shared water system supplying the Welch-Hurst Area, maintenance shop, and West Valley College. This shared system includes a well, water lines, water treatment system, and a 300,000-gallon storage tank. This system serves fire, domestic, and irrigation water demands. The Welch-Hurst focus area also has its own septic system and leach field.

## *DISCUSSION:*

1. If the Project will disturb one or more acres during construction, the project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) Permit and submit Permit Registration Documents to the State Water Resources Board (SWRCB) prior to the start of

construction. The Permit Registration Documents include a site-specific construction Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would describe the incorporation of BMPs to control sedimentation, erosion, and hazardous materials contamination of runoff during construction.

Furthermore, any development on site needs to be designed in accordance with the requirements of the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP) Order R2-2009-0074. The MRP requires the control of stormwater flow and stormwater pollutants from new development and redevelopment sites through the incorporation of post-construction stormwater site design, source control, and treatment measures. Any development in the Project area would be designed in accordance with the MRP requirements.

Runoff from development would be addressed through implementation of NPDES permit control requirements. No water quality standards or waste discharge requirements would be violated during construction or operation of any development. **Less than significant impact.**

2. There are two existing wells utilized within the Project area to provide domestic and fire service water to the Park. One well is located in the Sanborn Core Use Area and one on the Walden West site. The well located on the Walden West site provides irrigation water as well.

The infrastructure study for the Project recommends that an additional well be installed for the Former Nursery Area. This well would support any campsite amenities that are proposed for this focus area.

The two proposed wells would have a relatively small yield and would not substantially deplete groundwater supplies. Furthermore, the Proposed Project would not interfere with any existing groundwater recharge in the Park as limited impervious surfaces would be associated with development. Potential development from implementation of the Project would not cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted) and impacts would be less than significant. **Less than significant impact.**

3. Both the construction and operational phases of any development would be regulated by NPDES permits that ensure proper management of runoff from construction activities and the addition of any post-development impervious areas.

The Project would not substantially alter the existing drainage pattern of the area, including through the alteration of the course of a creek, in a manner which would result in substantial erosion or siltation on or off site. The existing walk-in campsites in the Sanborn Core Use Area are well used by Park visitors and are located adjacent to Aubry Creek. These campsites are causing erosion and other impacts to the creek. The phasing out of the upper campsites when replaced by new camping opportunities in the Former Nursery Area will reduce the impacts to the creek. **Less than significant impact.**

4. The Project would not substantially alter any existing drainage patterns on the site or alter the course of a creek. Furthermore, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. **Less than significant impact.**
5. Implementing new campsites, staging areas or renovating existing buildings would not create large amounts of impervious surfaces which would change absorption rates, drainage patterns, or the rate and amount of surface runoff.

The Project would not create or contribute increased impervious surfaces and associated runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. **Less than significant impact.**

6. The Project would not degrade surface or ground water quality or public water supply (including marine, fresh waters, and wetland waters). The County's BMPs for construction will minimize impervious surfaces and result in minimal alterations to drainage patterns. **Less than significant impact.**
7. The County of Santa Clara General Plan includes a flood hazard area map. The Project is not located within a Federal Emergency Management Agency (FEMA) Special Flood Hazard Area. Therefore, no new structures would be placed within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. **No impact.**
8. No new structures would be placed within a 100-year flood hazard area which would impede or redirect flood flows. **No impact.**
9. The Lake Ranch Reservoir Dam is on the north side of the reservoir and the project is located downstream of dam. The implementation of the Project would add new structures (i.e. cabins and other support structures) downstream of this dam. No people or structures would be exposed to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. **Less than significant impact.**
10. The Project would not cause an increase in pollutant discharges to receiving waters because of compliance with the required SWPPP. The SWPPP includes BMPs that detain storm water and use jute bales to filter or direct storm water through vegetated areas to remove pollutants that may run off from parking lot and building areas. **Less than significant impacts.**
11. The southeast corner of the Park is located in the Los Gatos Creek watershed. The Park contains one of the main tributary headwaters, Lyndon Canyon, within the Los Gatos Creek watershed. The only site within the Project area that is located in the Los Gatos Creek Watershed is the Former Christmas Tree Farm Area. **Less than significant impact.**
12. While the Project area does use well water for its water supply, the groundwater does not contain nitrates, mercury, or asbestos. **Less than significant impact.**
13. The infrastructure study for the Project area recommends the construction of one or more leach fields at the Former Nursery Area. If the pond located in the northeast portion of this area is abandoned, the pond could potentially be filled with soil approximately 6 feet deep and a large leach field system installed.

Any onsite wastewater treatment systems (OWTS) would be implemented in accordance with the Santa Clara County OWTS ordinance. The purpose of the ordinance is to establish standards for the approval, installation, and operation of OWTS within Santa Clara County consistent with the appropriate California Regional Water Quality Control Board standards and basin plans. The standards are adopted to protect surface and groundwater quality.

Proposed onsite septic systems would be designed to avoid soils with severe septic drain field limitations or where a high-water table extends close to the natural land surface. **Less than significant impact.**

14. All septic fields would be implemented in accordance with the Santa Clara County OWTS ordinance. The onsite systems manual provides the policy, procedural and technical details for implementation of the provisions of the Santa Clara County OWTS ordinance. The manual specifies a minimum horizontal setback distance of 50 feet from all drainage swale; 100 feet from any well, water course, and water body, and; 200 feet from a reservoir at capacity. **Less than significant impact.**
15. Any new development within the Project area that lies in close proximity to creeks would be implemented in accordance with the Santa Clara Valley Water District's Guidelines and Standards for Land Use near Streams adopted by the Santa Clara County's Board of Supervisors in May 2007.

The primary objective of the guidelines and standards is to enhance water and watershed resource protection through local agency land use planning and permitting. New development would not conflict with the Water Resources Protection Collaborative Guidelines and Standards for Land Uses near Streams and impacts would be less than significant. **Less than significant impact.**

16. The Project would not result in extensions of a sewer trunk line. **No impact.**
17. If the Project requires a NPDES permit for construction (i.e., is one acre or more disturbed at a time), the permit would be applied for and received prior to construction. A majority of the Project area includes upgrades to existing facilities and will have minimal disturbance to new areas. NPDES permit and SWPPP may be required for construction of camping facilities at the Former Nursery Area. **Less than significant impact.**
18. Refer to discussion J.1 above. Implementation of the Project would not result in significant changes to receiving waters' quality during or following construction. **Less than significant impact.**
19. Tributaries within the Project area ultimately drain to Saratoga Creek, which is listed as an impaired water body by the Regional Water Quality Control Board, San Francisco Bay – Region 2. The creek is listed for Diazinon, which is used in agriculture to control insects on fruit, vegetable, nut and field crops, and trash. New development would not result in increased pollutants entering any water body including Saratoga Creek. **Less than significant impact.**
20. The two proposed wells would have a relatively small yield and limited to campsite use including showers and restrooms. as such would not substantially change the direction, rate of flow, or quantity or quality of ground waters. Furthermore, new development would not intercept an aquifer by cuts or excavations. **Less than significant impact.**
21. Potential new improvements would not interfere substantially with ground water recharge or reduce the amount of groundwater otherwise available for public water supplies. **Less than significant impact.**
22. Potential new improvements would not involve a creek, natural drainage channel, streambed, or water course such as to alter the amount, location, course, or flow of its waters. However, the concrete lined man-made pond located in the northeast portion of the Former Nursery Area may be drained and reused as a leach field system. The pond is not feasible for swimming or fishing due to liability, water quality, safety, and health issues and would likely be abandoned. If the pond would be replaced with a leach field, the requirements of the Santa Clara County Onsite Wastewater Treatment Systems Ordinance would be implemented to protect surface and groundwater quality. **Less than significant impact.**

**MITIGATION:**

**None**

<b>K. LAND USE AND PLANNING</b>						
<b>WOULD THE PROJECT:</b>	<b>IMPACT</b>					<b>SOURCE</b>
	<b>NO</b>	<b>YES</b>				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
1. Physically divide an established community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 4
2. Conflict with any applicable land use plan, policy, or regulation of an agency with	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5

jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?						
3.	Conflict with general plan designation or zoning?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5, 7, 9a, 10a, 46
4.	Conflict with special policies?					
a.	San Martin and/or South County	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 10a, 44, 45
b.	Los Gatos Specific Plan or Lexington Watershed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 10a, 13, 14
c.	East Foothills Policy Area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 10a
d.	New Almaden Historic Area/Guadalupe Watershed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 7, 10a
e.	Stanford	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 15, 16
f.	San Jose	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8, 10a
5.	Be incompatible with existing land use in the vicinity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 3, 12b

**EXISTING CONDITIONS:**

The Park contributes to the extensive acreage of protected open space within the forested eastern slopes of the Santa Cruz Mountains. Land uses surrounding the Park, designated by the Santa Clara County and Santa Cruz County general plans, are predominately low-density residential, protected open space, and agriculture. The Project area is zoned Hillside with a County scenic road (HS-sr) and has a General Plan land use designation of Regional Parklands, Existing. The purpose of the HS-sr Zoning District as stated in the County Zoning Ordinance is to “preserve mountainous lands unplanned or unsuited for urban development primarily in open space and to promote uses which support and enhance a rural character, protect and promote wise use of natural resources and avoid risks imposed by natural hazards. Permitted uses include agriculture and grazing, very low density residential, low intensity recreation, mineral and other resource extraction, and land in its natural state. Low-intensity commercial and institutional uses may also be allowed if they support the recreational or productive use, study, appreciation, or enhancement of the natural environment.”

County General Plan Policy R-LU16 indicates that the Hillside land use designation is “mountainous lands and foothills unsuitable for annexation and urban developments. Lands so designated shall be preserved largely in natural resource and open space use in order to support and enhance rural character; protect and promote wise management of natural resources; avoid risks associated with the natural hazards characteristic of those areas; and protect the quality of reservoir watershed critical to the region’s water supply.”

Existing structures in the Project area are primarily historic structures that serve as office and classroom space, a ranger station, event space, RV camping, and various recreational use structures. The Park itself serves as a destination for local and regional visitors, and a setting for a range of recreational and educational activities.

**DISCUSSION:**

1. The potential improvements identified in the Project would occur in the focus areas where the area is either already disturbed and/or near existing development in the Park. The Project would not physically divide an established community and proposes to improve connectivity through linking the Former Nursery Area with the rest of the Park. **No impact.**

2. The Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project area (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. As noted above, the Project would not introduce new uses to the Park that are not already permitted and would be consistent with the general plans and zoning for both Santa Clara and Santa Cruz counties. **No impact.**
3. Implementation of the Project allows for continued use of the land as open space and would therefore not conflict with the general plan designation or zoning of either Santa Clara or Santa Cruz counties. **No impact.**
4. Implementation of the Project continues the use of the land as open space and would not conflict with special policies of those listed below. **No impact.**
  - a. San Martin and/or South County
  - b. Los Gatos Specific Plan or Lexington Watershed
  - c. East Foothills Policy Area
  - d. New Almaden Historic Area/Guadalupe Watershed
  - e. Stanford
  - f. San Jose
5. The Project would not be incompatible with existing land use in the vicinity. As noted above, the Park contributes to parks and open space managed by California Department of Parks and Recreation, Town of Saratoga, and the MidPeninsula Regional Open Space District. **No impact.**

**MITIGATION:**

**None**

<b>L. MINERAL RESOURCES</b>						
<b>WOULD THE PROJECT:</b>	<b>IMPACTS</b>					<b>SOURCE</b>
	<b>NO</b>	<b>YES</b>				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
1. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 3, 19
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 3, 6, 8
3. Result in substantial depletion of any non-renewable natural resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3

**EXISTING CONDITIONS:**

No mineral resources have been identified in the Park, and any mining of mineral resources would not conflict with the current use of the Park. The Project would not result in the depletion of any non-renewable resource.

**DISCUSSION:**

1. The Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the state. **No impact.**
2. The Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. **No impact.**
3. The Project would not result in substantial depletion of any non-renewable natural resource. **No impact.**

**MITIGATION:**

**None**

<b>M. NOISE</b>						
	<b>IMPACTS</b>					<b>SOURCE</b>
<b>WOULD THE PROJECT RESULT IN:</b>	<b>NO</b>	<b>YES</b>				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**EXISTING CONDITIONS:**

The Park is located in the eastern slopes of the Santa Cruz Mountains with varying elevations from 840 to 3,160 feet. Existing trails and roadways have been constructed on a range of topographic conditions

including gentle slopes, plateaued areas and extremely steep inclines. The main entrance to the Park is 1.1 miles south of State Highway 9 (Congress Springs Road/Big Basin Way) along Sanborn Road. The noise environment consists of day and evening activities from visitors, campers (tent and RV's), special events such as weddings and other group outings, park maintenance and vehicle traffic noise from local park roads and nearby roadways outside the Park.

To characterize the existing noise environment, traffic noise levels were estimated using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model. Existing traffic volumes were obtained from the traffic impact analysis prepared for the Project (see Appendix C, Transportation and Traffic). At 50 feet from roadway centerline, State Route 9 (SR 9) is estimated to be 63 dBA Community Noise Equivalent Level (CNEL). Along Sanborn Road between SR 9 and the Park entrance, noise levels are estimated to be 55 dBA CNEL at 50 feet. In general, noise levels in and around the Park would be characterized as relatively low, typical of a rural environment. The varying terrain, dense foliage, and acoustically soft ground (i.e., not paved) attenuates noise from nearby roads to a greater degree than in urban or suburban environments.

### SENSITIVE RECEPTORS

Certain land uses are particularly sensitive to noise and vibration. These uses include residences, schools, hospital facilities, houses of worship, and open space/recreation areas where quiet environments are necessary for the enjoyment, public health, and safety of the community. The Project area is surrounded by rural undeveloped land with scattered rural residences in the vicinity. To the southeast of the Project area are residences on Sanborn Road. In addition, there is one residence at the intersection of SR 9 and Sanborn Road.

### STATE STANDARDS

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a general plan that includes a noise element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research.

### COUNTY OF SANTA CLARA NOISE STANDARDS

The County of Santa Clara regulates noise through the County Code, Chapter 8, Control of Noise and Vibration. These standards provide restrictions designed to control unnecessary, excessive and annoying noise and vibration by all sources specified in the Chapter. It is the intent of Santa Clara County to maintain quiet in areas that exhibit low noise levels and to reduce noise levels in areas where noise levels are above noise standards.

The Santa Clara County General Plan states that the satisfactory noise compatibility level for most land uses is noise environments of less than 55 dBA  $L_{dn}$ . Satisfactory noise levels are those that pose no serious threat to the land use. The main strategy of the Santa Clara County General Plan Safety and Noise Element is to prevent or minimize noise conflicts. To achieve this strategy, the County's General Plan and Code of Ordinances contain noise standards that are applicable to the proposed Plan.

The Santa Clara County General Plan Safety and Noise Element defines the satisfactory noise compatibility level for park and residential uses as up to 55 dBA  $L_{dn}$ ; environments with ambient noise levels above 55 dBA  $L_{dn}$  and up to 80 dBA  $L_{dn}$  are considered cautionary for new park or open space land use development. Cautionary noise levels are those which could potentially pose a threat to the proposed land use, and a project-specific analysis may be required to determine the compatibility of the proposed land use.



## County Exterior Noise Limits

Sanborn County Park applies the noise standards summarized in Table 3 to all property within any zoning district. Maximum permissible sound levels by receiving land use:

**TABLE 3 EXTERIOR NOISE LIMITS**

<b>Receiving Land Use Category</b>	<b>Time Period</b>	<b>Noise Level (dBA)<sup>1,2</sup></b>
One and Two Family Residential	10:00 p.m. – 7:00 a.m.	45
	7:00 a.m. – 10:00 p.m.	55
Multiple Family Dwelling	10:00 p.m. – 7:00 a.m.	50
Residential Public Space	7:00 a.m. – 10:00 p.m.	55
Commercial	7:00 a.m. – 10:00 p.m.	60
	10:00 p.m. – 7:00 a.m.	65
Light Industrial	Anytime	70
Heavy Industrial	Anytime	75

Notes:

<sup>1</sup> Levels not to be exceeded more than 30 minutes in any hour

<sup>2</sup> Correction for character of sound. In the event the alleged offensive noise contains a steady, audible tone such as a whine, screech or hum, or contains music or speech conveying information content, the limits would be reduced by 5 dBA.

If the measured ambient level exceeds that permissible within any of the first four noise limit categories above, the allowable noise exposure standard would be increased in 5 dB increments in each category as appropriate to encompass or reflect the ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under the category will be increased to reflect the maximum ambient noise level.

If the noise measurement occurs on a property adjoining a different land use category, the noise level limit applicable to the lower land use category, plus 5 dBA, would apply.

The Park currently allows for large gatherings such as weddings and special events, permitted through a special use permit or reservation. Expanded use of the existing facilities and new uses proposed within the focus areas will be subject to the regulations below. The regulations below are enforced through the County's Noise Ordinance and conditions included in a special use permit.

The following are regulations, pertaining to large groups and events through a special use permit or reservation, to minimize noise impacts to adjacent properties and park users.

- The County prohibits operating, playing or permitting the operation or playing of any radio, television set, phonograph, drum, musical instrument, or similar device which produces or reproduces sound between the hours of 10:00 p.m. and 7:00 a.m. the following day in a manner as to create a noise disturbance across a residential or commercial real property line or at any time to violate the provisions in Table 3 except for activities for which a variance has been issued.
- The County prohibits using or operating for any noncommercial purposes any loudspeaker, public address system or similar device between the hours of 10:00 p.m. and 7:00 a.m. the following day that the sound there from creates a noise disturbance across a residential real property boundary or at any time violates the standards set forth by the County, Table 3.

## County Construction Noise Standards

Construction and demolition maximum permissible exterior noise level at residential uses is 75 dBA  $L_{eq}$  from 7:00 p.m. to 7:00 a.m., Monday through Saturday, or any time on Sundays and holidays. Based on the analysis performed, proposed construction activities are not expected to exceed the County's maximum permissible exterior noise limit for construction at the nearest noise-sensitive residential use. There would be potential for single-event noise exposure causing intermittent noise nuisances from Plan construction activity, the effect on longer-term (hourly or daily) ambient noise levels would be small. In addition, Chapter 8, Section B11-156 Special Provisions, contains an exemption for construction activities from exterior noise standards, provided such activities occur during daytime hours.

## *Santa Clara County Vibration*

Santa Clara County has set forth vibration standards, Section B11-154, prohibiting the operation or permitting of operation of any device that creates vibration that endangers or injures the safety or health of human beings or animals; annoys or disturbs a person of normal sensitivities; or endangers or injures personal or real properties. In the absence of quantified vibration thresholds from the County, this assessment uses 0.2 inches per second (in/sec) peak particle velocity (PPV) for potential architectural damage to residential buildings and 0.12 in/sec PPV for potential damage to historic structures.<sup>3</sup> See Appendix B, Noise, for an overview of noise and vibration.

## *DISCUSSION*

1. The potential improvements identified in the Project would occur in the focus areas where the area is either already disturbed and/or near existing development in the Park. The Project would renovate existing buildings as well as install new campgrounds, cabins, and internal roads.

### Construction Noise

The transport of workers and materials to and from the construction site would incrementally increase noise levels along site access roadways, but these occurrences would generally be infrequent and short lived. Construction activity may be required for the repurposing of existing buildings, campsite relocations, cabin and amphitheater construction, and for additional proposed parking throughout different focus areas. Standard construction equipment such as graders, dozers, loaders and rollers can generate noise levels of up to 85 dBA L<sub>max</sub> at a distance of 50 feet.

The nearest sensitive receptors to Sanborn County Park are residences east of the Sanborn Core Use Area and southeast of the Former Nursery Area. Additional parking is anticipated to be the closest construction to nearby residences at a distance of approximately 700 feet or further. At 700 feet, noise from construction equipment would attenuate to approximately 56 dBA or less based on distance and ground absorption. This estimate conservatively does not take into account additional attenuation that may be provided by heavily wooded foliage and intervening terrain. The Project would be required to comply with County-allowed construction hours of 7:00 a.m. and 7:00 p.m. Mondays through Saturday and with the County recommended noise limit of 60 dBA at residential uses.

### Operational Noise

The Park currently hosts special events that may have amplified sound. Implementation of the Project could also include special events the same as those under existing conditions, which would be required to comply with the Santa Clara County Municipal Code exterior noise limits. No amplified sound or music would be allowed during the hours of 10:00 p.m. and 7:00 a.m. per Sanborn County Park's posted quiet hours of 10:00 p.m. to 8:00 a.m. Typical Park operation would involve noise from camping facilities, including generator operation for RV camping, similar to existing Park uses. Small generator operation would typically produce noise levels of approximately 60 dBA Leq at a distance of 50 feet, which would attenuate to 54 dBA Leq at 100 feet, which is below the County's daytime noise limit of 55 dBA during daytime hours. No RV camping is proposed within 100 feet of existing residential uses.

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<sup>3</sup> Federal Transit Administration. 2018, May. Transit Noise and Vibration Impact Assessment Manual. United States Department of Transportation.

The Project would not result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies. **Less than significant impact.**

2. Implementation of the Project may include the use of construction equipment such as dozers and paving rollers. Vibratory rollers and dozers can generate vibration levels of up to 0.21 inches per second (in/sec) and 0.089 in/sec Peak Particle Velocity (PPV) at 25 feet, respectively. Since construction activities would be located much further than 25 feet from the nearest residential structures, the Project would not exceed the threshold of 0.2 in/sec PPV. If vibratory rollers were to be operated within approximately 35 feet of historic structures such as the Welch-Hurst and Dyer House buildings, the threshold of 0.12 in/sec PPV for historic and fragile structures could be exceeded. Implementation of the Project would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, however the Project could expose historic structures to significant levels of vibration. **Less than significant impact with mitigation.**
3. Operational noise from stationary noise sources would not result in a significant permanent increase in ambient noise levels. With respect to traffic increases, noise impacts can be broken down into three categories. The first is “audible” impacts, which refer to increases in noise level that are perceptible to humans. Audible increases in general community noise levels generally refer to a change of 3 dBA or more since this level has been found to be the threshold of perceptibility in exterior environments. The second category, “potentially audible” impacts, refers to a change in noise level between 1 and 3 dBA. The last category includes changes in noise level of less than 1 dBA that are typically “inaudible” to the human ear except under quiet conditions in controlled environments. Only “audible” changes in noise levels at sensitive receptor locations (i.e., 3 dBA or more) are considered potentially significant. An increase of 3 dBA is, therefore, used as a threshold for a significant increase.

The daily traffic volumes along roadways in the Project area are provided in the traffic impact analysis prepared for the Project (Appendix C). A review of the Project area did not reveal any sensitive receptors (e.g., residences) between SR 9 and the Park entrance on Sanborn Road, along which the majority of additional trips would be added. There is one residence located at the intersection of SR 9 and Sanborn Road. To determine the permanent traffic noise level increase at this residence, the Existing with Plan daily traffic volumes were compared to the Existing traffic volumes along SR 9 (the dominant noise source at this receptor). The permanent noise level increase was estimated to be 0.8 dBA. Since the permanent noise level increase due to traffic would be less than 3 dBA, implementation of the Project would not cause a significant permanent noise level increase at the surrounding noise-sensitive receptors. When considering other cumulative projects in the area, the cumulative traffic noise increase including the estimated traffic would be 3.8 dBA. However, the Project is estimated to contribute only 0.4 dBA to this cumulative traffic noise increase. **Less than significant impact.**

4. The potential improvements identified in the Project would occur in the focus areas where the area is either already disturbed and/or near existing development in the Park. Construction activity may temporarily increase noise in the Park; however, construction would not occur during the quiet times imposed on all activity in the Park and will be managed to avoid heavy-use periods such as holidays.

During special events, it is estimated that an additional 330 vehicle trips would be added daily, which is estimated to temporarily increase traffic noise levels by 1.0 dBA. Since the temporary noise level due to special event-generated traffic would be less than 3 dBA, implementation of the Project would not cause a substantial permanent noise level increase at the surrounding noise-sensitive receptors. Implementation of the Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. **Less than significant impact.**

5. There are no public or public use airports within two miles of the Project area. The closest public airport is Norman Y. Mineta San Jose International Airport approximately 18 miles northeast of the Project site. Implementation of the Project is not 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 and would not expose people residing or working in the Project area to excessive noise levels. **No Impact.**

- There are no private airstrips within two miles of the Project area. The closest private airstrip is Moffett Federal Airfield approximately 16 miles north of the Project site. **No impact.**

**MITIGATION:**

**Mitigation Measure NOISE-1:** In the event that construction activity involving rollers for paving is needed within 35 feet of historic structures, static rollers will be used in place of vibratory rollers. No dozers, loaders, backhoes or similar heavy equipment shall be operated within 20 feet of historic structures.

N. POPULATION AND HOUSING						
WOULD THE PROJECT:	IMPACT					SOURCE
	NO	YES				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**EXISTING CONDITIONS:**

The Project area is located within a Park which has existing camping amenities (transient occupancy only). There is one staff residence in the Sanborn Core Use Area. There are also residences within the vicinity of the Park near Sanborn Road.

**DISCUSSION:**

The Project would include additional camp sites, cabins (transient occupancy only) and other recreational facilities and amenities. The Project does not include any new permanent dwelling units that would induce population growth.

- No housing is proposed. The Project would not induce population growth. **No impact.**
- As there is no housing within the Project area and the Project would not displace any existing housing necessitating the construction of replacement housing elsewhere. **No impact.**
- The Project would not displace substantial numbers of people necessitating the construction of replacement housing elsewhere. **No impact.**

**MITIGATION:**

**None**

<b>O. PUBLIC SERVICES</b>						
<b>WOULD THE PROJECT:</b>	<b>IMPACT</b>					<b>SOURCE</b>
	<b>NO</b>	<b>YES</b>				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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:						
i) Fire Protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
ii) Police Protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
iii) School facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
iv) Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
v) Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
2. Induce substantial growth or concentration of population? (Growth inducing?)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
3. Employ equipment which could interfere with existing communications or broadcast systems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5

**EXISTING CONDITIONS:**

Sanborn County Park is in unincorporated Santa Clara County and located approximately three miles west of the incorporated Town of Saratoga, which is the closest urban area. The Park is operated and maintained by the County of Santa Clara Department of Parks and Recreation. The County of Santa Clara Sheriff's Department serves the unincorporated areas of Santa Clara County, and additional safety support is offered by County of Santa Clara Park Rangers, which are considered peace officers, and can issue citations but not carry firearms. Fire stations within five miles of the Park include the Santa Clara County Fire Department (Quito, Los Gatos, Redwood, and West Valley stations), the Saratoga Fire Department, and the California Department of Forestry and Fire Protection (Stevens Creek, Saratoga Summit, Alma, and Sky Londa Forest Fire Stations).

Police services in the County are provided by the Santa Clara County Sheriff's Department (SCCSD). The SCCSD area of coverage includes the communities of Cupertino, Los Altos Hills, Saratoga and the unincorporated areas of Santa Clara County. Moreover, the SCCSD maintains a contract with the Santa Clara County Parks Department, which oversees the management of Sanborn County Park.

The Santa Clara County Office of Education is responsible for educational services throughout the County. The County has outlined seven areas of responsibility based on geographic boundaries. These areas include 79 high schools, 80 middle schools, and 256 elementary schools. Walden West Outdoor School is operated by the Santa Clara County Office of Education and is located within the County Office of Education owned parcel surrounded by Sanborn County Park.

**DISCUSSION:**

1. The Project would not introduce any uses that would place any demand on public schools, parks, or other public facilities. The Project is located in an existing county park. the Park is not a land use type typically associated with calls for police service, as compared to residential or retail land uses.

As such, new or expanded facilities would not be needed. As the Plan does not propose to increase the County's population or decrease the amount of park space for its residents, impacts related to park land would be less than significant.

The improvements detailed in the Project would occur in the focus areas where the area is either already disturbed and/or near existing development in the Park. The Project would introduce low impact recreational uses similar to those that already occur in the focus areas. Implementation of the Project would not generate any new demand police or fire protection services that currently serve the Park. **Less than significant impact.**

2. The Project would not induce substantial growth or concentration of population. **No impact.**
3. The Project would introduce low impact recreational uses similar to those that already occur in the focus areas. Implementation of the Project would not result in the addition of equipment that would interfere with existing communications or broadcast systems. **No impact.**

**MITIGATION:**

**None**

<b>P. RECREATION</b>						
<b>WOULD THE PROJECT:</b>	<b>IMPACT</b>					<b>SOURCE</b>
	<b>NO</b>	<b>YES</b>				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
1. 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 3, 4, 5, 50
2. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 3, 4, 5, 50
3. Be on, within or near a public or private park, wildlife reserve, or trail (includes those proposed for the future) or affect existing or future recreational opportunities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,4,9d,10h, 50
4. Result in loss of open space rated as high priority for acquisition in the "Preservation 20/20" report?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	38

## EXISTING CONDITIONS:

The County provides and maintains developed parkland and open spaces to serve its residents. The County Parks Department is responsible for the operation and maintenance of 28 County park facilities, which encompass over 52,000 acres of land throughout the County. The approximately 3,500 acre Sanborn County Park offers a unique destination for both local and regional visitors. The Park is located within a network of protected open space lands. The on-site and surrounding recreational uses are described below.

### On-Site Conditions

The Park includes day-use and campground facilities as well as operational facilities such as a park maintenance office and ranger station. While the Dyer House, Welch-Hurst House, and the Former Nursery Area are important park facilities, they are not currently accessible to the public.

The Park includes the following day-use facilities:

- Three group reservation-only picnic areas, all of which are accessed from the main park entrance. The Ohlone Group Area is closest to the entrance kiosk and immediately west of Sanborn Road. The Costanoan Group Area is located less than 500 feet to the south of the Ohlone Group Area. The Sequoia Group Area is located less than 500 feet west of the entrance kiosk and is adjacent to the Peterson Grove and the Sanborn Core Use Area.
- Horseshoe pits and volleyball courts are used in conjunction with the Ohlone Group Area and the Costanoan Group Area.
- Two amphitheaters: one located to the west of the Sequoia Group Area and the other located near the walk-in campground.
- Interpretive facilities include the nature trail and limited signage.

The Park includes 49 total campsites of varying sizes and use periods. All camping and overnight facilities include access to restroom and shower facilities. Campground facilities include:

- 33 walk-in, tent campsites available spring to fall.
- One youth group walk-in campground available spring to fall.
- 15-space RV campground available all year.

### Nearby Recreational Facilities

The Park is located within a network of protected open space lands, which are listed below by the operating agency:

- *California Department of Parks and Recreation (State Parks)*
  - Castle Rock State Park is located across State Highway 35 from the Park. It is comprised of nearly 5,500 acres and is currently open to the public for hiking along 34 miles of trails, hike-in camping at two primitive campgrounds, and picnicking and gathering near the park's interpretive center.
- *County of Santa Clara Department of Parks and Recreation*
  - Stevens Creek County Park is located approximately five miles north of the Park. The park includes the Stevens Creek Dam and Reservoir, which is owned by the Santa Clara Valley Water District (Water District). The Parks Department manages the area around the reservoir for park uses, including non-motorized boating within the reservoir and picnicking along the shore. Additionally, there are nine miles of trails for hiking, mountain biking, and equestrian uses.
  - Lexington Reservoir County Park is located approximately five miles to the southeast of the Park. The Water District owns the reservoir and some of the adjacent land and manages the reservoir

to preserve the area's water quality. The Parks Department owns a small parcel and manages recreational uses at the reservoir and on land owned by the Water District.

- *Town of Saratoga*
  - Saratoga Quarry Park, a 64 acre park, is located 0.7 mile east of the northern portion of the Park.
  - Hakone Gardens is located approximately 0.75 mile northeast of the Park.
- *Midpeninsula Regional Open Space District (MidPen)*
  - Saratoga Gap Open Space Preserve is located approximately 0.25 mile north/northwest of the Park. This 1,560 acre open space preserve is utilized primarily for hiking, mountain biking, and equestrian trail use.
  - El Sereno Open Space Preserve is located immediately east of the Park. The preserve includes 1,415 acres of protected open space, including a network of hiking, mountain biking, and equestrian trails.

*DISCUSSION:*

1. The Project would introduce low impact recreational uses similar to those that already occur in the focus areas (e.g., new visitors center, new and improved campgrounds, day use picnic areas, RV sites). Accordingly, implementation of the Project would not cause the physical deterioration of other recreational facilities. ***Less than significant impact.***
2. The Project would include the construction of recreational facilities in the focus areas where the area is either already disturbed and/or near existing development in the Park. The Project will increase camping and other recreational opportunities and include minor construction activity in an existing Park. The Project is located in an existing park and the proposed improvements will not have an adverse physical effect on the environment. ***Less than significant impact.***
3. Implementation of the Project would enhance the recreational opportunities within the existing park. ***Less than significant impact.***
4. The Project would not result in a loss of open space rated as high priority for acquisition in the "Preservation 20/20" report. ***No impact.***

*MITIGATION:*

**None**



Q. TRANSPORTATION / TRAFFIC						
WOULD THE PROJECT:	IMPACT					SOURCE
	NO	YES				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to intersections, streets, highways and freeway, pedestrian and bicycle paths and mass transit.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4, 6a, 26, 27, 28, 29, 43
2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 49, 50, 53
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5, 6, 7, 53
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 5, 6, 7, 53
5. Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5, 48, 53
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8a, 21a
7. Not provide safe access, obstruct access to nearby uses or fail to provide for future street right of way?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 30
8. Increase traffic hazards to pedestrians, bicyclists and vehicles?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 4
9. Cause increases in demand for existing on or off-street parking because of inadequate project parking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 30

**EXISTING CONDITIONS:**

Implementation of the Project would not generate more than 100 peak hour vehicle trips and therefore a Traffic Analysis has been prepared to evaluate site access and potential impacts at key access roads, which are Sanborn Road and Highway 9. The traffic analysis is included in Appendix C of this Initial Study and sets forth guidelines for evaluating existing traffic conditions in the vicinity of the site. The

methodologies described are generally consistent with County of Santa Clara requirements for the preparation of traffic assessments.

#### Intersection Level of Service Methodologies

A level of service, frequently described as “LOS,” is a standard performance measurement to describe the operating characteristics of a street system in terms of the level of congestion or delay experienced by motorists. Service levels range from A through F, which relate to traffic conditions from best (uncongested, free-flowing conditions) to worst (total breakdown with stop-and-go operation). Traffic conditions at the unsignalized (stop-controlled) study intersections were evaluated using the 2000 Highway Capacity Manual (HCM). With this method, operations are defined by the average control delay per vehicle (measured in seconds) for each stop-controlled movement or movement that must yield the right-of-way. At two-way stop-controlled intersections the movement with the highest delay and corresponding level of service is reported. Rural Highways such as Sanborn Road and Highway 9 are evaluated in terms of HCM 2000 methodologies. For two-lane highways, the capacity is 1,700 vehicles per hour for each direction.

#### Traffic Operation Standards

The County of Santa Clara has established LOS D as the minimum acceptable LOS standard for overall intersection operations. Generally, LOS F operation on the minor street approach is considered the threshold warranting improvements for two-way stop-controlled intersections. The Santa Clara Valley Transportation Authority (VTA) minimum threshold for Congestion Management Program (CMP) intersections and on CMP designated roadways is LOS E.

A significant impact occurs when the addition of project traffic to baseline conditions causes the LOS at an intersection to fall below LOS D. For intersections already operating at unacceptable LOS E or LOS F under the baseline condition, a significant impact occurs if the addition of project traffic causes the following:

- An increase in average delay value by 4.0 seconds or more and an increase in the critical V/C ratio of 0.010 or more, or
- A decrease in average critical delay and an increase in the critical V/C ratio of 0.01 or more.

#### Existing Conditions and Circulation

The Park is bound by State Highway 35 (Skyline Boulevard) to the west and there are three staging areas located along this road. Black Road is located near the southern portion of the Park and provides access to the John Nicholas Trailhead, where limited parking is provided.

The Park’s trail system includes roughly 15.8 miles of trails that accommodate hikers, mountain bikers, and equestrians. This represents the lowest density of trails within all the parks managed by the Parks Department, excluding those that contain large reservoirs. There are many areas within the Park that currently do not have formal trail access and several “volunteer trails” exist in heavily used areas, including the area near the Visitor Center and the Welch-Hurst House. Volunteer trails are illegally constructed trails created by park users and are not a part of the formal trail network within the Park. Hiking off trail is not forbidden within the Park and many visitors venture off trail to visit park resources, such as rock formations, or to quickly navigate between park facilities. However, many of these volunteer trails do not meet the guidelines approved by the County Board of Supervisors, may present unsafe conditions to the users, and may pass through sensitive habitat areas.

#### County Congestion Management Program

As the Congestion Management Agency (CMA) for Santa Clara County, the Santa Clara Valley Transportation Authority (VTA) is responsible for establishing, implementing, and monitoring the County’s Congestion Management Program (CMP). The VTA develops strategies to reduce congestion, promote

integrated transportation and land use planning, and encourages a balanced transportation system. Through its implementation of the CMP, the VTA works to ensure that roadways operate at an acceptable level of service, and reviews development proposals to ensure that transportation impacts are minimized, and transportation alternatives are utilized.

## Roadways

Regional access to the Project site is provided by State Route (SR 9) and Sanborn Road, a County road. The following provides a description of the study roadways:

- **State Route 9**, also known as Highway 9 or SR 9, is a two-lane undivided roadway with a posted speed limit of 30 miles per hour. It has a right of way of 60 feet and shoulder widths vary from 0 to 8 feet. Highway 9 is identified in the CMP as a highway facility. It begins in the City of Santa Cruz, winds through mountainous and rolling terrain in the Santa Cruz Mountains, and terminates in the Town of Los Gatos. It provides regional access to several recreational areas in the Santa Cruz Mountains and is designated as a California Scenic Highway. In the vicinity of the project area, Highway 9 is not designated as a bike route, but bicycles are permitted to share the road with other vehicles. Strategically located passing lanes and turnouts provide room for vehicles to pass slower moving traffic. Given the physical constraints of the segment near the Project area (e.g., steep hillsides preventing wide shoulders) and low pedestrian usage, no additional pedestrian facilities are proposed by the State highway department.
- **Sanborn Road** is a two-lane County road with a length of approximately 1.5 miles that begins at Highway 9 and travels north-south until its terminus. It is a two-lane undivided roadway that provides direct access to the Sanborn Core Use area, the Welch-Hurst area and the Former Nursery area, as well as low density residential areas scattered on a few lots south and east of the Park. The road has no shoulders and no public parking along the road is allowed or feasible due to limited right-of-way.

## Parking

As stated above, there is no roadside parking along Sanborn Road. The Welch-Hurst area includes a parking lot with ten spaces; however, this parking is currently not available to the public. The Core Use Area provides 314 parking spaces in four parking lots, in addition to 15 spaces provided for RV camping. No public parking is currently available at the Former Nursery Area.

## Roadway Counts

Roadway counts were recorded on Sanborn Road south of Highway 9 and on Highway 9 east of Sanborn Road. The counts were taken Saturday, Sunday, Monday and Tuesday, October 20 to 23, 2018.

The traffic analysis included an evaluation of the following scenarios, which are summarized below:

- Existing Conditions
- Future Without Project Conditions
- Future With Project Conditions

## Existing Park-Related Trips

The Traffic Analysis calculated the weekend and weekday trips for the Project, specifically for fall and summer. Tables 4 and 5 summarize the existing vehicular traffic associated with the Park on weekends and weekdays, respectively. Traffic modeling calculations are based on traffic counts collected on Sanborn Road and traffic modeling calculations were used. For the purpose of this analysis, on a typical weekend peak hour, the Park generates up to 70 inbound and 100 outbound trips for a total of 170 trips. On a typical weekday peak hour, the Park generates up to 53 trips (19 inbound and 34 outbound) in the AM peak hour, and up to 34 trips (24 inbound and 10 outbound) in the PM peak hour. On a weekend the maximum number of trips in the summer (using the calculations for summer as the more conservative number) is 1,374 trips and on a daily basis the maximum number of trips is 444. This is a conservative

estimate because it includes trips for the single-family housing that are not part of the Park, and because the estimates are based on Saturday trips, which are higher than Sunday trips.

**TABLE 4 EXISTING SANBORN PARK TRIPS ON WEEKENDS**

Season	Trip Generation <sup>a,b</sup>			
	Weekend Daily	Weekend Peak Hour		
		IN	OUT	TOTAL
Fall	1,145	58	83	141
Summer	1,374	70	100	170

Notes:

<sup>a</sup> Trips are based on traffic volumes taken on Sanborn Road on October 20, 2018.

<sup>b</sup> Existing park-related trips on Sanborn Road only.

**TABLE 5 EXISTING SANBORN PARK TRIPS ON WEEKDAYS**

Season	Trip Generation <sup>a,b</sup>						
	Weekday Daily	AM Peak Hour			AM Peak Hour		
		In	Out	Total	In	Out	Total
Fall	370	16	28	44	20	8	28
Summer	444	19	34	53	24	10	34

Notes:

<sup>a</sup> Trips are based on traffic volumes taken on Sanborn Road on October 23, 2018.

<sup>b</sup> Existing park-related trips on Sanborn Road only.

### Trip Generation.

For the most common land uses, numerous studies have been used in developing the Institute of Transportation Engineers' (ITE) trip generation rates. In some cases, however, the published ITE trip generation rates are based on very limited data. In addition, the ITE data is a function of park area in acres and does not have estimates for individual increases in camp sites, RV sites, increase in parking supply and events. When ITE data is insufficient (e.g., small sample size, not statistically valid) practitioners may develop trip generation rates based on local data specifically for use in the transportation impact analysis.

### *DISCUSSION:*

1. Traffic conditions were evaluated under Future Without Project and Future With Project. The following discussion describes the potential impacts under each scenario.

### Future Project-Related Trips

For the purpose of estimating future traffic increases with implementation of the Project (new project trips), the following key features have been used as major factors to derive project trip generation on typical weekdays and weekends:

- **Welch-Hurst Area (20 new parking spaces):** Currently, no public parking is provided in this area. The Project would introduce up to an additional 20 public parking spaces that would be exclusively

available for use of this area of the Park. For the purpose of this analysis, new trips associated with an increase in parking supply were calculated based on potential parking utilization as parking is a major limitation in visitation activity due to lack of transit and the distance to walk and bike to the Park from major urban areas. Consistent with a previous traffic study conducted for the Park (Mott Macdonald 2018), it is assumed that parking spaces would have a turnover rate of 1.5 vehicles (or three trips) per day on weekdays and four vehicles per day (or eight trips) on weekends. This results in 60 daily vehicle trips on weekdays and 160 daily vehicle trips on weekends.

- **Sanborn Core Use Area (60 additional parking spaces):** Currently, 314 public parking spaces are provided in this area and the Project would add up to 60 spaces. Consistent with the methodology described above, this results in 180 daily vehicle trips on weekdays and 480 daily vehicle trips on weekends.
- **Former Nursery Area:**
  - **40 new spaces for day use and overnight overflow:** Assuming a turnover rate of 1.5 vehicles per day on weekdays and 4 vehicles per day on weekends; this results in 120 daily vehicle trips on weekdays and 320 daily vehicle trips on weekends.
  - **20 new parking spaces for 10 cabins and 14 new parking spaces to accommodate 7 new tent campsites:** These spaces, which would be reserved for cabin and campground guests, would accommodate overnight stays, which have a lower turnover. Consistent with a previous traffic study conducted for the Park (Mott Macdonald 2018), it is assumed that parking spaces would have a turnover rate of 1.5 vehicles (or three trips) per day on weekdays and four vehicles per day (or eight trips) on weekends. Assuming two trips per space per day when all spaces and cabins are fully occupied, this results in 68 (2 multiplied by 34) daily vehicle trips on weekdays and weekends.
  - **15 new RV spaces:** These spaces would accommodate overnight stays, which, similar to cabins and campsites, have a lower turnover. Assuming two trips per space per day when all RV spaces are occupied, this results in 30 (2 multiplied by 15) daily vehicle trips on weekdays and weekends.
  - To estimate future vehicle trips under the Project, the number of vehicle trips related to additional parking capacity, additional camping/RV spaces and cabins, and increase in visitation activity estimates were analyzed. Table 6 summarizes the project vehicle trip generation on weekdays and weekends.

Future Traffic Conditions

To estimate future traffic conditions, traffic from cumulative projects were included as well as traffic forecasts on Highway 9. According to Caltrans’ Transportation Concept Report, the traffic on Highway 9 in the segment where Sanborn Road is located is anticipated to experience a growth rate of 3.6 percent per year. For the 22-year period between 2018 and 2040, the traffic growth for the period on Highway 9 is 218 percent.

Cumulative projects were obtained from the County of Santa Clara Department of Planning and Development’s GIS database, which lists projects from the unincorporated County as well as local jurisdictions, such as Saratoga and Los Gatos. Vehicle trips from the potential development of two single-family homes on Sanborn Road were included in this analysis. Due to size and distance, vehicle trips from other cumulative projects in the unincorporated County and incorporated areas of the County were included as ambient growth traffic as described above.

**TABLE 6 PROJECT TRIP GENERATION**

Trip Generator Component	Daily		AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
	Weekday	Weekends	In	Out	Total	In	Out	Total	In	Out	Total
Welch-Hurst Area	60	160	3	5	8	3	2	5	8	12	20
Core Use Area	180	480	8	14	22	10	5	15	25	35	60
Former Nursery Area	216	416	9	17	26	12	6	18	22	31	53

Overall Increase in Visitation	141	435	6	11	17	8	4	12	23	32	55
<b>Total</b>	<b>597</b>	<b>1,491</b>	<b>26</b>	<b>47</b>	<b>73</b>	<b>33</b>	<b>17</b>	<b>50</b>	<b>78</b>	<b>110</b>	<b>188</b>

Source: PlaceWorks, 2018.

### Roadway Segment Level of Service

Traffic volumes, roadway segments and corresponding level of service are summarized in Table 7, Roadway Daily Volumes and Levels of Service. The volumes and levels of service are shown for the worst-case condition for weekend traffic in summer months.

**TABLE 7 ROADWAY DAILY TRAFFIC VOLUMES AND LEVELS OF SERVICE**

Roadway	Existing	LOS <sup>1</sup>	Future Without Project	LOS <sup>a</sup>	Future With Project	LOS <sup>1</sup>
Highway 9 east of Sanborn Rd.	6,720	C	14,648	E	15,990	E
Highway 9 west of Sanborn Rd.	6,720	C	14,633	E	14,782	E
Sanborn Road	1,374	A	1,393	A	2,884	B

Note:

<sup>a</sup> According to HCM 2010 Capacity table for rural highways.

On Highway 9, the segments west and east of Sanborn Road currently operate at LOS C and are anticipated to operate at LOS E under long-range 2040 conditions. As discussed previously, Highway 9 is a CMP highway facility. For CMP highways LOS E is acceptable. With addition of Project traffic, Highway 9 would continue to operate at acceptable LOS E.

Sanborn Road currently operates at LOS A and is anticipated to operate at LOS A under Future Without Project conditions. Future With Project traffic would allow Sanborn Road to operate at LOS B, which is acceptable.

In summary, all study roadways would operate at acceptable level of service and implementation of the Project would not result in degraded or unacceptable levels of service.

### Intersection Level of Service

For this analysis, intersection level of service was evaluated for the weekend period only, as weekend traffic volumes are the highest and represent the worst-case peak hour traffic condition. The intersection operations analysis results are summarized in Table 8. All study area intersections currently operate at acceptable level of service during the peak hours. Table 8 shows that the critical intersection of Sanborn Road at Highway 9 would continue to operate at acceptable LOS C with the project under long-range conditions.

A review of the HCM calculation worksheets provide the 95th percentile queues at the intersection approaches. The 95th percentile is the queue length that would not be exceeded statistically 95 percent of the time. At the northbound approach on Sanborn Road heading to Highway 9, the queue would be 40 feet, which equates to two vehicles. There would be no queue on other approaches. No excessive queues would be formed, and the intersection would not require exclusive left or right turn pockets to accommodate the anticipated traffic volumes.

**TABLE 8 INTERSECTION LEVELS OF SERVICE**

Intersection	Existing		Future without Project		Buildout with Project	
	Average	LOS	Average Delay	LOS	Average Delay	LOS

	Delay (sec/veh)		(sec/veh)		(sec/veh)	
» Highway 9 at Sanborn Road	» 9.9	» A	» 12.6	» B	» 17.7	» C

Notes:

Level-of-service calculation worksheets in Attachment C of the Traffic Study in Appendix C of this Initial Study.

Intersection levels of service shown for summer periods in the weekend peak hours, which represent the worst-case traffic conditions.

Source: PlaceWorks, 2018.

### Event Traffic

Major events such as weddings have the potential to generate additional traffic. The highest traffic volumes would occur on the day of the event in the hour prior to and after the scheduled event. Trips from events would include attendees as well as vendors supplying food, alcohol, decorations and music. County of Santa Clara Department of Parks and Recreation allows major events for groups of up to 300 guests. It is anticipated that up to 30 vendors and support people would be required for a major event, for a total of 330 people. Per the Traffic Study (see Appendix C) and using an average vehicle occupancy of two persons per vehicle, major events may add an additional 330 trips during the event day (165 multiplied by 2 trips per vehicle).

The analysis above shows that the anticipated number of vehicle trips with the Project would be 1,491 on weekends and 597 on weekdays. The highest traffic volumes occur on weekends, where the study roadway segments and intersections are anticipated to operate at acceptable level of service. Event traffic would add up to 330 daily trips on the days that events take place. Given the roadways and intersections operate at acceptable level of service (see roadway and intersections analysis above) and the addition of event traffic is relatively small compared to the overall traffic on the roadways, event traffic would not result in significant traffic impacts to the roadway system.

In summary, the Project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. **Less than significant impact.**

2. Highway 9 is a CMP highway facility. The segments of Highway 9 west and east of Sanborn Road currently operate at LOS C and LOS E under long-range 2040 with and without Project traffic conditions (see Table 3 and 4). For CMP highways, LOS E is acceptable. **Less than significant impact.**
3. No change in air traffic patterns would result from Project implementation as there are no airports for either commercial or private aircraft within close proximity to the Project site. **No impact.**
4. The main entrance to the Park is located 1.1 miles south of Highway 9 along Sanborn Road. Six day-use staging areas are located in proximity to the main entrance and the park road provides vehicular access to the RV campground area. A small road located approximately 0.25-mile northwest of the main park entrance along Sanborn Road provides access to the Park Maintenance Office, the Welch-Hurst House, and the Walden West Environmental Education Center. The Project does not include changes to access drives or roadways. Under 2040 With and Without Project Traffic Conditions, all study roadways and intersection would operate at acceptable level of service and the Project would not degrade level of service to unacceptable levels. Project-related traffic impacts would not increase hazards due to a design feature. **Less than significant impact.**
5. All study roadways and intersection would operate at an acceptable level of service and implementation of the Project would not degrade level of service to unacceptable levels under the 2040 forecast. The Project would not impair implementation of or physically interfere with an adopted emergency response plan, emergency evacuation plan, or result in inadequate emergency access. **Less than significant impact.**
6. There is no public transportation service running along SR 9. VTA Community Bus Line #48 runs mainly on North Santa Cruz Avenue. There is a southbound bus stop on North Santa Cruz Avenue

just north of SR 9 and a northbound bus stop on SR 9 between University Avenue and North Santa Cruz Avenue. In addition, VTA Regular Bus Line #53 runs on South Saratoga-Sunnyvale Road and Saratoga Avenue and makes a turn at the intersection of Big Basin Way and South Saratoga-Sunnyvale Road. There is a pair of bus stops in both directions located on Saratoga Avenue northeast of the above-mentioned intersection.

There are no continuous sidewalks or bicycle lanes along SR 9 or Sanborn Road. The Project site is in a remote area of the County and is primarily accessed via private automobiles.

The Project would not displace, modify, or interfere with any transit stop, sidewalk, or bicycle lanes. In addition, the Project would not generate a great demand for transit that would exceed the capacity of the system. Therefore, the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

The Project would not affect existing or proposed public transit, bicycle, or pedestrian facilities. **No impact.**

7. The Project would not affect existing or proposed street right-of-way. The improvements detailed in the Project would occur in the focus areas where the area is either already disturbed and/or near existing development in the Park. **No impact.**
8. Transit stops, sidewalks, or bicycle lanes would not be modified, displaced, or interfered with as part of implementation of the Project. Therefore, the Project would not increase traffic hazards to pedestrians, bicycles, or vehicles. **No impact.**
9. There is no formally designated parking along Sanborn Road, however parking is not prohibited and cars are allowed to park along Sanborn Road. Currently, the Welch-Hurst area provides a lot with 10 spaces; however, this parking lot is currently not open to the public. The Sanborn Core Use Area provides 314 parking spaces in five lots, and an additional 15 spaces are provided for RV camping. No public parking is currently available at the Former Nursery Area or at the Welch-Hurst Area. Implementation of the Project would allow for use of the existing parking lot and could result in additional parking spaces, as noted in Table 9.

**TABLE 9                      PARKING INCREASES**

Area	Description
Sanborn Core Use Area	60 additional parking spaces for a total of 374.
Former Nursery Area	40 new parking spaces for day use and overnight overflow; 80 new parking spaces for 10 cabins and 30 tent campsites (23 campsites relocated from Sanborn Core Use Area); and 30 RV spaces (15 relocated from Sanborn Core Use Area).
Welch-Hurst Area	20 new parking spaces; and 160 new parking spaces on site adjacent to Welch-Hurst Area through a shared parking agreement with a future off-site partnership.

Full build out of the Project would result in more than 300 additional parking spaces yet no potential increases in demand for existing on- or off-street parking will result. All parking at Park facilities will be contained within the Park boundaries. **Less than significant impact.**

**MITIGATION:**

**None**



<b>R. UTILITIES AND SERVICE SYSTEMS</b>						
<b>WOULD THE PROJECT:</b>	<b>IMPACT</b>					<b>SOURCE</b>
	<b>NO</b>	<b>YES</b>				
	No Impact	Less than significant impact	Less Than Significant with Mitigation Incorporated	Potentially Significant Impact	Cumulative	
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5,
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5, 21, 38
3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5, 21,
5. 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
6. Not be able to be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
7. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5, 6

**EXISTING CONDITIONS:**

The Park itself has limited utility and service system connections due to its rural nature and because Park uses are primarily recreational. In 2018, an Infrastructure Study was prepared by LPA, Inc. as part of the planning process to investigate, assess, and make recommendations for utility infrastructure improvements necessary to support the Project (see Appendix A of the Draft Master Plan). The study investigates, assesses, and makes recommendations for utility infrastructure improvements necessary to support the Project. The study includes Rough Order of Magnitude construction costs for necessary infrastructure improvements.

Wells: Water Supply

There are two existing wells in the Park; one is operated by County Park and one by Walden West. The Walden West site manages a shared system supplying the Welch-Hurst Area, Maintenance Shop, and West Valley College Park Management Program. This shared system includes the well, water lines, water treatment system, and a 300,000-gallon storage tank.

### Septic System: Sewer

The Park has one septic leach field system serving all restrooms and ancillary buildings in the Sanborn Core Use Area. The leach field is in the lawn area north of the existing RV campground. It serves five restroom buildings, the Dyer House, and the RV dump facility. The existing sewage dump facility has a 500-gallon holding tank which was reported by Park staff to be inadequate due to the increase in the number of larger RV's using the site. No issues were reported by Park staff related to the performance of the existing septic leach field system. The Former Nursery Area has two existing septic leach field systems: one for the existing Christensen house and the other to the west for the Caretaker's house. Both systems are currently active and no issues were reported by Park staff. If these buildings are left in place for their current use, or with changed uses, the study recommends further evaluations of those systems. The Welch-Hurst site has its own septic system and leach field as does the Maintenance Shop and West Valley College Park Management Program.

### Landfill: Solid Waste

The Park is served by the Guadalupe Recycling and Disposal Facility, which provides recycling and disposal services to San Jose and southern Santa Clara County residents. This facility is located at 15999 Guadalupe Mines Road in San Jose and is owned and operated by Waste Management, the country's leading environmental services company.

### *DISCUSSION:*

1. All sewer in the Project area is local, using septic tanks and associated leach fields. Implementation of the Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. **No impact.**
2. Implementation of the Project would require the expansion of the existing septic systems within the plan area. Each use area would have its own septic system managed by the Parks Department and regulated by the County of Santa Clara Department of Environmental Health. The design and location of each system would be part of any project improvement and inspected as part of the development process. The Infrastructure Study notes that the soils have appropriate percolation for the existing septic system(s) and would accommodate expansion. **Less than significant impact.**
3. The Plan recommends the construction of new buildings, associated parking and various recreational facilities and amenities that would increase the amount of impervious surfaces within the Park. Construction of the Plan components would be required to incorporate LID stormwater treatment from Provision C.3 of the MRP; such as bioretention areas, rainwater harvesting and permeable paving in order to facilitate groundwater recharge and minimize the flow of runoff off the Plan. Implementation of LIDs would ensure that stormwater volumes generated by the Plan would not require the construction of stormwater drainage facilities. **Less than significant impact.**
4. The approximate domestic maximum daily water demand (MDD) for the existing park, based on full occupancy of existing facilities and a day use of about 200 people, is approximately 7,800 gallons per day (gpd). If well pumping takes place over a 12-hour period, the average well yield required for this demand is 11-gpm. Water storage for fire suppression requirements are based on the largest building on the site (i.e., restroom buildings). The buildings' required fire hydrant flow is 250 gallons per minute (gpm) for 30 minutes at a minimum of 20 pounds per square inch (psi). The minimum requirements for water storage for fire suppression is 7,500 gallons plus fire sprinkler flow which is 250 gpm for 60 minutes or 15,000 gallons per National Fire Protection Association (NFPA). The total fire suppression water storage required is 22,500 gallons. Fire suppression water storage tanks must be capable of refilling within an 8-hour period. To accomplish this, the existing site requires a minimum well yield of 47 gpm to refill storage tank(s). The Infrastructure Study prepared for the Project recommends that an additional well be drilled to help balance water needs and provide a backup when one of the other wells is off-line for maintenance. The well would be located at the Former Nursery Area and would be required to comply with all County regulations regarding installation of a well for potable water. Because there are existing wells within the Project area, there

is demonstrated groundwater at each of these wells. Since the wells are located away from other groundwater uses and any new well would be required to comply with County regulations, this impact is **less than significant**.

5. The County would be the wastewater provider using on-site septic systems. As described under #1, above, the system would need to be expanded to meet future needs and there is sufficient area, as well as appropriate soils, to accommodate the expansion. **Less than significant impact.**
6. The activities identified within the Project area would be able to be served by the Guadalupe landfill, which has the capability of handling 1,300 tons of solid waste delivery per day. The estimated 20 tons per year generated by the Project equals 0.05 tons per day. If a growth rate similar to the traffic assumptions is applied to the existing daily generation, by 2040 the park would generate 0.12 tons per day, which is below the 1,300 tons per day permitted at the landfill. **Less than significant impact.**
7. As part of the implementation of the Project, the Parks Department would be required to comply with federal, state, and local statutes and regulations related to solid waste. **Less than significant impact.**

**MITIGATION:**

**None**

<b>S. TRIBAL CULTURAL RESOURCES</b>						
<b>WOULD THE PLAN:</b>	<b>IMPACT</b>					<b>SOURCE</b>
	<b>NO</b>	<b>YES</b>				
	<u>No Impact</u>	<u>Less Than Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Potentially Significant Impact</u>	<u>Cumulative</u>	
Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074, as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:						
1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 41, 42
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 41, 42

**EXISTING CONDITIONS:**

A Tribal Cultural Resource (TCR) is defined under AB 52 as a site, feature, place, or cultural landscape that is geographically defined in terms of size and scope as a sacred place or object with cultural value to a California Native American tribe that are either included or eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources, or if the County of Santa Clara,

acting as the lead agency, supported by substantial evidence, chooses at its discretion to treat the resource as a TCR.

**DISCUSSION:**

*Native American Heritage Commission*

A request was sent to the Native American Heritage Commission (NAHC) to identify any areas of concern within the Project area that may be listed in their Sacred Lands File and to provide a list of Native American Representatives who may be interested in providing additional information on potential Tribal Cultural Resources. On January 25, 2019, a response was received from the NAHC indicating that no sacred sites were listed as present in the Project area.

1. Activities under the Project would primarily occur around existing use areas that have been previously disturbed and would use existing roads and trails to access Project sites. Activities under the Project would be conducted in the vicinity of historic resources, but the resources would be avoided and protected during any Project activities. Prior to any activities under the Project, any historic resources present will be identified, and a 50-foot buffer will be established to prevent any impacts. **Less than significant impact.**
  
2. Activities under the Project would primarily occur around existing use areas that have been previously disturbed and would use existing roads and trails to access Project sites. There were no sacred sites identified per the response received from the NAHC on January 25, 2019. **Less than significant impact.**

**MITIGATION:**

**None**

<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>					
	<u>No Impact</u>	<u>Less Than Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Potentially Significant Impact</u>	Checklist Source(s)
a. Does the project have the potential to 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, 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,15,17
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1

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 the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1

**DISCUSSION OF ENVIRONMENTAL EVALUATION**

**a. Does the project have the potential to 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, 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?**

As described in the biological resources analysis of this IS (Section D. Biological Resources), implementation of the Proposed Project, including Implementation Practices and Mitigation Measures included in this IS/MND would result in less than significant impacts related to biological resources. The Proposed Project does not have the potential to substantially degrade fish or wildlife habitat, adversely affect wildlife populations, or restrict the range of special-status species. Also, as indicated in the cultural resources analysis of this IS (Section E. Cultural/ Historical/ Archaeological Resources), implementation of the Proposed Project would not adversely affect existing historic structures and Implementation Practices and Mitigation Measures would prevent adverse effects to unknown archaeological resources or human remains. ***These impacts are considered less than significant.***

**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)?**

The Proposed Project would introduce low impact recreational uses similar to those that already occur in the existing Park. As indicated throughout this IS, implementation of the Proposed Project would not result in any individually significant impact. In addition, the effects of the Proposed Project would not combine with the effects of other past, present, or future projects in a cumulatively considerable fashion. ***These impacts are considered less than significant.***

**c. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?**

The Proposed Project would introduce low impact recreational uses similar to those that already occur in the existing Park and would not result in the conversion of an undeveloped use to urban uses or otherwise commit resources in a wasteful or inefficient manner. Although the Proposed Project would require the temporary

disturbance of developed and undeveloped land during construction, it is anticipated that these short-term effects would be substantially offset by the long-term improvements to the Park that will be provided by the Project. ***These impacts are considered less than significant.***

**d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

The Proposed Project does not include any new sources of pollution and would not generally involve the use, handling, or transport of hazardous materials. The Proposed Project would introduce low impact recreational uses similar to those that already occur in the existing Park. Adherence to Santa Clara County General Plan policies, mitigation measures, and implementation of air quality, hydrology and water quality, and noise construction practices incorporated into the Proposed Project would reduce effects on human beings to a less than significant level. No other direct or indirect adverse effects on human beings have been identified. ***These impacts are considered less than significant.***

Signature \_\_\_\_\_



Date 5/17/2019

Name/Title: \_\_\_\_\_

Kimberly Brosseau, Senior Planner, County of Santa Clara, Department of Parks and Recreation

## INITIAL STUDY RECOMMENDED SOURCE LIST

1. Field Inspection
2. Project Plans
3. Planner's Knowledge of Area
4. Experience with Other Project of This Size and Nature
5. County General Plan
6. The South County Joint Area Plan
7. County Zoning Regulations (Ordinance)
8. Second Amendment to Agreement [with San Jose] for Allocation of Tax Increment Funds
9. MAPS (various scales)
  - a. County Zoning (500' or 1,000')
  - b. ABAG "On Shaky Ground"-Santa Clara County Map Set (2 miles)
  - c. Barclay's Santa Clara County Locaide Street Atlas (2631')
  - d. County Regional Parks, Trails and Scenic Highways Map (10,000')
10. 5000' or 1-mile Scale MAPS
  - a. County General Plan Land Use
  - b. Natural Habitat Areas
  - c. Relative Seismic Stability
  - d. Archaeological Resources
  - e. Water Resources & Water Problems
  - f. Viewshed and Scenic Road
  - g. Fire Hazard
  - h. Parks and Public Open Space
  - i. Heritage Resources
  - j. Slope Constraint
  - k. Serpentine soils
11. 2000' Scale MAPS
  - a. State of California, Special Studies Zones [Revised Official Map]
  - b. Water Problem/Resource
  - c. USGS Topo Quad (7-1/2 minutes)
  - d. Dept. of Fish & Game, Natural Diversity Data Base Map Overlays & Textual Reports
  - e. Natural Resources [Key to map found in: Natural Resource Sensitivity Areas-Locality Data, Harvey & Stanley Associates-Contact County staff]
12. 1000' Scale MAPS/Air Photos
  - a. Geologic Hazards
  - b. Color Air Photos (MPSI)
  - c. Santa Clara valley Water District-Maps of Flood Control Facilities & Limits of 1% Flooding
  - d. Soils Overlay Air Photos
  - e. "Future Width Line" map set
13. County Lexington Basin Ordinance Relating to Sewage Disposal
14. Los Gatos Hillside Specific Area Plan
15. Stanford University General Use Permit and Environmental Impact Report [EIR]
16. Stanford Protocol and Land Use Policy Agreement
17. County Geologist
18. Site Specific Geologic Report
19. State Department of Mines and Geology, Special Report #146
20. USDA, SCS, "Soils of Santa Clara County"
21. USDA, SCS, "Soil Survey of Eastern Santa Clara County"
22. County Environmental Health/Septic Tank Sewage Disposal System - Bulletin "A"
23. San Martin Water Quality Study
24. County Environmental Health Department Tests and Reports
25. Santa Clara County Heritage Resource (including Trees) Inventory [computer database]
26. Official County Road Book
27. County Transportation Agency
28. County Standards and Policies Manual (Vol. I - Land Development)
29. Public Works Departments of Individual Cities
30. County Off-street Parking Standards
31. ALUC Land Use Plan for Areas Surrounding Airports [1992 version]
32. County Fire Marshal
33. California Department of Forestry
34. BAAQMD Annual Summary of Contaminant Excesses & BAAQMD, "Air Quality & Urban Development-Guidelines for Assessing Impacts of Projects & Plans"
35. Architectural and Site Approval Committee Secretary
36. County Guidelines for Architecture and Site Approval
37. County Development Guidelines for Design Review
38. Open Space Preservation, Report of the Preservation 2020 Task Force, April 1987 (Chapter IV)
39. Riparian Inventory of Santa Clara County, Greenbelt Coalition, November 1988.
40. Section 21151.4 of California Public Resources Code.
41. Site Specific Archaeological Reconnaissance Report
42. State Archaeological Clearinghouse, Sonoma State University
43. Transportation Research Board, "Highway Capacity Manual", Special Report 209, 1985
44. Design Guidelines for Non-residential Development in San Martin
45. Southwest San Martin Area Interim Development Guidelines
46. 2009 NPDES Storm Water Discharge Permit
47. 2002 Clean Water Act Section 303(d)
48. California Building Code (2007)
49. County of Santa Clara Ordinance Code
50. Santa Clara Countywide Trails Master Plan Update, November 1995
51. Santa Clara Valley Water District Water Resources Protection Collaborative Guidelines and Standards for Land Use Near Streams

## Appendix A

### RESPONSES TO COMMENTS

#### List of Comments Received on the Sanborn County Park Master Plan MND

1. Native American Heritage Commission
2. California Department of Transportation
3. Mr. Jerry Wong
4. Mr. Steve Sharp



**RESPONSE TO COMMENTS BY NATIVE AMERICAN HERITAGE COMMISSION,  
DATED APRIL 20, 2019**

**Comment 1: There is no documentation of government-to-government consultation by the lead agency under AB-52 with Native American tribes traditionally and culturally affiliated to the project area as required by statute, or that mitigation measures were developed in consultation with the tribes. Tribal contact during Cultural Resource assessments does not meet the requirements for government-to-government consultation.**

**Response to Comment 1:**

The County Parks Department sent a request letter to the Native American Heritage Commission (NAHC) on January 24, 2019 asking the NAHC to identify any areas of concern within the Project area that may be listed in their Sacred Lands File and to provide a list of Native American Representatives who may be interested in providing additional information on potential Tribal Cultural Resources. On January 25, 2019, a response was received from the NAHC indicating that no sacred sites were listed as present in the Project area. On February 6, 2019, the County Parks Department sent letters to all Native American Representatives listed on the response from the NAHC, as well as the Native American Tribal Representatives who have requested notice of projects in Santa Clara County, notifying them of the project. The County Parks Department did not receive any requests for consultation or other response.

**Comment 2: The absence of specific site information in the Sacred Lands File maintained by the NAHC does not indicate the absence of cultural resources in any project area. Other sources of cultural resource information should also be included in assessments and tribes on the NAHC list should be contacted for information regarding confidential and recorded sites.**

**Response to Comment 2:**

On February 6, 2019, the County Parks Department sent letters to the following tribes listed in the response letter received from the NAHC on January 24, 2019 and to the Native American Contact List for Santa Clara County:

- Amah Mutsan Tribal Band
- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Indian Canyon Mutsun Band of Costanoan
- Muwekma Ohlone Indian Tribe of the SF Bay Area
- The North Valley Yokuts Tribe

- Ohlone Indian Tribe

No responses were received from the tribes. Mitigation measures have been incorporated into the IS/MND in the event that cultural, historical, or archaeological resources are found during construction.

**Comment 3: The Most Likely Descendant timeline in the Cultural Resources section of the Environmental Evaluation Checklist, Mitigation Measure CR-2 and in the MMRP is incorrect. Public Resources Code Section 5097.98 (revised) specifically states “the descendants shall complete their inspection and make their recommendations or preferences within 48 hours after being allowed access to the site”.**

**Response to Comment 3:**

The County Parks Department will revise the mitigation measure CR-2 in the Initial Study Checklist and in the Mitigation Monitoring Reporting Program (MMRP) per the Public Resources Code Section 5097.98 to state: “the descendants shall complete their inspection and make their recommendations or preferences within 48 hours after being allowed access to the site.”

**Mitigation Measure CR-2:** If human remains are found during construction there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of Santa Clara County is contacted to determine that no investigation of the cause of death is required and procedures outlined in the County Ordinance Relating to Indian Burial Grounds (County of Santa Clara, 1987) and State Public Resources Code can be implemented. If the coroner determines the remains to be Native American, the coroner will contact the Native American Heritage Commission within 24 hours.

Per Public Resources Code Section 5097.98, the Native American Heritage Commission will identify the person or persons it believes to be the most likely descendent from the deceased Native American. The most likely descendent may then make recommendations to County of Santa Clara or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods. The descendants shall complete their inspection and make their recommendations or preferences within 48 hours after being granted access to the site. The County of Santa Clara or its authorized representative will rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if (a) the Native American Heritage Commission is unable to identify a likely descendent or the likely descendent failed to make a recommendation within ~~48~~ 24 hours after being notified by the commission allowed access to the site; (b) the descendent identified fails to make a recommendation; or (c) the County or its authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.



The California Environmental Quality Act (CEQA)<sup>1</sup>, specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.<sup>2</sup> If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared.<sup>3</sup> In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended in 2014 by Assembly Bill 52. (AB 52).<sup>4</sup> **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** AB 52 created a separate category for "tribal cultural resources"<sup>5</sup>, that now includes "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment."<sup>6</sup> Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.<sup>7</sup> Your project may also be subject to **Senate Bill 18 (SB 18)** (Burton, Chapter 905, Statutes of 2004), Government Code §65352.3, if it also involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space. **Both SB 18 and AB 52 have tribal consultation requirements.** Additionally, if your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966<sup>8</sup> may also apply.

**Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

**Pertinent Statutory Information:**

**Under AB 52:**

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice.

A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.<sup>9</sup> and **prior to the release of a negative declaration, mitigated negative declaration or environmental impact report.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18).<sup>10</sup>

The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- a. Alternatives to the project.
  - b. Recommended mitigation measures.
  - c. Significant effects.<sup>11</sup>
1. The following topics are discretionary topics of consultation:
- a. Type of environmental review necessary.
  - b. Significance of the tribal cultural resources.
  - c. Significance of the project's impacts on tribal cultural resources.

If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency.<sup>12</sup>

With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process **shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10.** Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.<sup>13</sup>

If a project may have a significant impact on a tribal cultural resource, **the lead agency's environmental document shall discuss** both of the following:

- a. Whether the proposed project has a significant impact on an identified tribal cultural resource.

<sup>1</sup> Pub. Resources Code § 21000 et seq.

<sup>2</sup> Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b); CEQA Guidelines Section 15064.5 (b)

<sup>3</sup> Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1); CEQA Guidelines § 15064 (a)(1)

<sup>4</sup> Government Code 65352.3

<sup>5</sup> Pub. Resources Code § 21074

<sup>6</sup> Pub. Resources Code § 21084.2

<sup>7</sup> Pub. Resources Code § 21084.3 (a)

<sup>8</sup> 154 U.S.C. 300101, 36 C.F.R. § 800 et seq.

<sup>9</sup> Pub. Resources Code § 21080.3.1, subds. (d) and (e)

<sup>10</sup> Pub. Resources Code § 21080.3.1 (b)

<sup>11</sup> Pub. Resources Code § 21080.3.2 (a)

<sup>12</sup> Pub. Resources Code § 21080.3.2 (a)

<sup>13</sup> Pub. Resources Code § 21082.3 (c)(1)

- b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource.<sup>14</sup>

Consultation with a tribe shall be considered concluded when either of the following occurs:

- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
- b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.<sup>15</sup>

Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 **shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program**, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable.<sup>16</sup>

If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, **the lead agency shall consider feasible mitigation** pursuant to Public Resources Code §21084.3 (b).<sup>17</sup>

An environmental impact report **may not be certified**, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
- b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
- c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days.<sup>18</sup>

***This process should be documented in the Tribal Cultural Resources section of your environmental document.***

#### **Under SB 18:**

Government Code §65352.3 (a) (1) requires consultation with Native Americans on general plan proposals for the purposes of "preserving or mitigating impacts to places, features, and objects described §5097.9 and §5091.993 of the Public Resources Code that are located within the city or county's jurisdiction. Government Code §65560 (a), (b), and (c) provides for consultation with Native American tribes on the open-space element of a county or city general plan for the purposes of protecting places, features, and objects described in Public Resources Code §5097.9 and §5097.993.

- SB 18 applies to **local governments** and requires them to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: [https://www.opr.ca.gov/docs/09\\_14\\_05\\_Updated\\_Guidelines\\_922.pdf](https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf)
- **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.**<sup>19</sup>
- **There is no Statutory Time Limit on Tribal Consultation under the law.**
- **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research,<sup>20</sup> the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction.<sup>21</sup>
- **Conclusion Tribal Consultation:** Consultation should be concluded at the point in which:
  - o The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
  - o Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation.<sup>22</sup>

#### **NAHC Recommendations for Cultural Resources Assessments:**

- Contact the NAHC for:

<sup>14</sup> Pub. Resources Code § 21082.3 (b)

<sup>15</sup> Pub. Resources Code § 21080.3.2 (b)

<sup>16</sup> Pub. Resources Code § 21082.3 (a)

<sup>17</sup> Pub. Resources Code § 21082.3 (e)

<sup>18</sup> Pub. Resources Code § 21082.3 (d)

<sup>19</sup> (Gov. Code § 65352.3 (a)(2)).

<sup>20</sup> pursuant to Gov. Code section 65040.2,

<sup>21</sup> (Gov. Code § 65352.3 (b)).

<sup>22</sup> (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18)

- A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
- A Native American Tribal Contact List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
  - The request form can be found at <http://nahc.ca.gov/resources/forms/>.
- Contact the appropriate regional California Historical Research Information System (CHRIS) Center ([http://ohp.parks.ca.gov/?page\\_id=1068](http://ohp.parks.ca.gov/?page_id=1068)) for an archaeological records search. The records search will determine:
  - If part or the entire APE has been previously surveyed for cultural resources.
  - If any known cultural resources have been already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

**Examples of Mitigation Measures That May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**

- Avoidance and preservation of the resources in place, including, but not limited to:
  - Planning and construction to avoid the resources and protect the cultural and natural context.
  - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
  - Protecting the cultural character and integrity of the resource.
  - Protecting the traditional use of the resource.
  - Protecting the confidentiality of the resource.
- Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed.<sup>23</sup>
- Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated.<sup>24</sup>

The lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

- Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources.<sup>25</sup> In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

<sup>23</sup> (Civ. Code § 815.3 (c)).

<sup>24</sup> (Pub. Resources Code § 5097.991).

<sup>25</sup> per Cal. Code Regs., tit. 14, section 15064 5(f) (CEQA Guidelines section 15064 5(f)).

**RESPONSE TO COMMENTS BY CALIFORNIA DEPARTMENT OF TRANSPORTATION, DATED APRIL 4, 2019**

**Comment 1: The commenter introduces the California Department of Transportation (Caltrans) and describes their new mission to reduce statewide vehicle mile traveled (VMT) and increase non-auto modes of active transportation. The commenter also provides a summary of the proposed project.**

**Response to Comment 1:**

The comment is noted.

**Comment 2: The commenter requests that the Parks Department use the California Manual on Uniform Traffic Control Devices for traffic signal warrant analysis.**

**Response to Comment 2:**

See attached technical memorandum, Signal Warrant Analysis for the Sanborn County Park Master Plan. This memorandum describes the methodology and findings of the signal warrants analysis completed for the intersection of State Route 9 at Sanborn Road following the MUTCD guidelines.

**Comment 3: The commenter describes the process for compliance with Caltrans requirements if the proposed project would require traffic restrictions and detours during construction.**

**Response to Comment 3:**

The comment is acknowledged. There are no specific developments proposed at this time. Future project applicants would be required to comply with all applicable federal, State and local regulations as necessary. If such a Plan is required, the Parks Department will comply with all applicable regulations of other responsible agencies.

**Comment 4: The commenter describes when Storm Water Pollution Prevention Plans are required.**

**Response to Comment 4:**

The comment is noted. There are no specific developments proposed at this time. Future project applicants would be required to comply with all applicable federal, State and local regulations as necessary. If such a Plan is required, the Parks Department will comply with all applicable regulations of other responsible agencies.

**Comment 5: The comment describes the role of a Lead Agency and how the Parks Department would be responsible for all project mitigation, including needed improvements in the State Transportation Network or reductions in VMTs, prior to issuance of a building permit.**

**Response to Comment 5:**

The comment is noted. The Parks Department complies with all applicable federal, State and local regulations, including the payment of fees as required. See the Mitigation Monitoring or Reporting Program (MMRP). No further response is required. The mitigation measures in the MMRP shall be applied to all future development in the Park unless otherwise specified in the specific mitigation measure. The Parks Department must adopt the MMRP, or an equally effective program, if it approves the proposed project.

**Comment 6: The comment advises that any work that encroaches into the State ROW requires an encroachment permit from Caltrans and describes the process for applying for an encroachment permit.**

**Response to Comment 6:**

The comment is noted. There are no specific developments at this time. Future developments would be required to comply with all applicable federal, State and local regulations, including the application for an encroachment permit as necessary. If an encroachment permit is required, the Parks Department will require the applicant to comply with all applicable regulations of Caltrans and other responsible agencies.



DEPARTMENT OF TRANSPORTATION  
DISTRICT 4  
OFFICE OF TRANSIT AND COMMUNITY PLANNING  
P.O. BOX 23660, MS-10D  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5528  
FAX (510) 286-5559  
TTY 711  
www.dot.ca.gov



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April 4, 2019

SCH # 2019039060  
GTS # 04-SCL-2019-00553

Kimberly Brosseau  
County of Santa Clara Parks and Recreation  
298 Garden Hill Drive  
Los Gatos, CA 95032

### Sanborn County Park Master Plan – Mitigated Negative Declaration (MND)

Dear Ms. Brosseau:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Sanborn County Park Master Plan. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), the Caltrans mission signals a modernization of our approach to evaluate and mitigate impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the February 2019 Mitigated Neg Dec (MND).

#### *Project Understanding*

The Sanborn County Park Master Plan (Plan) documents the vision and long-term direction in accordance with the mission and vision of the County Parks Department (Department), including opportunities for partnerships, reuse of historic buildings, and opening property of the Park to the public. The Plan examines the existing conditions of the Park, including its current use and functions, and assesses the feasibility of a variety of potential changes and improvements. The Plan provides recommendations for the future development of the Park. The recommendations consider additional visitor-serving amenities and revenue generating facilities, as appropriate, and prioritizes infrastructure improvements to support those uses. The project site is accessed from State Route 9 and Sanborn Road.

#### *Access Operations*

In Appendix C, Transportation and Traffic section, Table 4 shows that the project generated trips

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability."*

are from different project components. The project will add a total of 188 trips during the weekend peak hour. The daily traffic counts in the Appendix on State Route 9 and Sanborn Road during the surveyed weekend is consistently closer to the peak hour volume during late morning and afternoon. With the project - added traffic for the existing and future condition scenarios, a traffic signal warrant analysis is required for the intersection of State Route 9 and Sanborn Road. Please follow the latest California Manual on Uniform Traffic Control Devices for traffic signal warrant analysis.

The project applicant shall follow the Caltrans' Intersection Control Evaluation (ICE) Traffic Operations Policy Directive for any changes proposed to the existing traffic control at State Route 9 and Sanborn Road

<http://www.dot.ca.gov/trafficops/ice.html>

### ***Transportation Management Plan (TMP)***

Where vehicular, bicycle, and pedestrian traffic may be impacted during the construction of the proposed project requiring traffic restrictions and detours, a Caltrans-approved Transportation Management Plan (TMP) is required. Pedestrian and bicycle access through the construction zone must be maintained at all times and comply with the Americans with Disabilities Act (ADA) regulations. See Caltrans' *Temporary Pedestrian Facilities Handbook* for maintaining pedestrian access and meeting ADA requirements during construction at:

[http://www.dot.ca.gov/hq/construc/safety/Temporary Pedestrian Facilities Handbook.pdf](http://www.dot.ca.gov/hq/construc/safety/Temporary_Pedestrian_Facilities_Handbook.pdf)

See also Caltrans' Traffic Operations Policy Directive 11-01 "Accommodating Bicyclists in Temporary Traffic Control Zones" at: [www.dot.ca.gov/trafficops/policy/11-01.pdf](http://www.dot.ca.gov/trafficops/policy/11-01.pdf).

Any curb ramps and pedestrian facilities located within the limits of the project are required to be brought up to current ADA standards as part of this project. The TMP must also comply with the requirements of corresponding jurisdictions. For further TMP assistance, please contact the Caltrans District 4 Office of Traffic Management Operations at (510) 286-4579. Further traffic management information is available at the following website:

[www.dot.ca.gov/hq/traffops/trafmgmt/tmp\\_lcs/index.htm](http://www.dot.ca.gov/hq/traffops/trafmgmt/tmp_lcs/index.htm)

### ***Hydraulics***

The project description is very general, and does not provide any detailed scope of work, except for mentioning improvements in four areas. Without the project's technical information, we can only provide the following general comments.

If the project results in more than one acre of soil disturbance area, it needs to have a Storm

Water Pollution Prevention Plan. The plan is needed to summarize all project related Best Management Practices (BMPs) and reporting/monitoring requirements.

Projects with less than one acre of soil disturbance shall implement a shorter version which is called a Water Pollution Control Program. In either scenario, BMPs will include the measures of soil stabilization, sediment control, wind erosion control, tracking control, non-storm water management, and waste management/materials pollution control. If the project adds more than one acre of additional impervious area, post construction treatment BMPs must be included.

### *Lead Agency*

As the Lead Agency, the County of Santa Clara Parks Department 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. This includes any required improvements to the STN or reductions in VMT. Any required improvements should be completed prior to issuance of the Building Permit. We strongly recommend the County of Santa Clara Parks and Recreation pursue early coordination with Caltrans to address any potential issues relating to increased traffic flow on Caltrans facilities resulting from this project.

### *Encroachment Permit*

Please be advised that any work or traffic control that encroaches onto the State ROW, including bike lanes and upgraded pedestrian facilities requires an Encroachment Permit that is issued by Caltrans. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed Encroachment Permit application, the adopted environmental document, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process.

David Salladay, District Office Chief  
Office of Permits, MS 5E  
California Department of Transportation, District 4  
P.O. Box 23660  
Oakland, CA 94623-0660

See the following website for more information:

<http://www.dot.ca.gov/trafficops/ep/index.html>

Kimberly Brosseau, County of Santa Clara Parks and Recreation

April 4, 2019

Page 4

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Zachary Chop at 510-622-1643 or zachary.chop@dot.ca.gov.

Sincerely,



PATRICIA MAURICE

District Branch Chief

Local Development - Intergovernmental Review

c: State Clearinghouse

## **RESPONSE TO COMMENTS BY MR. JERRY WONG, DATED MARCH 22, 2019**

**Comment 1: The current camping and picnic facilities are rarely completely full.**

### **Response to Comment 1:**

The Master Plan process yielded public demand for expanded and improved camping and picnic facilities. During 2018, camping occupancy ranged between 80% to 100% occupancy on weekends. The existing walk-in campsites are not ADA-accessible and are located a long distance and up a steep grade from the parking area. The Master Plan documents a demonstrated need for additional and improved camping facilities. The comment does not identify an environmental impact not considered in the IS/MND.

**Comment 2: The planned expansion would increase operating expenses to be more than current revenues, requiring partners/concessionaires to generate enough income to cover expenses.**

### **Response to Comment 2:**

The Department provides recreational opportunities for the public within existing funding sources and staffing. As such, the Department is considering partnership opportunities to offset capital and operating costs to provide recreational opportunities and programming that the Department would otherwise not have capacity to offer. The comment does not identify an environmental impact not considered in the IS/MND.

**Comment 3: Moving the camping to the old nursery site would add additional traffic and create extreme nuisance problems with dust, noise, and smoke from fires and BBQs.**

### **Response to Comment 3:**

A Traffic Study prepared for the Project analyzed existing traffic volumes and proposed trip generation as a result of the proposed Master Plan. The Traffic Study concluded that the proposed increase in vehicle trips would result in a less than significant impact to traffic levels on Sanborn Road and at the intersection of Sanborn Road and Highway 9.

With regard to air quality impacts, the Department will implement Best Management Practices (BMPs) to minimize construction vehicle emissions and dust. BMPs will also be deployed to minimize erosion both during and following construction.

The Department will comply with the County of Santa Clara Noise Ordinance which limits both construction and operational noise to certain decibel levels by time and day of the week. Rangers patrol campgrounds to manage noise and respond to noise issues associated with park users. Santa Clara County Parks does not allow amplified music in picnic sites or campgrounds between 10:00 p.m. and 7:00 a.m.

Smoke related to campfires and barbeques is not expected to significantly increase over existing smoke levels from outdoor sources due to the moderate increase in outdoor fire facilities proposed by the Master Plan. The IS/MND concluded that project impacts to air quality will be less than significant. The comment does not identify an environmental impact not considered in the IS/MND.

**Comment 4: Increased camping and day use would put more demands on an underground aquifer water reservoir that is already marginal in drought years, directly impacting nearby residents that rely on the same source of water.**

**Response to Comment 4:**

The net increase in water use resulting from Master Plan implementation over the existing water use is minimal because the majority of the development proposed for the Former Nursery Site is the re-location of existing uses from other areas of Sanborn Park and includes up to development of 15 RV campsites, 7 tent campsites, and 10 cabins. The comment does not identify an environmental impact not considered in the IS/MND.

**Comment 5: Camping at the old nursery site would create a potential fire danger as there would be a direct path for any fire to spread up the canyon directly towards residents.**

**Response to Comment 5:**

With regards to fire safety, the County complies with all Cal Fire regulations. For example, no open campfires are allowed in campgrounds or picnic areas when Cal Fire declares “no-burn” conditions (the use of propane camp stoves or gas grills are permitted during those periods). Park Operations and Maintenance patrol campgrounds to monitor for fire danger and to check campfires. In addition, Park Ranger patrol vehicles are equipped with fire suppression equipment and Ranger staff are qualified to initiate initial suppression of wildfires.

The planned relocation of a portion of Sanborn Park’s campsites to the Former Nursery Area will allow implementation of a site design that includes ample defensible space to reduce the threat of wildfires. As under current practices, campfires will only be allowed in designated campfire rings and cooking fires (barbeques) will only be allowed in designated bar-b-que facilities. The comment does not identify an environmental impact not considered in the IS/MND.

**Comment 6: We have observed a sudden increasing problem with so-called "Sudden Oak Death" in the park area. It has happened twice in the recent 5 years resulting in many oak trees dying near our neighborhood. The new master plan that proposes 30 RV campsites, 30 tent campsites, and 10 cabins will substantially increase the traffic and visitors such that it would accelerate the spread of Sudden Oak Death. The plan would help create more dead trees that would increase the fire hazard as well as destroy the environment in the park**

**area. The traffic of RV vehicles would also increase the chance of spreading "Sudden Oak Death " to other parks in northern America.**

**Response to Comment 6:**

Sudden Oak Death (SOD) was first observed in Northern California in the mid-1990s and is prevalent throughout the Santa Cruz Mountains. Natural factors, such as wind, water and wildlife, are the most common causes of the spread of SOD. The Department implements best construction and land management practices to prevent the spread of SOD, based on recommendations included in the *Reference Manual for Managing Sudden Oak Death in California* (USDA, December 2013). These practices include:

- The Department and its contractors avoid work during wet conditions in areas where trees exhibit symptoms of SOD. Soil and SOD-infected plants are not exported from these areas.
- Routine maintenance activities such as tree pruning and removal, and earth moving activities are typically scheduled from April to October when conditions are warm and dry, which is less favorable for SOD spread.
- Staging areas for equipment and vehicles will be located away from symptomatic trees.
- When brushing or pruning trees in infested areas, all plant materials (e.g., logs, leaves, branches, chips) are left on site and are dispersed away from roads and trailheads to inhibit transport and tracking offsite.
- Parks with SOD and other pathogen infestations have dedicated woodchippers that are used exclusively within the park. Other equipment is cleaned before moving between parks.

Additional SOD management practices the Department implements include providing training to staff and contractors about the presence of SOD, protecting healthy trees in SOD areas from damage, identifying infected areas during project planning to manage for tree mortality, and requiring that equipment and vehicles are cleaned when leaving infected areas. The Department will continue to implement these practices at Sanborn Park, and as such, there will be no environmental impact associated with SOD as a result of the Project. The comment does not identify an environmental impact not considered in the IS/MND.

## Brosseau, Kimberly

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**From:** jerry wong <jerry\_y\_wong@yahoo.com>  
**Sent:** Friday, March 22, 2019 10:23 AM  
**To:** Loquist, Kristina; Brosseau, Kimberly  
**Cc:** Steve Sharp; Steve Rea  
**Subject:** Sanborn Park Master Plan

To: Joe Simitian, Santa Clara County Supervisor

Dear Mr. Simitian,

In addition to the points we made in the letter jointly sent recently with two of my neighbors, we want to express another serious concern about the safety and environmental threat to Sanborn Park as related to the newly developed Sanborn Park Master plan.

We have observed a sudden increasing problem with so-called "Sudden Oak Death" in the park area. It has happened twice in the recent 5 years resulting in many oak trees dying near our neighborhood.

The new master plan that proposes 30 RV campsites, 30 tent campsites, and 10 cabins will substantially increase the traffic and visitors such that it would accelerate the spread of Sudden Oak Death. The plan would help create more dead trees that would increase the fire hazard as well as destroy the environment in the park area.

The traffic of RV vehicles would also increase the chance of spreading "Sudden Oak Death" to other parks in northern America.

As you know, Sanborn Road is a dead-end street with no emergency exit. With the newly plan RV camp located at the entrance of the road, there will be no evacuation path available for the Sanborn Road resident once the fire broke off near the newly planned RV, tent, and cabin camping area. The fire exit for all the Sanborn park resident would have been blocked when vehicles for those new RVs, 30 tent campsites, and 10 cabins try to escape once camp fire occur. With all the dead trees around the area, the situation will be much worse.

Even if the fire exit not blocked, the additional RV, tent, and cabin camping would have the chance of doubling the population and substantially increase the number of vehicles that would need to be evacuated if camp fire ever broke off. With many dead trees around the new planed area and many more people around, this is a serious safety problem in the area.

Compare to the current location of the RV camp side, the old site has much less vehicle in a open parking lot and is far from the only fire or earth quake exit. Once the new one built, the Sanborn resident would have been exposed to a much serious safety threat in case of an earth quake or mountain fire .

We urge you to help cancel the plan, especially the plan for RV, tent, and cabin camping.

Alice & Jerry Wong  
16335 Sanborn Road



## **RESPONSE TO COMMENTS BY MR. STEVE SHARP, DATED APRIL 1, 2019**

**Comment 1: The current camping and picnic facilities are rarely completely full.**

### **Response to Comment 1:**

The Master Plan process yielded public demand for expanded and improved camping and picnic facilities. During 2018, camping occupancy ranged between 80% to 100% occupancy on weekends. The existing walk-in campsites are not ADA-accessible and are located a long distance and up a steep grade from the parking area. The Master Plan documents a demonstrated need for additional and improved camping facilities. The comment does not identify an environmental impact not considered in the IS/MND.

**Comment 2: The planned expansion would increase operating expenses to be more than current revenues, requiring partners/concessionaires to generate enough income to cover expenses.**

### **Response to Comment 2:**

The Department provides recreational opportunities for the public within existing funding sources and staffing. As such, the Department is considering partnership opportunities to offset capital and operating costs to provide recreational opportunities and programming that the Department would otherwise not have capacity to offer. The comment does not identify an environmental impact not considered in the IS/MND.

**Comment 3: Moving the camping to the old nursery site would add additional traffic and create extreme nuisance problems with dust, noise, and smoke from fires and BBQs.**

### **Response to Comment 3:**

A Traffic Study prepared for the Project analyzed existing traffic volumes and proposed trip generation as a result of the proposed Master Plan. The Traffic Study concluded that the proposed increase in vehicle trips would result in a less than significant impact to traffic levels on Sanborn Road and at the intersection of Sanborn Road and Highway 9.

With regard to air quality impacts, the Department will implement Best Management Practices (BMPs) to minimize construction vehicle emissions and dust. BMPs will also be deployed to minimize erosion both during and following construction.

The Department will comply with the County of Santa Clara Noise Ordinance which limits both construction and operational noise to certain decibel levels by time and day of the week. Rangers patrol campgrounds to manage noise and respond to noise issues associated with park users. Santa Clara County Parks does not allow amplified music in picnic sites or campgrounds between 10:00 p.m. and 7:00 a.m.

Smoke related to campfires and barbeques is not expected to significantly increase over existing smoke levels from outdoor sources due to the moderate increase in outdoor fire facilities proposed by the Master Plan. The IS/MND concluded that project impacts to air quality will be less than

significant. The comment does not identify an environmental impact not considered in the IS/MND.

**Comment 4: Increased camping and day use would put more demands on an underground aquifer water reservoir that is already marginal in drought years, directly impacting nearby residents that rely on the same source of water.**

**Response to Comment 4:**

The net increase in water use resulting from Master Plan implementation over the existing water use is minimal because the majority of the development proposed for the Former Nursery Site is the re-location of existing uses from other areas of Sanborn Park and includes up to development of 15 RV campsites, 7 tent campsites, and 10 cabins. The comment does not identify an environmental impact not considered in the IS/MND.

**Comment 5: Camping at the old nursery site would create a potential fire danger as there would be a direct path for any fire to spread up the canyon directly towards residents.**

**Response to Comment 5:**

With regards to fire safety, the County complies with all Cal Fire regulations. For example, no open campfires are allowed in campgrounds or picnic areas when Cal Fire declares “no-burn” conditions (the use of propane camp stoves or gas grills are permitted during those periods). Park Operations and Maintenance patrol campgrounds to monitor for fire danger and to check campfires. In addition, Park Ranger patrol vehicles are equipped with fire suppression equipment and Ranger staff are qualified to initiate initial suppression of wildfires.

The planned relocation of a portion of Sanborn Park’s campsites to the Former Nursery Area will allow implementation of a site design that includes ample defensible space to reduce the threat of wildfires. As under current practices, campfires will only be allowed in designated campfire rings and cooking fires (barbeques) will only be allowed in designated bar-b-que facilities. The comment does not identify an environmental impact not considered in the IS/MND.

**From:** Steve <lizardrock11@yahoo.com>  
**Sent:** Monday, April 1, 2019 2:52 AM  
**To:** Loquist, Kristina <Kristina.Loquist@bos.sccgov.org>  
**Cc:** Brosseau, Kimberly <Kimberly.Brosseau@PRK.SCCGOV.ORG>  
**Subject:** Re: Sanborn Park Master Plan

March 30, 2019

Supervisor Simitian,

We want to implore you to HALT approval of the Sanborn Park Master Plan that is due to be submitted to the Board of Supervisors very soon.

We received the attached response from Kimberly Brosseau of the County Parks Department regarding the concerns we voiced to you on March 4th.

We strongly disagree with Ms. Brosseau's rebuttals in four key areas and we urge you to support the Sanborn Road residents and oppose the expansion of Sanborn Park as outlined in the draft Master Plan.

#### **#1: Finances (Income vs. Expense)**

Ms. Brosseau makes the point that the parks department is "tasked with providing recreational opportunities for the public within limited funding sources and staffing." She goes on to say that partnerships are a way to fund projects that they would otherwise not have capacity to offer.

This does not remove the financial risk to the county should the partner(s) selected fail to deliver on their plans to increase income. If the plans were to increase park revenue using existing facilities by having a partnership, there would not be as much risk as with their new plans. Their plans require significant capital expenditures that might not be recovered if they cannot find the right partner that can execute on increasing revenues sufficiently, thereby causing budget overruns on the county parks budget and drawing funds from other county programs which the residents depend on.

#### **#2: Nuisance To Residents From Traffic, Noise, Dust, And Smoke**

Ms. Brosseau claims that they will implement "Best Management Practices (BMPs)" in order to control traffic, construction noise and dust, erosion, and ongoing nuisances to neighbors from traffic, noise, and campfire smoke. She further states that their analysis found that there would be "less than significant impact" to traffic or air quality.

There is nothing that guarantees that their BMPs will sufficiently control the nuisances so that they don't affect the adjacent homeowners. "Best" is a very subjective term. It is likely that the increased activity will cause additional nuisances to residents even after their "best" practices are applied. Furthermore, saying "less than significant impact" is also very subjective. What matters is that even "less than significant impact" will still reduce the ability of nearby homeowners to enjoy their property. I wonder if Ms. Brosseau would feel the same if she lived directly downwind of the proposed new campground?

#### **#3: Increased Demands on Water Supply**

Ms. Brosseau brushes aside our concern that increased campground and day use traffic will put additional demands on the local water supply by minimizing the magnitude of the changes. The fact is that many local residents have experienced times of reduced well output due to the structure of the local underground water tables, so ANY increase will impact water supply to the residents in drought years.

#### **#4: Fire Danger To Neighboring Residents**

Ms. Brosseau says that they comply with CAL FIRE regulations, have a defensible space around the campground, and that park staff will monitor for fire danger day and night, and are trained to initiate initial attacks on wildfires.

I would be very surprised if the park does not practice these same procedures today with the current campground location. The fact is that if they move the camping to the new proposed location, it is in a direct line for any fire that is not immediately controlled to spread directly into resident's property, whereas the present location would result in any uncontrolled fire moving downwind and uphill into park forest land and not adjacent residents. The fire risk with the new expansion is still higher than it is today no matter what defense measures that County Parks has in place.

In summary, using subjective terms like "best management practices" or "less than significant impact" and citing adherence to CAL FIRE regulations for fire protection **does not change the fact that the proposed expansion outlined in the Sanborn Park Master Plan will increase the nuisance suffered by local residents and increase fire hazard in the Sanborn valley.**

**We are AGAIN calling on you as our county government representative to preserve our quality of life, protect our water supply, prohibit the creation of fire hazards that would threaten us, and prevent the erosion of our property values. STOP the expansion development at Sanborn Park!**

Sincerely,

Steve & Terri Sharp  
16203 Sanborn Rd.

Steve Rea  
16325 Sanborn Rd.

Jerry & Alice Wong  
16335 Sanborn Rd.

## Appendix B

### AIR QUALITY AND GREENHOUSE GAS EMISSIONS

# 1. Air Quality

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Ambient air quality standards (AAQS) have been adopted at State and federal levels for criteria air pollutants. In addition, both the State and federal government regulate the release of toxic air contaminants (TACs). The City of San Francisco is in the San Francisco Bay Area Air Basin (SFBAAB) and is subject to the rules and regulations imposed by the Bay Area Air Quality Management District (BAAQMD), as well as the California AAQS adopted by the California Air Resources Board (CARB) and national AAQS adopted by the United States Environmental Protection Agency (EPA). Federal, State, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below. The discussion also identifies the natural factors in the air basin that affect air pollution.

## 1.1 REGULATORY FRAMEWORK

### 1.1.1 Ambient Air Quality Standards

The Clean Air Act (CAA) was passed in 1963 by the U.S. Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act, signed into law in 1988, requires all areas of the State to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS.

Criteria air pollutants are the air pollutants for which AAQS have been developed that are regulated under the CAA. The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect “sensitive receptors” most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in Table 1. These pollutants are ozone (O<sub>3</sub>), nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), and lead (Pb). In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

**Table 1 Ambient Air Quality Standards for Criteria Pollutants**

Pollutant	Averaging Time	California Standard <sup>a</sup>	Federal Primary Standard <sup>b</sup>	Major Pollutant Sources
Ozone (O <sub>3</sub> ) <sup>c</sup>	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO <sub>2</sub> )	Annual Arithmetic Mean	*	0.030 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	0.14 ppm	
Respirable Coarse Particulate Matter (PM <sub>10</sub> )	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	
Respirable Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>d</sup>	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	12 µg/m <sup>3</sup>	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m <sup>3</sup>	
Lead (Pb)	30-Day Average	1.5 µg/m <sup>3</sup>	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m <sup>3</sup>	
	Rolling 3-Month Average	*	0.15 µg/m <sup>3</sup>	
Sulfates (SO <sub>4</sub> ) <sup>e</sup>	24 hours	25 µg/m <sup>3</sup>	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.

**Table 1 Ambient Air Quality Standards for Criteria Pollutants**

Pollutant	Averaging Time	California Standard <sup>a</sup>	Federal Primary Standard <sup>b</sup>	Major Pollutant Sources
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H <sub>2</sub> S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hour	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: California Air Resources Board, 2017, March, Short-Lived Climate Pollutant Reduction Strategy, [https://www.arb.ca.gov/cc/shortlived/meetings/03142017/final\\_slcp\\_report.pdf](https://www.arb.ca.gov/cc/shortlived/meetings/03142017/final_slcp_report.pdf), accessed December 3, 2018.

Notes: ppm: parts per million; µg/m<sup>3</sup>: micrograms per cubic meter; \* Standard has not been established for this pollutant/duration by this entity.

a California standards for O<sub>3</sub>, CO (except 8-hour Lake Tahoe), SO<sub>2</sub> (1 and 24 hour), NO<sub>2</sub>, and particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

b National standards (other than O<sub>3</sub>, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O<sub>3</sub> standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m<sup>3</sup> is equal to or less than one. For PM<sub>2.5</sub>, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

c On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

d On December 14, 2012, the national annual PM<sub>2.5</sub> primary standard was lowered from 15 µg/m<sup>3</sup> to 12.0 µg/m<sup>3</sup>. The existing national 24-hour PM<sub>2.5</sub> standards (primary and secondary) were retained at 35 µg/m<sup>3</sup>, as was the annual secondary standard of 15 µg/m<sup>3</sup>. The existing 24-hour PM<sub>10</sub> standards (primary and secondary) of 150 µg/m<sup>3</sup> also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

e On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. The 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

California has also adopted a host of other regulations that reduce criteria pollutant emissions, including:

- AB 1493: Pavley Fuel Efficiency Standards
- Title 20 California Code of Regulations (CCR): Appliance Energy Efficiency Standards
- Title 24, Part 6, CCR: Building and Energy Efficiency Standards
- Title 24, Part 11, CCR: Green Building Standards Code

## 1.1.2 Air Pollutants of Concern

A substance in the air that can cause harm to humans and the environment is known as an air pollutant. Pollutants can be in the form of solid particles, liquid droplets, or gases. In addition, they may be natural or man-made.

### 1.1.2.1 CRITERIA AIR POLLUTANTS

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and State law. Air pollutants are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO<sub>x</sub>), sulfur



dioxide (SO<sub>2</sub>), coarse inhalable particulate matter (PM<sub>10</sub>), fine inhalable particulate matter (PM<sub>2.5</sub>), and lead (Pb) are primary air pollutants. Of these, CO, SO<sub>2</sub>, nitrogen dioxide (NO<sub>2</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub> are “criteria air pollutants,” which means that AAQS have been established for them. ROG and NO<sub>x</sub> are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O<sub>3</sub>) and NO<sub>2</sub> are the principal secondary pollutants.

A description of each of the primary and secondary criteria air pollutants and their known health effects is presented below.

- **Carbon Monoxide (CO)** is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little or no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, motor vehicles operating at slow speeds are the primary source of CO in the air basin. Emissions are highest during cold starts, hard acceleration, stop-and-go driving, and when a vehicle is moving at low speeds. New findings indicate that CO emissions per mile are lowest at about 45 miles per hour (mph) for the average light-duty motor vehicle and begin to increase again at higher speeds. When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces its oxygen-carrying capacity<sup>1</sup>. This results in reduced oxygen reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease, or anemia, as well as for fetuses. Even healthy people exposed to high CO concentrations can experience headaches, dizziness, fatigue, unconsciousness, and even death.<sup>2</sup> The air basin is designated under the California and National AAQS as being in attainment of CO criteria levels.<sup>3</sup>
- **Reactive Organic Gases (ROGs)** are compounds composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of ROGs. Other sources include evaporative emissions from paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by ROGs, but rather by reactions of ROGs to form secondary pollutants such as O<sub>3</sub>. There are no AAQS established for ROGs. However, because they contribute to the formation of O<sub>3</sub>, BAAQMD has established a significance threshold for this pollutant.
- **Nitrogen Oxides (NO<sub>x</sub>)** are a by-product of fuel combustion and contribute to the formation of O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The two major components of NO<sub>x</sub> are nitric oxide (NO) and NO<sub>2</sub>. The principal component of NO<sub>x</sub> produced by combustion is NO, but NO reacts with oxygen to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub> commonly called NO<sub>x</sub>. NO<sub>2</sub> is an acute irritant and at equal concentrations more injurious than NO. At atmospheric concentrations, however, NO<sub>2</sub> is only potentially irritating. There is some indication of a relationship between NO<sub>2</sub> and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 parts per million (ppm). NO<sub>2</sub> absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced

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<sup>1</sup> US Environmental Protection Agency. 2017, April 7. Six Common Air Pollutants. <https://www.epa.gov/criteria-air-pollutants>.

<sup>2</sup> Bay Area Air Quality Management District. 2017, May. Appendix C: Sample Air Quality Setting, in California Environmental Quality Act Air Quality Guidelines.

<sup>3</sup> California Air Resources Board, 2017, October. Area Designations Maps: State and National. <http://www.arb.ca.gov/desig/adm/adm.htm>.

visibility. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure.<sup>4,5</sup> The air basin is designated an attainment area for NO<sub>2</sub> under the National AAQS and California AAQS.<sup>6</sup>

- **Sulfur Dioxide (SO<sub>2</sub>)** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and from chemical processes at chemical plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO<sub>2</sub>. When SO<sub>2</sub> forms sulfates (SO<sub>4</sub>) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO<sub>x</sub>). Thus, SO<sub>2</sub> is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO<sub>2</sub> may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO<sub>2</sub> may do greater harm by injuring lung tissue.<sup>7</sup> The air basin is designated an attainment area for SO<sub>2</sub> under the California and National AAQS.<sup>8</sup>
- **Suspended Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>)** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM<sub>10</sub>, include the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 millionths of a meter or 0.0004-inch) or less. Inhalable fine particles, or PM<sub>2.5</sub>, have an aerodynamic diameter of 2.5 microns or less (i.e., 2.5 millionths of a meter or 0.0001 inch).

Some particulate matter, such as pollen, occurs naturally. Most particulate matter in the air basin is caused by combustion, factories, construction, grading, demolition, agricultural activities, and motor vehicles. Extended exposure to particulate matter can increase the risk of chronic respiratory disease. PM<sub>10</sub> bypasses the body's natural filtration system more easily than larger particles and can lodge deep in the lungs. An EPA scientific review concluded that PM<sub>2.5</sub> penetrates even more deeply into the lungs, and this is more likely to contribute to health effects—at concentrations well below current PM<sub>10</sub> standards. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, increased respiratory symptoms (e.g. irritation of the airways, coughing, or difficulty breathing). Motor vehicles are currently responsible for about half of particulates in the air basin. Wood burning in fireplaces and stoves is another large source of fine particulates.<sup>9</sup>

Both PM<sub>10</sub> and PM<sub>2.5</sub> may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. These health effects include premature death and increased hospital admissions and emergency room visits (primarily the elderly and individuals with cardiopulmonary disease); increased respiratory symptoms and disease (children and individual

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<sup>4</sup> Bay Area Air Quality Management District. 2017, May. Appendix C: Sample Air Quality Setting, in California Environmental Quality Act Air Quality Guidelines.

<sup>5</sup> US Environmental Protection Agency. 2017, April 7. Six Common Air Pollutants. <https://www.epa.gov/criteria-air-pollutants>.

<sup>6</sup> California Air Resources Board, 2017, October. Area Designations Maps: State and National. <http://www.arb.ca.gov/desig/adm/adm.htm>.

<sup>7</sup> Bay Area Air Quality Management District. 2017, May. Appendix C: Sample Air Quality Setting, in California Environmental Quality Act Air Quality Guidelines.

<sup>8</sup> California Air Resources Board, 2017, October. Area Designations Maps: State and National. <http://www.arb.ca.gov/desig/adm/adm.htm>.

<sup>9</sup> Bay Area Air Quality Management District. 2017, May. Appendix C: Sample Air Quality Setting, in California Environmental Quality Act Air Quality Guidelines.

with asthma); and alterations in lung tissue and structure and in respiratory tract defense mechanisms.<sup>10</sup> Diesel particulate matter (DPM) is classified a carcinogen by CARB. The air basin is designated nonattainment under the California AAQS for PM<sub>10</sub> and nonattainment under both the California and National AAQS for PM<sub>2.5</sub>.<sup>11,12</sup>

- **Ozone (O<sub>3</sub>)** is commonly referred to as “smog” and is a gas that is formed when ROG<sub>s</sub> and NO<sub>x</sub>—both by-products of internal combustion engine exhaust—undergo photochemical reactions in the presence of sunlight. O<sub>3</sub> is a secondary criteria air pollutant. O<sub>3</sub> concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions to the formation of this pollutant. O<sub>3</sub> poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. O<sub>3</sub> levels usually build up during the day and peak in the afternoon. Short-term exposure can irritate the eyes and cause constriction of the airways. Besides causing shortness of breath, it can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema. Chronic exposure to high ozone levels can permanently damage lung tissue. O<sub>3</sub> can also damage plants and trees and materials such as rubber and fabrics.<sup>13</sup> The air basin is designated nonattainment of the 1-hour California AAQS and 8-hour California and National AAQS for O<sub>3</sub>.<sup>14</sup>
- **Lead (Pb)** is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been mobile and industrial sources. As a result of the phase-out of leaded gasoline, metal processing is currently the primary source of lead emissions. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.

Twenty years ago, mobile sources were the main contributor to ambient lead concentrations in the air. In the early 1970s, the EPA set national regulations to gradually reduce the lead content in gasoline. In 1975, unleaded gasoline was introduced for motor vehicles equipped with catalytic converters. The EPA banned the use of leaded gasoline in highway vehicles in December 1995. As a result of the EPA’s regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector and levels of lead in the air decreased dramatically.<sup>15</sup> The air basin is designated in attainment of the California and National AAQS for lead.<sup>16</sup> Because emissions of lead are found only in projects that are permitted by BAAQMD, lead is not an air quality of concern for the proposed project.

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<sup>10</sup> South Coast Air Quality Management District. 2005. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.

<sup>11</sup> California Air Resources Board, 2017, October. Area Designations Maps: State and National. <http://www.arb.ca.gov/desig/adm/adm.htm>.

<sup>12</sup> On January 9, 2013, the EPA issued a final rule to determine that the SFBAAB has attained the 24-hour PM<sub>2.5</sub> National AAQS. This action suspends federal State Implementation Plan planning requirements for the Bay Area. The SFBAAB will continue to be designated nonattainment for the National 24-hour PM<sub>2.5</sub> standard until such time as BAAQMD elects to submit a redesignation request and a maintenance plan to EPA and EPA approves the proposed redesignation.

<sup>13</sup> Bay Area Air Quality Management District. 2017, May. Appendix C: Sample Air Quality Setting, in California Environmental Quality Act Air Quality Guidelines.

<sup>14</sup> California Air Resources Board, 2017, October. Area Designations Maps: State and National. <http://www.arb.ca.gov/desig/adm/adm.htm>

<sup>15</sup> Bay Area Air Quality Management District. 2017, May. Appendix C: Sample Air Quality Setting, in California Environmental Quality Act Air Quality Guidelines.

<sup>16</sup> California Air Resources Board, 2017, October. Area Designations Maps: State and National. <http://www.arb.ca.gov/desig/adm/adm.htm>.

### 1.1.2.2 TOXIC AIR CONTAMINANTS

Public exposure to TACs is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and reduce exposure to these contaminants to protect the public health. The California Health and Safety Code defines a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 U.S. Code Section 7412[b]) is a toxic air contaminant. Under State law, the California Environmental Protection Agency (Cal/EPA), acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics “Hot Spot” Information and Assessment Act of 1987). The Tanner Air Toxics Act sets up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an “airborne toxics control measure” for sources that emit designated TACs. If there is a safe threshold for a substance (i.e. a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. To date, CARB has established formal control measures for 11 TACs that it identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics “Hot Spot” Information and Assessment Act of 1987. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

At the time of the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs.<sup>17</sup> Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

In 1998, CARB identified DPM as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs.

CARB has promulgated the following specific rules to limit TAC emissions:

- 13 CCR Chapter 10, Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- 13 CCR Chapter 10, Section 2480, Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools

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<sup>17</sup> California Air Resources Board, 1999. Final Staff Report: Update to the Toxic Air Contaminant List.

- 13 CCR Section 2477 and Article 8, Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

In addition, to reduce exposure to TACs, CARB developed and approved the *Air Quality and Land Use Handbook: A Community Health Perspective* to provide guidance regarding the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities.<sup>18</sup> This guidance document was developed to assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources. CARB's recommendations on the siting of new sensitive land uses were based on a compilation of recent studies that evaluated data on the adverse health effects from proximity to air pollution sources. The key observation in these studies is that proximity to air pollution sources substantially increases exposure and the potential for adverse health effects. There are three carcinogenic toxic air contaminants that constitute the majority of the known health risks from motor vehicle traffic, DPM from trucks, and benzene and 1,3 butadiene from passenger vehicles. CARB recommendations are based on data that show that localized air pollution exposures can be reduced by as much as 80 percent by following CARB minimum distance separations.

### 1.1.3 Bay Area Air Quality Management District

BAAQMD is the agency responsible for assuring that the National and California AAQS are attained and maintained in the SFBAAB. BAAQMD is responsible for:

- Adopting and enforcing rules and regulations concerning air pollutant sources.
- Issuing permits for stationary sources of air pollutants.
- Inspecting stationary sources of air pollutants.
- Responding to citizen complaints.
- Monitoring ambient air quality and meteorological conditions.
- Awarding grants to reduce motor vehicle emissions.
- Conducting public education campaigns.
- Air quality management planning.

Air quality conditions in the air basin have improved significantly since the BAAQMD was created in 1955.<sup>19</sup> The BAAQMD prepares air quality management plans (AQMPs) to attain ambient air quality standards in the SFBAAB. The BAAQMD prepares ozone attainment plans (OAPs) for the National O<sub>3</sub> standard and clean air plans for the California O<sub>3</sub> standard. The BAAQMD prepares these AQMPs in coordination with the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). The most recent adopted comprehensive plan is the 2017 Clean Air Plan, which was adopted on April 19, 2017, and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools.

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<sup>18</sup> California Air Resources Board. 2005, April. Air Quality Handbook: A Community Health Perspective.

<sup>19</sup> Bay Area Air Quality Management District. 2017, May. Appendix C: Sample Air Quality Setting, in California Environmental Quality Act Air Quality Guidelines.

### 1.1.3.1 BAAQMD BAY AREA CLEAN AIR PLAN

#### 2017 Spare the Air, Cool the Climate: A Blueprint for Clean Air and Climate Protection in the Bay Area

BAAQMD adopted the 2017 Clean Air Plan, Spare the Air, Cool the Climate (2017 Clean Air Plan) on April 19, 2017. The 2017 Plan serves as an update to the adopted Bay Area 2010 Clean Air Plan and continues in providing the framework for SFBAAB to achieve attainment of the California and National AAQS. Similar to the Bay Area 2010 Clean Air Plan, the 2017 Clean Air Plan updates the Bay Area's ozone plan, which is based on the "all feasible measures" approach to meet the requirements of the California CAA. Additionally, it sets a goal of reducing health risk impacts to local communities by 20 percent by 2020. Furthermore, the 2017 Clean Air Plan also lays the groundwork for reducing GHG emissions in the Bay Area to meet the state's 2030 GHG reduction target and 2050 GHG reduction goal. It also includes a vision for the Bay Area in a post-carbon year 2050 that encompasses the following <sup>20</sup>:

- Construct buildings that are energy efficient and powered by renewable energy.
- Walk, bicycle, and use public transit for the majority of trips and use electric-powered autonomous public transit fleets.
- Incubate and produce clean energy technologies.
- Live a low-carbon lifestyle by purchasing low-carbon foods and goods in addition to recycling and putting organic waste to productive use.

A comprehensive multipollutant control strategy has been developed to be implemented in the next three to five years to address public health and climate change and to set a pathway to achieve the 2050 vision. The control strategy includes 85 control measures to reduce emissions of ozone, particulate matter, TACs, and GHG from a full range of emission sources. These control measures cover the following sectors: 1) stationary (industrial) sources; 2) transportation; 3) energy; 4) agriculture; 5) natural and working lands; 6) waste management; 7) water; and 8) super-GHG pollutants. Overall, the proposed control strategy is based on the following key priorities:

- Reduce emissions of criteria air pollutants and toxic air contaminants from all key sources.
- Reduce emissions of "super-GHGs" such as methane, black carbon, and fluorinated gases.
- Decrease demand for fossil fuels (gasoline, diesel, and natural gas).
- Increase efficiency of the energy and transportation systems.
- Reduce demand for vehicle travel, and high-carbon goods and services.
- Decarbonize the energy system.
- Make the electricity supply carbon-free.
- Electrify the transportation and building sectors.

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<sup>20</sup> Bay Area Air Quality Management District. 2017, April 19. Final 2017 Clean Air Plan, Spare the Air, Cool the Climate: A Blueprint for Clean Air and Climate Protection in the Bay Area. <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/plans-under-development>.

### 1.1.3.2 BAAQMD'S COMMUNITY AIR RISK EVALUATION PROGRAM (CARE)

The BAAQMD's Community Air Risk Evaluation (CARE) program was initiated in 2004 to evaluate and reduce health risks associated with exposure to outdoor TACs in the Bay Area. Based on findings of the latest report, DPM was found to account for approximately 85 percent of the cancer risk from airborne toxics. Carcinogenic compounds from gasoline-powered cars and light duty trucks were also identified as significant contributors: 1,3-butadiene contributed 4 percent of the cancer risk-weighted emissions, and benzene contributed 3 percent. Collectively, five compounds—DPM, 1,3-butadiene, benzene, formaldehyde, and acetaldehyde—were found to be responsible for more than 90 percent of the cancer risk attributed to emissions. All of these compounds are associated with emissions from internal combustion engines. The most important sources of cancer risk-weighted emissions were combustion-related sources of DPM, including on-road mobile sources (31 percent), construction equipment (29 percent), and ships and harbor craft (13 percent). A 75 percent reduction in DPM was predicted between 2005 and 2015 when the inventory accounted for CARB's diesel regulations. Overall, cancer risk from TACs dropped by more than 50 percent between 2005 and 2015, when emissions inputs accounted for State diesel regulations and other reductions.<sup>21</sup>

Modeled cancer risks from TAC in 2005 were highest near sources of DPM: near core urban areas, along major roadways and freeways, and near maritime shipping terminals. The highest modeled risks were found east of San Francisco, near West Oakland, and the Maritime Port of Oakland. BAAQMD has identified seven impacted communities in the Bay Area:

1. Western Contra Costa County and the cities of Richmond and San Pablo
2. Western Alameda County along the Interstate 880 (I-880) corridor and the cities of Berkeley, Alameda, Oakland, and Hayward
3. San Jose
4. Eastern side of San Francisco
5. Concord
6. Vallejo
7. Pittsburgh and Antioch

The project site is not within a CARE-program impacted community.

The major contributor to acute and chronic non-cancer health effects in the air basin is acrolein (C<sub>3</sub>H<sub>4</sub>O). Major sources of acrolein are on-road mobile sources and aircraft near freeways and commercial and military airports.<sup>22</sup> Currently CARB does not have certified emission factors or an analytical test method for acrolein.

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<sup>21</sup> Bay Area Air Quality Management District. 2014. Improving Air Quality & Health in Bay Area Communities, Community Air Risk Program (CARE) Retrospective and Path Forward (2004–2013), April.

<sup>22</sup> Bay Area Air Quality Management District. 2006. Community Air Risk Evaluation Program, Phase I Findings and Policy Recommendations Related to Toxic Air Contaminants in the San Francisco Bay Area.

Since the appropriate tools needed to implement and enforce acrolein emission limits are not available, the BAAQMD does not conduct health risk screening analysis for acrolein emissions.<sup>23</sup>

### 1.1.3.3 REGULATION 7, ODOROUS SUBSTANCES

BAAQMD's Regulation 7, Odorous Substances, places general limitations on odorous substances and specific emission limitations on certain odorous compounds. Odors are also regulated under BAAQMD Regulation 1, Rule 1-301, Public Nuisance, which states that "no person shall discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public; or which endangers the comfort, repose, health or safety of any such persons or the public, or which causes, or has a natural tendency to cause, injury or damage to business or property." Under BAAQMD's Rule 1-301, a facility that receives three or more violation notices within a 30-day period can be declared a public nuisance.

### 1.1.3.4 OTHER BAAQMD REGULATIONS

In addition to the plans and programs described above, BAAQMD administers a number of specific regulations on various sources of pollutant emissions that would apply to individual development projects allowed under the proposed General Plan, including:

- BAAQMD, Regulation 2, Rule 2, New Source Review
- BAAQMD, Regulation 2, Rule 5, New Source Review of Toxic Air Contaminants
- BAAQMD Regulation 6, Rule 1, General Requirements
- BAAQMD Regulation 6, Rule 2, Commercial Cooking Equipment
- BAAQMD Regulation 8, Rule 3, Architectural Coatings
- BAAQMD Regulation 8, Rule 4, General Solvent and Surface Coatings Operations
- BAAQMD Regulation 8, Rule 7, Gasoline Dispensing Facilities
- BAAQMD Regulation 11, Rule 2, Asbestos, Demolition, Renovation and Manufacturing)

## 1.1.4 Santa Clara Valley Transportation Authority

The Santa Clara Valley Transportation Authority (VTA) is the congestion management agency for Santa Clara County. VTA is tasked with developing a comprehensive transportation improvement program among local jurisdictions that will reduce traffic congestion and improve land use decision-making and air quality. VTA's latest congestion management program (CMP) is the 2017 Congestion Management Program Document. VTA's countywide transportation model must be consistent with the regional transportation model developed by the MTC with ABAG data. The countywide transportation model is used to help evaluate cumulative transportation impacts of local land use decisions on the CMP system. In addition, VTA's updated CMP includes multi-modal performance standards and trip reduction and transportation demand management strategies consistent with the goal of reducing regional vehicle miles traveled in accordance with Senate Bill 375. The 2017 CMP also includes a discussion of Senate Bill 743 implementation and relationship to the CMP auto level of service standard. Strategies identified in the 2017 CMP for Santa Clara County, where local jurisdictions are responsible agencies, include:

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<sup>23</sup> Bay Area Air Quality Management District. 2010. Air Toxics NSR Program, Health Risk Screening Analysis Guidelines.



- Transportation Analysis Standards Element:
- Monitor and submit report on the level of service (LOS) on CMP roadway network intersections using CMP software and procedures.
- Monitor performance of CMP rural highways and freeways.
- Multimodal Performance Measures Element: Collect available transportation measurement data for use in land use analysis, deficiency plans, and the Capital Improvement Program.
- Transportation Model and Database:
- Certify that the CMP model is consistent with the regional model.
- Certify that member agency models are consistent with the CMP model.
- Land Use Impact Analysis Element:
- Prepare a Transportation Impact Analysis (TIA) for projects that generate 100 or more peak hour trips and submit to the CMP according to TIA Guidelines schedule.
- Submit relevant conditions of approval to VTA for projects generating TIAs.
- Prepare quarterly report on VTA comments and local agency adopted conditions for VTA Board, Congestion Management Program and Planning Committee, Policy Advisory Committee, Technical Advisory Committee, Citizens Advisory Committee, and Bicycle and Pedestrian Advisory Committee.
- Prepare and submit land use monitoring data to the CMP on all land use projects approved from July 1 to June 30 of the previous year.
- Capital Improvement Program: Develop a list of projects intended to maintain or improve the level of service on the designated system and to maintain transit performance standards.
- Monitoring and Conformance: Outline the requirements and procedures established for conducting annual traffic LOS and land use monitoring efforts. Support the Traffic Level of Service and Community Form and Impact Analysis Elements.
- Multimodal Improvement Plan Element:
- Prepare deficiency plans for facilities that violate CMP traffic LOS standards or that are projected to violate LOS standards using the adopted deficiency plan requirements.
- Submit a deficiency plan implementation status report as part of annual monitoring.

### 1.1.5 Bay Area Commuter Benefits Program

Under Air District Regulation 14, Model Source Emissions Reduction Measures, Rule 1, Bay Area Commuter Benefits Program, employers with 50 or more full-time employees within the Air District are required to register

and offer commuter benefits to employees. In partnership with the Air District and the MTC, the rule's purpose is to improve air quality, reduce GHG emissions, and decrease the Bay Area's traffic congestion by encouraging employees to use alternative commute modes, such as transit, vanpool, carpool, bicycling, and walking. The benefits program allows employees to choose from one of four commuter benefit options including a pre-tax benefit, employer-provided subsidy, employer-provided transit, and alternative commute benefit.

## ENVIRONMENTAL SETTING

### 1.1.6 San Francisco Bay Area Air Basin

The BAAQMD is the regional air quality agency for the SFBAAB, which comprises all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties; the southern portion of Sonoma County; and the southwestern portion of Solano County. Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions.<sup>24</sup>

#### 1.1.6.1 METEOROLOGY

The SFBAAB is characterized by complex terrain, consisting of coastal mountain ranges, inland valleys, and bays, which distort normal wind flow patterns. The Coast Range splits, resulting in a western coast gap, Golden Gate, and an eastern coast gap, Carquinez Strait, which allow air to flow in and out of the SFBAAB and the Central Valley.

The climate 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 because of the northwesterly flow 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 Northern California 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. Weak inversions coupled with moderate winds result in a low air pollution potential.

#### 1.1.6.2 WIND PATTERNS

During the summer, winds flowing from the northwest are drawn inland through the Golden Gate and over the lower portions of the San Francisco Peninsula. Immediately south of Mount Tamalpais, the northwesterly winds accelerate considerably and come more directly from the west as they stream through the Golden Gate. This channeling of wind through the Golden Gate produces a jet that sweeps eastward and splits off to the northwest toward Richmond and to the southwest toward San Jose when it meets the East Bay hills.

Wind speeds may be strong locally in areas where air is channeled through a narrow opening, such as the Carquinez Strait, the Golden Gate, or the San Bruno gap. For example, the average wind speed at San Francisco

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<sup>24</sup> This section describing the air basin is from Bay Area Air Quality Management District, 2017, May, Appendix C: Sample Air Quality Setting, in *California Environmental Quality Act Air Quality Guidelines*.

International Airport in July is about 17 knots (from 3:00 p.m. to 4:00 p.m.), compared with only 7 knots at San Jose and less than 6 knots at the Farallon Islands.

The air flowing in from the coast to the Central Valley, called the sea breeze, begins developing at or near ground level along the coast in late morning or early afternoon. As the day progresses, the sea breeze layer deepens and increases in velocity while spreading inland. The depth of the sea breeze depends in large part upon the height and strength of the inversion. If the inversion is low and strong, and hence stable, the flow of the sea breeze will be inhibited and stagnant conditions are likely to result.

In the winter, the SFBAAB frequently experiences stormy conditions with moderate to strong winds, as well as periods of stagnation with very light winds. Winter stagnation episodes are characterized by nighttime drainage flows in coastal valleys. Drainage is a reversal of the usual daytime air-flow patterns; air moves from the Central Valley toward the coast and back down toward the Bay from the smaller valleys within the SFBAAB.

### **1.1.6.3 TEMPERATURE**

Summertime temperatures in the SFBAAB are determined in large part by the effect of differential heating between land and water surfaces. On summer afternoons, the temperatures at the coast can be 35 degrees Fahrenheit cooler than temperatures 15 to 20 miles inland; at night, this contrast usually decreases to less than 10 degrees Fahrenheit. In the winter, the relationship of minimum and maximum temperatures is reversed. During the daytime the temperature contrast between the coast and inland areas is small, whereas at night the variation in temperature is large.

### **1.1.6.4 PRECIPITATION**

The SFBAAB is characterized by moderately wet winters and dry summers. Winter rains (November through March) account for about 75 percent of the average annual rainfall. The amount of annual precipitation can vary greatly from one part of the SFBAAB to another, even within short distances. In general, total annual rainfall can reach 40 inches in the mountains, but it is often less than 16 inches in sheltered valleys.

During rainy periods, ventilation (rapid horizontal movement of air and injection of cleaner air) and vertical mixing (an upward and downward movement of air) are usually high, and thus pollution levels tend to be low (i.e. air pollutants are dispersed more readily into the atmosphere rather than accumulate under stagnant conditions). However, during the winter, frequent dry periods do occur, when mixing and ventilation are low and pollutant levels build up.

### **1.1.6.5 WIND CIRCULATION**

Low wind speed contributes to the buildup of air pollution because it allows more pollutants to be emitted into the air mass per unit of time. Light winds occur most frequently during periods of low sun (fall and winter, and early morning) and at night. These are also periods when air pollutant emissions from some sources are at their peak, namely, commuter traffic (early morning) and wood-burning appliances (nighttime). The problem can be compounded in valleys, when weak flows carry the pollutants up-valley during the day, and cold air drainage flows move the air mass down-valley at night. Such restricted movement of trapped air provides little opportunity for ventilation and leads to buildup of pollutants to potentially unhealthy levels.

### 1.1.6.6 INVERSIONS

An inversion is a layer of warmer air over a layer of cooler air. Inversions affect air quality conditions significantly because they influence the mixing depth, i.e. the vertical depth in the atmosphere available for diluting air contaminants near the ground. There are two types of inversions that occur regularly in the SFBAAB. Elevation inversions are more common in the summer and fall, and radiation inversions are more common during the winter. The highest air pollutant concentrations in the SFBAAB generally occur during inversions.

## 1.1.7 Existing Ambient Air Quality

### 1.1.7.1 ATTAINMENT STATUS OF THE SFBAAB

Areas that meet AAQS are classified attainment areas, and areas that do not meet these standards are classified nonattainment areas. Severity classifications for O<sub>3</sub> range from marginal, moderate, and serious to severe and extreme. The attainment status for the air basin is shown in Table 2. The air basin is currently designated a nonattainment area for California and National O<sub>3</sub>, California and National PM<sub>2.5</sub>, and California PM<sub>10</sub> AAQS.

**Table 2 Attainment Status of Criteria Pollutants in the San Francisco Bay Area Air Basin**

Pollutant	State	Federal
Ozone – 1-hour	Nonattainment	Classification revoked (2005)
Ozone – 8-hour	Nonattainment (serious)	Nonattainment
PM <sub>10</sub>	Nonattainment	Unclassified/Attainment
PM <sub>2.5</sub>	Nonattainment	Unclassified/Attainment <sup>a</sup>
CO	Attainment	Attainment
NO <sub>2</sub>	Attainment	Unclassified
SO <sub>2</sub>	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	Attainment	Unclassified/Attainment
All others	Unclassified/Attainment	Unclassified/Attainment

Source: California Air Resources Board, 2017, October. Area Designations Maps: State and National. <http://www.arb.ca.gov/degis/adm/adm.htm>.

<sup>a</sup> In December 2014, US EPA issued final area designations for the 2012 primary annual PM<sub>2.5</sub> National AAQS. Areas designated “unclassifiable/attainment” must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015 (Bay Area Air Quality Management District, 2017, January 5. Air Quality Standards and Attainment Status. <http://www.baaqmd.gov/research-and-data/air-quality-standards-and-attainment-status>).

### 1.1.7.2 EXISTING AMBIENT AIR QUALITY

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project site are best documented by measurements made by the BAAQMD. The BAAQMD monitoring station closest to the project site with sufficient data is the Santa Clara – Los Gatos Monitoring Station and the San Jose-Jackson Street Monitoring Station. Data from this station is summarized in Table 3. The Los Gatos Monitoring Station shows occasional violations of the State and federal O<sub>3</sub> standards. The San Jose-Jackson Street Monitoring Station also shows occasional violations of PM<sub>10</sub> and federal PM<sub>2.5</sub> standards.

**Table 3 Ambient Air Quality Monitoring Summary**

Pollutant/Standard	Number of Days Threshold Were Exceeded and Maximum Levels during Such Violations				
	2013	2014	2015	2016	2017
<b>Ozone (O<sub>3</sub>)</b>					
State 1-Hour ≥ 0.09 ppm	0	0	1	0	0
State 8-hour ≥ 0.07 ppm	1	2	4	0	3
Federal 8-Hour > 0.075 ppm	0	1	2	0	0
Maximum 1-Hour Conc. (ppm)	0.087	0.090	0.100	0.091	0.093
Maximum 8-Hour Conc. (ppm)	0.075	0.077	0.084	0.065	0.075
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>					
State 1-Hour ≥ 0.18 (ppm)	0	0	0	0	0
Maximum 1-Hour Conc. (ppb)	58.7	58.4	49.3	51.1	67.5
<b>Coarse Particulates (PM<sub>10</sub>)</b>					
State 24-Hour > 50 µg/m <sup>3</sup>	5	1	1	0	6
Federal 24-Hour > 150 µg/m <sup>3</sup>	0	0	0	0	0
Maximum 24-Hour Conc. (µg/m <sup>3</sup> )	55.8	56.4	58.8	40.0	69.4
<b>Fine Particulates (PM<sub>2.5</sub>)</b>					
Federal 24-Hour > 35 µg/m <sup>3</sup>	6	2	2	0	6
Maximum 24-Hour Conc. (µg/m <sup>3</sup> )	57.7	60.4	49.4	22.6	49.7

Source: California Air Resources Board, 2015, Air Pollution Data Monitoring Cards (2011, 2012, 2013, 2014, and 2015), Accessed May 4, 2016, <http://www.arb.ca.gov/adam/index.html>. Data from Cupertino Monitoring Station for years 2010–2013. Data from the Los Gatos Monitoring station for ozone. Data from the San Jose Jackson Street Monitoring Station for NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.  
 Notes: ppm: parts per million; ppb: parts per billion; µg/m<sup>3</sup>: or micrograms per cubic meter  
 \* = insufficient data

### 1.1.7.3 EXISTING EMISSIONS

The project site is currently developed with various existing buildings, campsites, and RV spaces. The County Park generates criteria air pollutants emissions from energy use, transportation, and area sources associated with the use and maintenance of the park.

### 1.1.8 Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases. Residential areas are also considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, since the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the population.

The nearest sensitive receptors are the residents on Sanborn Road.

## 1.2 METHODOLOGY

The BAAQMD “CEQA Air Quality Guidelines” were prepared to assist in the evaluation of air quality impacts of projects and plans proposed in the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process, consistent with CEQA requirements, and include recommended thresholds of significance, mitigation measures, and background air quality information. They also include recommended assessment methodologies for air toxics, odors, and greenhouse gas emissions. In June 2010, the BAAQMD’s Board of Directors adopted CEQA thresholds of significance and an update of the CEQA Guidelines. In May 2011, the updated BAAQMD CEQA Air Quality Guidelines were amended to include a risk and hazards threshold for new receptors and modified procedures for assessing impacts related to risk and hazard impacts; however, this later amendment regarding risk and hazards was the subject of the December 17, 2015 Supreme Court decision (*California Building Industry Association v BAAQMD*), which clarified that CEQA does not require an evaluation of impacts of the environment on a project.<sup>25</sup>

### 1.2.1 Criteria Air Pollutant Emissions

The proposed project qualifies as a project-level project under BAAQMD’s criteria. For project-level analyses, BAAQMD has adopted screening criteria and significance criteria that would be applicable to the proposed project. If a project exceeds the screening level, it would be required to conduct a full analysis using BAAQMD’s significance criteria.

#### Regional Significance Criteria

BAAQMD’s criteria for regional significance for projects that exceed the screening thresholds are shown in Table 4. Criteria for both construction and operational phases of the project are shown.

**Table 4 BAAQMD Regional (Mass Emissions) Criteria Air Pollutant Significance Thresholds**

Pollutant	Construction Phase	Operational Phase	
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (Tons/year)
ROG	54	54	10
NOx	54	54	10
PM10	82 (Exhaust)	82	15
PM2.5	54 (Exhaust)	54	10

<sup>25</sup> On March 5, 2012, the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the thresholds of significance in the BAAQMD CEQA Air Quality Guidelines. The court did not determine whether the thresholds of significance were valid on their merits, but found that the adoption of the thresholds was a project under CEQA. The court issued a writ of mandate ordering the BAAQMD to set aside the thresholds and cease dissemination of them until the BAAQMD complied with CEQA. Following the court’s order, the BAAQMD released revised CEQA Air Quality Guidelines in May of 2012 that include guidance on calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures, and which set aside the significance thresholds. The Alameda County Superior Court, in ordering BAAQMD to set aside the thresholds, did not address the merits of the science or evidence supporting the thresholds, and in light of the subsequent case history discussed below, the science and reasoning contained in the BAAQMD 2011 CEQA Air Quality Guidelines provide the latest state-of-the-art guidance available. On August 13, 2013, the First District Court of Appeal ordered the trial court to reverse the judgment and upheld the BAAQMD’s CEQA Guidelines. (*California Building Industry Association versus BAAQMD, Case No. A135335 and A136212 (Court of Appeal, First District, August 13, 2013)*.)

**Table 4 BAAQMD Regional (Mass Emissions) Criteria Air Pollutant Significance Thresholds**

Pollutant	Construction Phase	Operational Phase	
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (Tons/year)
PM10 and PM2.5 Fugitive Dust	Best Management Practices	None	None

Source: Bay Area Air Quality Management District. 2017, May. California Environmental Quality Act Air Quality Guidelines, Appendix D: Threshold of Significance Justification.

### Local CO Hotspots

Congested intersections have the potential to create elevated concentrations of CO, referred to as CO hotspots. The significance criteria for CO hotspots are based on the California AAQS for CO, which is 9.0 ppm (8-hour average) and 20.0 ppm (1-hour average). However, with the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology, the SFBAAB is in attainment of the California and National AAQS, and CO concentrations in the SFBAAB have steadily declined. Because CO concentrations have improved, BAAQMD does not require a CO hotspot analysis if the following criteria are met:

- Project is consistent with an applicable congestion management program established by the County Congestion Management Agency for designated roads or highways, the regional transportation plan, and local congestion management agency plans.
- The project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project traffic would not increase traffic volumes at affected intersection to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g. tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).<sup>26</sup>

### Odors

BAAQMD’s thresholds for odors are qualitative based on BAAQMD’s Regulation 7, Odorous Substances. This rule places general limitations on odorous substances and specific emission limitations on certain odorous compounds. In addition, odors are also regulated under BAAQMD Regulation 1, Rule 1-301, Public Nuisance, which states that no person shall discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public; or which endangers the comfort, repose, health or safety of any such persons or the public, or which causes, or has a natural tendency to cause, injury or damage to business or property. Under BAAQMD’s Rule 1-301, a facility that receives three or more violation notices within a 30-day period can be declared a public nuisance. BAAQMD has established odor screening thresholds for land uses that have the potential to generate substantial odor complaints, including wastewater treatment plants, landfills or transfer stations, composting facilities, confined animal facilities, food manufacturing, and chemical plants.<sup>27</sup>

<sup>26</sup> Bay Area Air Quality Management District. 2017, May. California Environmental Quality Act Air Quality Guidelines, Appendix D: Threshold of Significance Justification.

<sup>27</sup> Bay Area Air Quality Management District. 2017, May. California Environmental Quality Act Air Quality Guidelines.

## 1.2.2 Toxic Air Contaminants

The BAAQMD's significance thresholds for TAC (i.e., local community risk and hazard) impacts apply to the siting of a new source. Local community risk and hazard impacts are associated with TACs and PM<sub>2.5</sub> because emissions of these pollutants can have significant health impacts at the local level. The purpose of this environmental evaluation is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project (*California Building Industry Association v. Bay Area Air Quality Management District* [2015] 62 Cal.4th 369 [Case No. S213478]). CEQA does not require an environmental evaluation to analyze the environmental effects of attracting development and people to an area. However, the environmental evaluation must analyze the impacts of environmental hazards on future users when the proposed project exacerbates an existing environmental hazard or condition or if there is an exception to this exemption identified in the Public Resources Code. Schools, residential, commercial, and office uses do not use substantial quantities of TACs and typically do not exacerbate existing hazards, so these thresholds are typically applied to new industrial projects.

For assessing community risk and hazards, sources within a 1,000-foot radius are considered. Sources are defined as freeways, high volume roadways (with volume of 10,000 vehicles or more per day or 1,000 trucks per day), and permitted sources.<sup>28,29</sup>

The proposed project would generate TACs and PM<sub>2.5</sub> during construction activities that could elevate concentrations of air pollutants at the surrounding residential receptors. The BAAQMD has adopted screening tables for air toxics evaluation during construction.<sup>30</sup> Construction-related TAC and PM<sub>2.5</sub> impacts should be addressed on a case-by-case basis, taking into consideration the specific construction-related characteristics of each project and proximity to off-site receptors, as applicable.<sup>31</sup> The project threshold identified below is applied to the proposed project's construction phase emissions:

### Community Risk and Hazards – Project

Project-level construction emissions of TACs or PM<sub>2.5</sub> from the proposed project to individual sensitive receptors within 1,000 feet of the project site that exceed any of the thresholds listed below are considered a potentially significant community health risk:

- Non-compliance with a qualified Community Risk Reduction Plan;
- An excess cancer risk level of more than 10 in one million, or a non-cancer (i.e. chronic or acute) hazard index greater than 1.0 would be a significant cumulatively considerable contribution;

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<sup>28</sup> Bay Area Air Quality Management District. 2017, May. California Environmental Quality Act Air Quality Guidelines, Appendix D: Threshold of Significance Justification.

<sup>29</sup> Bay Area Air Quality Management District. 2012. Recommended Methods for Screening and Modeling Local Risks and Hazards.

<sup>30</sup> Bay Area Air Quality Management District. 2010. Screening Tables for Air Toxics Evaluations during Construction.

<sup>31</sup> Bay Area Air Quality Management District. 2017, May. California Environmental Quality Act Air Quality Guidelines, Appendix D: Threshold of Significance Justification.



- An incremental increase of greater than 0.3 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) annual average  $\text{PM}_{2.5}$  from a single source would be a significant, cumulatively considerable contribution.<sup>32</sup>

### Community Risk and Hazards – Cumulative

Cumulative sources represent the combined total risk values of each of the individual sources within the 1,000-foot evaluation zone.

A project would have a cumulative considerable impact 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 location of a receptor, plus the contribution from the project, exceeds the following:

- Non-compliance with a qualified Community Risk Reduction Plan; or
- An excess cancer risk levels of more than 100 in one million or a chronic non-cancer hazard index (from all local sources) greater than 10.0; or
- 0.8  $\mu\text{g}/\text{m}^3$  annual average  $\text{PM}_{2.5}$ .<sup>33</sup>

Current BAAQMD guidance recommends the determination of cancer risks using the Office of Environmental Health Hazard Assessment's (OEHHA) methodology, which was originally adopted in 2003.<sup>34,35</sup> In February 2015, OEHHA adopted new health risk assessment guidance which includes several efforts to be more protective of children's health. These updated procedures include the use of age sensitivity factors to account for the higher sensitivity of infants and young children to cancer causing chemicals, and age-specific breathing rates.<sup>36</sup> However, BAAQMD has not formally adopted the new OEHHA methodology into their CEQA guidance. To be conservative, the cancer risks associated with project implementation and significance conclusions were determined using the new 2015 OEHHA guidance for risk assessments.

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<sup>32</sup> Bay Area Air Quality Management District. 2017, May. California Environmental Quality Act Air Quality Guidelines, Appendix D: Threshold of Significance Justification.

<sup>33</sup> Ibid.

<sup>34</sup> Bay Area Air Quality Management District. 2012, Recommended Methods for Screening and Modeling Local Risks and Hazards.

<sup>35</sup> Office of Environmental Health Hazard Assessment. 2003. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments.

<sup>36</sup> Office of Environmental Health Hazard Assessment. 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments.

## 2. Greenhouse Gas Emissions

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Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHG, to the atmosphere. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHG—water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and ozone (O<sub>3</sub>)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.<sup>37,38,39</sup> The major GHG are briefly described below.

- **Carbon dioxide (CO<sub>2</sub>)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g. manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.
- **Methane (CH<sub>4</sub>)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in municipal landfills and water treatment facilities.
- **Nitrous oxide (N<sub>2</sub>O)** is emitted during agricultural and industrial activities as well as during combustion of fossil fuels and solid waste.
- **Fluorinated gases** are synthetic, strong GHGs that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in smaller quantities, but because they are potent GHGs, they are sometimes referred to as high global warming potential (GWP) gases.
  - **Chlorofluorocarbons (CFCs)** are GHGs covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are not destroyed in the lower atmosphere (troposphere, stratosphere), CFCs drift into the upper atmosphere where, given suitable conditions, they break down ozone. These

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<sup>37</sup> Intergovernmental Panel on Climate Change, 2001. Third Assessment Report: Climate Change 2001, New York: Cambridge University Press.

<sup>38</sup> Water vapor (H<sub>2</sub>O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant because it is considered part of the feedback loop of changing radiative forcing rather than a primary cause of change.

<sup>39</sup> Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities. However, state and national GHG inventories do not include black carbon yet due to ongoing work related to resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

gases are also ozone-depleting gases and are therefore being replaced by other compounds that are GHGs covered under the Kyoto Protocol.

- **Hydrofluorocarbons (HFCs)** contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances to serve many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are strong GHGs.
- **Perfluorocarbons (PFCs)** are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF<sub>4</sub>] and perfluoroethane [C<sub>2</sub>F<sub>6</sub>]) were introduced, along with HFCs, as alternatives to the ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they have a high global warming potential.
- **Sulfur Hexafluoride (SF<sub>6</sub>)** is a colorless gas, soluble in alcohol and ether and slightly soluble in water. SF<sub>6</sub> is a strong GHG used primarily in electrical transmission and distribution systems as an insulator.
- **Hydrochlorofluorocarbons (HCFCs)** contain hydrogen, fluorine, chlorine, and carbon atoms. Although ozone-depleting substances, they are less potent at destroying stratospheric ozone than CFCs. They have been introduced as temporary replacements for CFCs and are also GHGs.<sup>40,41</sup>

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have a stronger greenhouse effect than others. These are referred to as high global warming potential (GWP) gases. Table 5 lists the GHG applicable to the project and their relative GWP compared to CO<sub>2</sub>. The GWP is used to convert GHGs to CO<sub>2</sub>-equivalent (CO<sub>2</sub>e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under IPCC's Second Assessment Report, GWP values for CH<sub>4</sub> are such that a project generating 10 metric tons (MT) of CH<sub>4</sub> would be equivalent to 210 MT of CO<sub>2</sub>.

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<sup>40</sup> United States Environmental Protection Agency. 2015. Overview of Greenhouse Gases. <http://www3.epa.gov/climatechange/ghgemissions/gases.html>.

<sup>41</sup> Intergovernmental Panel on Climate Change. 2001. Third Assessment Report: Climate Change 2001, New York: Cambridge University Press.

**Table 5 GHG Emissions and their Relative Global Warming Potential Compared to CO<sub>2</sub>**

GHGs	Second Assessment Report Atmospheric Lifetime (Years)	Fourth Assessment Report Atmospheric Lifetime (Years)	Second Assessment Report Global Warming Potential Relative to CO <sub>2</sub> <sup>a</sup>	Fourth Assessment Report Global Warming Potential Relative to CO <sub>2</sub> <sup>b</sup>
Carbon Dioxide (CO <sub>2</sub> )	50 to 200	50 to 200	1	1
Methane <sup>2</sup> (CH <sub>4</sub> )	12 (±3)	12	21	25
Nitrous Oxide (N <sub>2</sub> O)	120	114	310	298

Source: Intergovernmental Panel on Climate Change, 1996, Second Assessment Report: Climate Change 1996, New York: Cambridge University Press; and Intergovernmental Panel on Climate Change, 2007, Fourth Assessment Report: Climate Change 2007, New York: Cambridge University Press.

Notes: The IPCC has published updated global warming potential (GWP) values in its Fifth Assessment Report (2013) that reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO<sub>2</sub>. However, GWP values identified in the Second Assessment Report are still used by SCAQMD to maintain consistency in GHG emissions modeling. In addition, the 2008 Scoping Plan was based on the GWP values in the Second Assessment Report.

<sup>a</sup> Based on 100-year time horizon of the GWP of the air pollutant relative to CO<sub>2</sub>.

<sup>b</sup> The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO<sub>2</sub> is not included.

## 2.1 CALIFORNIA'S GREENHOUSE GAS SOURCES AND RELATIVE CONTRIBUTION

In 2018, the statewide GHG emissions inventory was updated for 2000 to 2016 emissions using the GWPs in IPCC's AR4.<sup>42</sup> Based on these GWPs, California produced 429.4 MMTCO<sub>2</sub>e GHG emissions in 2016. California's transportation sector was the single largest generator of GHG emissions, producing 40.5 percent of the state's total emissions. Industrial sector emissions made up 23.4 percent, and electric power generation made up 16.1 percent of the state's emissions inventory. Other major sectors of GHG emissions include commercial and residential (12.0 percent), agriculture and forestry (7.9 percent) and other (solvents and chemicals) at 0.2 percent.<sup>43</sup>

California's GHG emissions have followed a declining trend since 2007. In 2016, emissions from routine GHG emitting activities statewide were 429 MMTCO<sub>2</sub>e, 12 MMTCO<sub>2</sub>e lower than 2015 levels or 12 MMTCO<sub>2</sub>e lower than 2015 levels. This represents an overall decrease of 13 percent since peak levels in 2004 and 2 MMTCO<sub>2</sub>e below the 1990 level and the State's 2020 GHG target. During the 2000 to 2016 period, per capita GHG emissions in California have continued to drop from a peak in 2001 of 14.0 MTCO<sub>2</sub>e per capita to 10.8 MTCO<sub>2</sub>e per capita in 2016, a 23 percent decrease. Overall trends in the inventory also demonstrate that the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic product (GDP)) is declining, representing a 38 percent decline since the 2001 peak, while the state's GDP has grown 41 percent during this period.<sup>44</sup>

## 2.2 HUMAN INFLUENCE ON CLIMATE CHANGE

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate

<sup>42</sup> Methodology for determining the statewide GHG inventory is not the same as the methodology used to determine statewide GHG emissions under Assembly Bill 32 (2006).

<sup>43</sup> California Air Resources Board, 2018, 2018 Edition California Greenhouse Gas Inventory for 2000-2016: By Category as Defined in the 2008 Scoping Plan, <https://www.arb.ca.gov/cc/inventory/data/data.htm>, accessed November 20, 2018.

<sup>44</sup> California Air Resources Board, 2018, California Greenhouse Emissions for 2000 to 2016 – Trends of Emissions and Other Indicators, <https://www.arb.ca.gov/cc/inventory/data/data.htm>, accessed November 20, 2018.

and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities. The amount of CO<sub>2</sub> in the atmosphere has increased by more than 35 percent since preindustrial times and has increased at an average rate of 1.4 parts per million per year since 1960, mainly due to combustion of fossil fuels and deforestation.<sup>45</sup> These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants.<sup>46</sup> In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. However, human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime.<sup>47</sup>

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are hard to predict. Projections of climate change depend heavily upon future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by varying degrees of uncertainty. For example, there are varying degrees of certainty on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas.
- Warmer and more frequent hot days and nights over most land areas.
- An increase in frequency of warm spells/heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas.
- Larger areas affected by drought.
- Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea level (excluding tsunamis).

## 2.3 POTENTIAL CLIMATE CHANGE IMPACTS FOR CALIFORNIA

Observed changes over the last several decades across the western United States reveal clear signs of climate change. Statewide average temperatures increased by about 1.7 degrees Fahrenheit (°F) from 1895 to 2011, and warming has been greatest in the Sierra Nevada. The years from 2014 through 2016 have shown unprecedented temperatures with 2014 being the warmest. By 2050, California is projected to warm by approximately 2.7°F above 2000 averages, a threefold increase in the rate of warming over the last century. By 2100, average temperatures could increase by 4.1 to 8.6°F, depending on emissions levels.

In California and western North America, observations of the climate have shown: 1) a trend toward warmer winter and spring temperatures; 2) a smaller fraction of precipitation falling as snow; 3) a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones; 4) advanced shift in the timing

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<sup>45</sup> Intergovernmental Panel on Climate Change, 2007, *Fourth Assessment Report: Climate Change 2007*, New York: Cambridge University Press.

<sup>46</sup> California Climate Action Team, 2006, Climate Action Team Report to Governor Schwarzenegger and the Legislature.

<sup>47</sup> Intergovernmental Panel on Climate Change, 2007, *Fourth Assessment Report: Climate Change 2007*, New York: Cambridge University Press.

of snowmelt of 5 to 30 days earlier in the spring; and 5) a similar shift (5 to 30 days earlier) in the timing of spring flower blooms. Overall, California has become drier over time with 5 of the 5 years of severe to extreme drought occurring between 2007 and 2016, with unprecedented dry years occurring in 2015 and 2015. Statewide precipitation has become increasingly variable from year to year with the driest consecutive 4 years occurring from 2012 to 2015. According to the California Climate Action Team—a committee of state agency secretaries and the heads of agencies, boards, and departments, led by the Secretary of the California Environmental Protection Agency—even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have already built up, their long atmospheric lifetimes (see Table 4.6-1), and the inertia of the Earth’s climate system could produce as much as 0.6 degrees Celsius (°C) (1.1°F) of additional warming. Consequently, some impacts from climate change are now considered unavoidable. Global climate change risks to California are shown in Table 4.6-2 and include impacts to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy.

Specific climate change impacts that could affect the project include:

- **Water Resources Impacts.** By late-century, all projections show drying, and half of the projections suggest 30-year average precipitation will decline by more than 10 percent below the historical average. This drying trend is caused by an apparent decline in the frequency of rain and snowfall. Even in projections with relatively small or no declines in precipitation, central and southern parts of the State can be expected to be drier from the warming effects alone as the spring snowpack will melt sooner, and the moisture contained in soils will evaporate during long dry summer months.<sup>48</sup>
- **Wildfire Risks.** Earlier snowmelt, higher temperatures and longer dry periods over a longer fire season will directly increase wildfire risk. Indirectly, wildfire risk will also be influenced by potential climate-related changes in vegetation and ignition potential from lightning. Human activities will continue to be the biggest factor in ignition risk. The number of large fires statewide are estimated to increase from 58 percent to 128 percent above historical levels by 2085. Under the same emissions scenario, estimated burned area will increase by 57 percent to 169 percent, depending on location.<sup>49</sup>
- **Health Impacts.** Many of the gravest threats to public health in California stem from the increase of extreme conditions, principally more frequent, more intense, and longer heat waves. Particular concern centers on the increasing tendency for multiple hot days in succession, and heat waves occurring simultaneously in several regions throughout the State. Public health could also be affected by climate change impacts on air quality, food production, the amount and quality of water supplies, energy pricing and availability, and the spread of infectious diseases. Higher temperatures also increase ground-level ozone levels. Furthermore, wildfires can increase particulate air pollution in the major air basins of California.<sup>50</sup>

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<sup>48</sup> California Climate Change Center. 2012. Our Changing Climate 2012, Vulnerability & Adaptation to the Increasing Risks from Climate Change in California. July.

<sup>49</sup> California Council on Science and Technology, 2012, California’s Energy Future: Portraits of Energy Systems for Meeting Greenhouse Gas Reduction Targets. <https://ccst.us/wp-content/uploads/2012ghg.pdf>, accessed November 21, 2018.

<sup>50</sup> California Council on Science and Technology, 2012, California’s Energy Future: Portraits of Energy Systems for Meeting Greenhouse Gas Reduction Targets, <https://ccst.us/wp-content/uploads/2012ghg.pdf>, accessed November 21, 2018.

**Table 6 Summary of GHG Emissions Risks to California**

Impact Category	Potential Risk
Public Health Impacts	Heat waves will be more frequent, hotter, and longer Poor air quality made worse Higher temperatures increase ground-level ozone levels
Water Resources Impacts	Decreasing Sierra Nevada snow pack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level Impacts	Accelerated sea level rise Increasing coastal floods Shrinking beaches Worsened impacts on infrastructure
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pest and pathogens Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand

Sources: California Climate Change Center, 2012, Our Changing Climate 2012: Vulnerability and Adaptation to the Increasing Risks from Climate Change in California; California Energy Commission, 2006, Our Changing Climate: Assessing the Risks to California, 2006 Biennial Report, CEC-500-2006-077; California Energy Commission, 2009, The Future Is Now: An Update on Climate Change Science, Impacts, and Response Options for California. CEC-500-2008-0077; California Natural Resources Agency, 2014, Safeguarding California: Reducing Climate Risk, An Update to the 2009 California Climate Adaptation Strategy.

- Increase Energy Demand.** Increases in average temperature and higher frequency of extreme heat events combined with new residential development across the State will drive up the demand for cooling in the increasingly hot and longer summer season and decrease demand for heating in the cooler season. Warmer, drier summers also increase system losses at natural gas plants (reduced efficiency in the electricity generation process from higher temperatures) and hydropower plants (lower reservoir levels). Transmission of electricity will also be affected by climate change. Transmission lines lose 7 percent to 8 percent of transmitting capacity in high temperatures while needing to transport greater loads. This means that more electricity needs to be produced to make up for the loss in capacity and the growing demand.<sup>51</sup>

<sup>51</sup> California Council on Science and Technology, 2012, California’s Energy Future: Portraits of Energy Systems for Meeting Greenhouse Gas Reduction Targets, <https://ccst.us/wp-content/uploads/2012ghg.pdf>, accessed November 21, 2018.

## 2.1 REGULATORY FRAMEWORK

### 2.1.1 Federal Regulations

The U.S. Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not in and of themselves impose any emission reduction requirements, but allow the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation.<sup>52</sup>

The EPA's endangerment finding covers emissions of six key GHGs—CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, hydrofluorocarbons, perfluorocarbons, and SF<sub>6</sub>—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first three are applicable to the proposed project because they constitute the majority of GHG emissions from the onsite land uses, and per BAAQMD guidance are the GHG emissions that should be evaluated as part of a GHG emissions inventory.

#### 2.1.1.1 US MANDATORY REPORTING RULE FOR GREENHOUSE GASES (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 metric tons (MT) or more of CO<sub>2</sub> per year are required to submit an annual report.

#### 2.1.1.2 UPDATE TO CORPORATE AVERAGE FUEL ECONOMY STANDARDS (2010/2012)

The current Corporate Average Fuel Economy (CAFE) standards (for model years 2011 to 2016) incorporate stricter fuel economy requirements promulgated by the federal government and California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in a fleet average of 35.5 miles per gallon [mpg] by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be considered to be in compliance with State requirements. The federal government issued new standards in 2012 for model years 2017–2025, which will require a fleet average of 54.5 mpg in 2025. However, the EPA is reexamining the 2017–2025 emissions standards.

#### 2.1.1.3 EPA REGULATION OF STATIONARY SOURCES UNDER THE CLEAN AIR ACT (ONGOING)

Pursuant to its authority under the Clean Air Act (CAA), the EPA has been developing regulations for new stationary sources such as power plants, refineries, and other large sources of emissions. Pursuant to President Obama's 2013 Climate Action Plan, the EPA was directed to also develop regulations for existing stationary sources. However, the EPA is reviewing the Clean Power Plan under President Trump's Energy Independence Executive Order.

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<sup>52</sup> United States Environmental Protection Agency. 2009. EPA: Greenhouse Gases Threaten Public Health and the Environment, Science overwhelmingly shows greenhouse gas concentrations at unprecedented levels due to human activity, December, <http://yosemite.epa.gov/opa/admpress.nsf/0/08D11A451131BCA585257685005BF252>.



## 2.1.2 State Regulations

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-03-05, Executive Order B-30-15, Assembly Bill 32, Senate Bill 32, and Senate Bill 375.

### 2.1.2.1 EXECUTIVE ORDER S-03-05

Executive Order S-03-05, signed June 1, 2005. Executive Order S-03-05 set the following GHG reduction targets for the State:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

### 2.1.2.2 ASSEMBLY BILL 32, THE GLOBAL WARMING SOLUTIONS ACT

AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-03-05. Under AB 32, California Air Resources Board (CARB) prepared the 2008 Climate Change Scoping Plan, the 2014 Climate Change Scoping Plan, and the 2017 Climate Change Scoping Plan, which are discussed below.

#### CARB 2008 Scoping Plan

The final Scoping Plan was adopted by CARB on December 11, 2008. The *2008 Scoping Plan* identified that GHG emissions in California are anticipated to be 596 MMTCO<sub>2e</sub> in 2020. In December 2007, CARB approved a 2020 emissions limit of 427 MMTCO<sub>2e</sub> (471 million tons) for the state. In order to effectively implement the emissions cap, AB 32 directed CARB to establish a mandatory reporting system to track and monitor GHG emissions levels for large stationary sources that generate more than 25,000 MTCO<sub>2e</sub> per year, prepare a plan demonstrating how the 2020 deadline can be met, and develop appropriate regulations and programs to implement the plan by 2012.

#### First Update to the Scoping Plan

CARB completed a five-year update to the 2008 Scoping Plan, as required by AB 32. The First Update to the Scoping Plan, adopted at the May 22, 2014, board hearing, highlights California's progress toward meeting the near-term 2020 GHG emission reduction goals defined in the 2008 Scoping Plan. As part of the update, CARB recalculated the 1990 GHG emission levels with the updated AR4 GWPs, and the 427 MMTCO<sub>2e</sub> 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, are slightly higher at 431 MMTCO<sub>2e</sub>.<sup>53</sup>

As identified in the Update to the Scoping Plan, California is on track to meeting the goals of AB 32. However, the update also addresses the state's longer-term GHG goals in a post-2020 element. The post-2020 element provides a high level view of a long-term strategy for meeting the 2050 GHG goals, including a

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<sup>53</sup> California Air Resources Board, 2014, First Update to the Climate Change Scoping Plan: Building on the Framework, Pursuant to AB 32, The California Global Warming Solutions Act of 2006, <http://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>, accessed November 20, 2018.

recommendation for the state to adopt a midterm target. According to the Update to the Scoping Plan, local government reduction targets should chart a reduction trajectory that is consistent with or exceeds the trajectory created by statewide goals.<sup>54</sup> CARB identified that reducing emissions to 80 percent below 1990 levels will require a fundamental shift to efficient, clean energy in every sector of the economy. Progressing toward California's 2050 climate targets will require significant acceleration of GHG reduction rates. Emissions from 2020 to 2050 will have to decline several times faster than the rate needed to reach the 2020 emissions limit.<sup>55</sup>

### 2.1.2.3 EXECUTIVE ORDER B-30-15

Executive Order B-30-15, signed April 29, 2015, sets a goal of reducing GHG emissions within the state to 40 percent of 1990 levels by year 2030. Executive Order B-30-15 also directs CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires state agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for 2050 in Executive Order S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaptation strategy, Safeguarding California, in order to ensure climate change is accounted for in state planning and investment decisions.

### 2.1.2.4 SENATE BILL 32 AND ASSEMBLY BILL 197

In September 2016, Governor Brown signed Senate Bill 32 and Assembly Bill 197 into law, making the Executive Order goal for year 2030 into a statewide mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires the CARB to prioritize direction emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

## 2017 Climate Change Scoping Plan Update

Executive Order B-30-15 and SB 32 required CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. On December 14, 2017, CARB adopted the *2017 Climate Change Scoping Plan Update*. The *2017 Climate Change Scoping Plan Update* includes the regulations and programs to achieve the 2030 target, including strategies consistent with AB 197 requirements. The 2017 Scoping Plan establishes a new emissions limit of 260 MMTCO<sub>2</sub>e for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.<sup>56</sup>

California's climate strategy will require contributions from all sectors of the economy, including enhanced focus on zero- and near-zero emission (ZE/NZE) vehicle technologies; continued investment in renewables, such as solar roofs, wind, and other types of distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (methane, black carbon, and fluorinated gases); and an increased focus on integrated land use planning, to support livable, transit-connected communities and conservation of agricultural and other lands. Requirements for GHG reductions at stationary sources complement efforts by the local air districts to tighten

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<sup>54</sup> California Air Resources Board, 2014, First Update to the Climate Change Scoping Plan: Building on the Framework, Pursuant to AB 32, The California Global Warming Solutions Act of 2006, <http://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>, accessed November 20, 2018.

<sup>55</sup> California Air Resources Board, 2014, First Update to the Climate Change Scoping Plan: Building on the Framework, Pursuant to AB 32, The California Global Warming Solutions Act of 2006, <http://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>, accessed November 20, 2018.

<sup>56</sup> California Air Resources Board. 2017, November. California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target. [https://www.arb.ca.gov/cc/scopingplan/2030sp\\_pp\\_final.pdf](https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf).

criteria air pollutants and TACs emissions limits on a broad spectrum of industrial sources. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing ZEV buses and trucks.
- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030).
- Implementation of SB 350, which expands the Renewables Portfolio Standard (RPS) to 50 percent RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency and utilizes NZE technology and deployment of ZEV trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy, which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.
- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- Development of a Natural and Working Lands Action Plan to secure California’s land base as a net carbon sink.

In addition to the statewide strategies listed above, the 2017 Climate Change Scoping Plan also identified local governments as essential partners in achieving the state’s long-term GHG reduction goals and identified local actions to reduce GHG emissions. As part of the recommended actions, CARB recommends statewide targets of no more than 6 MTCO<sub>2e</sub> or less per capita by 2030 and 2 MTCO<sub>2e</sub> or less per capita by 2050. CARB recommends that local governments evaluate and adopt robust and quantitative locally appropriate goals that align with the statewide per capita targets and the state’s sustainable development objectives, and develop plans to achieve the local goals. The statewide per capita goals were developed by applying the percent reductions necessary to reach the 2030 and 2050 climate goals (i.e., 40 percent and 80 percent, respectively) to the state’s 1990 emissions limit established under AB 32. For CEQA projects, CARB states that lead agencies have the discretion to develop evidence-based numeric thresholds (mass emissions, per capita, or per service population) consistent with the Scoping Plan and the state’s long-term GHG goals. To the degree a project relies on GHG mitigation measures, CARB recommends that lead agencies prioritize on-site design features that reduce emissions, especially from vehicle miles traveled (VMT), and direct investments in GHG reductions in the project’s region that contribute potential air quality, health, and economic co-benefits. Where further project design or regional investments are infeasible or not proven to be effective, CARB recommends mitigating potential GHG impacts through purchasing and retiring carbon credits.

The Scoping Plan scenario is set against what is called the business-as-usual yardstick—that is, what GHG emissions would look like if the state did nothing beyond the existing policies that are required and already in place to achieve the 2020 limit, as shown in Table 7, *2017 Climate Change Scoping Plan Emissions Reductions Gap*. It includes the existing renewables requirements, advanced clean cars, the “10 percent” LCFS, and the SB 375

program for more vibrant communities, among others. However, it does not include a range of new policies or measures that have been developed or put into statute over the past two years. As shown in the table, the known commitments are expected to result in emissions that are 60 MMTCO<sub>2e</sub> above the target in 2030. If the estimated GHG reductions from the known commitments are not realized due to delays in implementation or technology deployment, the post-2020 Cap-and-Trade Program would deliver the additional GHG reductions in the sectors it covers to ensure the 2030 target is achieved.

**Table 7 2017 Climate Change Scoping Plan Emissions Reductions Gap**

Modeling Scenario	2030 GHG Emissions MMTCO <sub>2e</sub>
Reference Scenario (Business-as-Usual)	389
With Known Commitments	320
2030 GHG Target	260
Gap to 2030 Target with Known Commitments	60

Source: California Air Resources Board. 2017, November. California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target. [https://www.arb.ca.gov/cc/scopingplan/2030sp\\_pp\\_final.pdf](https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf).

Table 8, *2017 Scoping Plan Emissions Changes by Sector to Achieve the 2030 Target*, provides estimated GHG emissions by sector compared to 1990 levels, and the range of GHG emissions for each sector estimated for 2030.

**Table 8 2017 Scoping Plan Emissions Changes by Sector to Achieve the 2030 Target**

Scoping Plan Sector	1990 MMTCO <sub>2e</sub>	2030 Proposed Plan Ranges MMTCO <sub>2e</sub>	% Change from 1990
Agricultural	26	24-25	-8% to -4%
Residential and Commercial	44	38-40	-14% to -9%
Electric Power	108	30-53	-72% to -51%
High GWP	3	8-11	267% to 367%
Industrial	98	83-90	-15% to -8%
Recycling and Waste	7	8-9	14% to 29%
Transportation (including TCU)	152	103-111	-32% to -27%
Net Sink <sup>a</sup>	-7	TBD	TBD
Sub Total	431	294-339	-32% to -21%
Cap-and-Trade Program	NA	24-79	NA
Total	431	260	-40%

Source: California Air Resources Board. 2017, November. California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target. [https://www.arb.ca.gov/cc/scopingplan/2030sp\\_pp\\_final.pdf](https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf).

Notes: TCU = Transportation, Communications, and Utilities; TBD: To Be Determined.

<sup>a</sup> Work is underway through 2017 to estimate the range of potential sequestration benefits from the natural and working lands sector.

### 2.1.2.5 SENATE BILL 375 – SUSTAINABLE COMMUNITIES STRATEGY

SB 375, the Sustainable Communities and Climate Protection Act, was adopted in 2005 to connect the Scoping Plan's GHG emissions reductions targets for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required

CARB to establish GHG emissions reduction targets for each of the 18 regions in California managed by a metropolitan planning organization (MPO). The Metropolitan Transportation Commission (MTC) is the MPO for the nine-county San Francisco Bay Area region. MTC's targets are a 7 percent per capita reduction in GHG emissions from 2005 by 2020, and 15 percent per capita reduction from 2005 levels by 2035.<sup>57</sup>

## 2017 Update to the SB 375 Targets

SB 375 requires CARB to periodically update the targets, no later than every 8 years. In June 2017, CARB released updated targets and technical methodology and recently released another update in February 2018. The updated targets consider the need to further reduce VMT, as identified in the draft 2017 Scoping Plan Update, while balancing the need for additional and more flexible revenue sources to incentivize positive planning and action toward sustainable communities. Like the 2010 targets, the updated SB 375 targets are in units of percent per capita reduction in GHG emissions from automobiles and light trucks relative to 2005. This excludes reductions anticipated from implementation of state technology and fuels strategies and any potential future state strategies such as statewide road user pricing. The proposed targets call for greater per capita GHG emission reductions from SB 375 than are currently in place, which for 2035, translate into proposed targets that either match or exceed the emission reduction levels in the MPOs' currently adopted SCSs. As proposed, CARB staff's proposed targets would result in an additional reduction of over 10 MMTCO<sub>2e</sub> in 2035 compared to the current targets. For the next round of SCS updates, CARB's updated targets for the MTC/ABAG region are a 10 percent per capita GHG reduction in 2020 from 2005 levels (compared to 7 percent under the 2010 target) and a 19 percent per capita GHG reduction in 2035 from 2005 levels (compared to the 2010 target of 15 percent).<sup>58</sup> The updated targets and methodology will take effect on January 1, 2018, and SCS adopted in 2018 and later would be subject to these new targets.

### *Plan Bay Area, Strategy for a Sustainable Region*

Plan Bay Area 2040 is the Bay Area's RTP/SCS and was adopted jointly by ABAG and MTC on July 26, 2017. It lays out a development scenario for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement) beyond the per capita reduction targets identified by CARB. Plan Bay Area 2040 is a limited and focused update to the 2013 Plan Bay Area, with updated planning assumptions that incorporate key economic, demographic, and financial trends from the last several years.

As part of the implementing framework for Plan Bay Area, local governments have identified Priority Development Areas (PDAs) to focus growth. PDAs are transit-oriented, infill development opportunity areas in existing communities. Overall, well over two-thirds of all regional growth in the Bay Area by 2040 is allocated in PDAs. Per the Final Plan Bay Area 2040, while the projected number of new housing units and new jobs within PDAs would increase to 629,000 units and 707,000 jobs compared to the adopted Plan Bay Area 2013, its overall share would be reduced to 77 percent and 55 percent.<sup>59</sup> However, Plan Bay Area 2040 remains on

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<sup>57</sup> California Air Resources Board. 2010. Staff Report, Proposed Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375, August.

<sup>58</sup> California Air Resources Board. 2018, February. Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets. [https://www.arb.ca.gov/cc/sb375/sb375\\_target\\_update\\_final\\_staff\\_report\\_feb2018.pdf](https://www.arb.ca.gov/cc/sb375/sb375_target_update_final_staff_report_feb2018.pdf).

<sup>59</sup> Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG). 2017, March. Plan Bay Area 2040 Plan.

track to meet a 16 percent per capita reduction of GHG emissions by 2035 and a 10 percent per capita reduction by 2020 from 2005 conditions.<sup>60</sup> The proposed project site is not within a PPA.<sup>61</sup>

### 2.1.2.6 OTHER APPLICABLE MEASURES

#### Transportation

##### *Assembly Bill 1493*

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model year 2017 through 2025 light-duty vehicles.<sup>62</sup> In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.<sup>63</sup>

##### *Executive Order S-1-07*

On January 18, 2007, the State set a new Low Carbon Fuel Standard (LCFS) for transportation fuels sold in California. Executive Order S-1-07 sets a declining standard for GHG emissions measured in carbon dioxide equivalent gram per unit of fuel energy sold in California. The LCFS requires a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The LCFS applies to refiners, blenders, producers, and importers of transportation fuels and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle," using the most economically feasible methods.

##### *Executive Order B-16-2012*

On March 23, 2012, the State identified that CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and

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<sup>60</sup> Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG). 2017, March. Plan Bay Area 2040 Plan.

<sup>61</sup> Associated Bay Area Governments (ABAG). July 2015. Priority Development Area Showcase, <http://gis.abag.ca.gov/website/PDAShowcase/>.

<sup>62</sup> See also the discussion on the update to the CAFE standards under federal laws, above. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

<sup>63</sup> See also the discussion on the update to the CAFE standards under Federal Laws, above. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

the California Fuel Cell Partnership to establish benchmarks to accommodate zero-emissions vehicles in major metropolitan areas, including infrastructure to support them (e.g. electric vehicle charging stations). The executive order also directs the number of zero-emission vehicles in California's State vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are zero-emission by 2015 and at least 25 percent by 2020. The executive order also establishes a target for the transportation sector of reducing GHG emissions from the transportation sector 80 percent below 1990 levels.

## **Renewables Portfolio Standard**

### *Senate Bills 1078 and 107 and Executive Order S-14-08*

A major component of California's Renewable Energy Program is the renewable portfolio standard (RPS) established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order S-14-08 was signed in November 2008, which expanded the State's Renewable Energy Standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SBX1-2). The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

### *Senate Bill 350*

Senate Bill 350 (de Leon), was signed into law September 2015. SB 350 establishes tiered increases to the RPS of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

### *Executive Order B-55-18 and SB 100*

SB 100 and Executive Order B-55-18 were signed by Governor Brown on September 10, 2018. Under the existing RPS, 25 percent of retail sales are required to be from renewable sources by December 31, 2016, 33 percent by December 31, 2020, 40 percent by December 31, 2024, 45 percent by December 31, 2027, and 50 percent by December 31, 2030. SB 100 raises California's RPS requirement to 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030.

In addition to targets under AB 32 and SB32, Executive Order B-55-18 establishes a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directs the California Natural Resources Agency, CalEPA, the Department of Food and Agriculture, and CARB to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal.

## Energy Efficiency

### *California Building Standards Code – Building Energy Efficiency Standards*

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2013 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 31, 2012, the CEC adopted the 2013 Building Energy Efficiency Standards, which went into effect on July 1, 2014. Buildings that are constructed in accordance with the 2013 Building Energy Efficiency Standards are 25 percent (residential) to 30 percent (nonresidential) more energy efficient than the 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

Most recently, the CEC adopted the 2016 Building Energy Efficiency Standards. The 2016 Standards will continue to improve upon the current 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. These standards went into effect on January 1, 2017. Under the 2016 Standards, residential buildings are 28 percent more energy efficient than the 2013 Standards while non-residential buildings are 5 percent more energy efficient than the 2013 Standards.<sup>64</sup>

The 2016 standards will not get us to zero net energy (ZNE). However, they do get us very close to the State's goal and make important steps toward changing residential building practices in California.<sup>65</sup>

The 2019 standards move towards cutting energy use in new homes by more than 50 percent and will require installation of solar photovoltaic systems for single-family homes and multi-family buildings of 3 stories and less. Four key areas the 2019 standards will focus on include 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements.<sup>66</sup> Under the 2019 standards, nonresidential buildings will be 30 percent more energy efficient compared to the 2016 standards while single-family homes will be 7 percent more energy efficient. When accounting for the electricity generated by the solar photovoltaic system, single-family homes would use 53 percent less energy compared to homes built to the 2016 standards.<sup>67</sup>

### *California Green Building Standards Code – CALGreen*

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11, Title 24, known as "CALGreen") was adopted as part of the California Building Standards Code (Title 24, CCR). CALGreen established planning

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<sup>64</sup> California Energy Commission (CEC). 2015, June 10. 2016 Building Energy Efficiency Standards, Adoption Hearing Presentation. <http://www.energy.ca.gov/title24/2016standards/rulemaking/documents>.

<sup>65</sup> California Energy Commission (CEC). 2015. 2016 Building Energy Efficiency Standards Frequently Asked Questions. [http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016\\_Building\\_Energy\\_Efficiency\\_Standards\\_FAQ.pdf](http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016_Building_Energy_Efficiency_Standards_FAQ.pdf).

<sup>66</sup> California Energy Commission (CEC). 2018. News Release: Energy Commission Adopts Standards Requiring Solar Systems for New Homes, First in Nation. [http://www.energy.ca.gov/releases/2018\\_releases/2018-05-09\\_building\\_standards\\_adopted\\_nr.html](http://www.energy.ca.gov/releases/2018_releases/2018-05-09_building_standards_adopted_nr.html).

<sup>67</sup> California Energy Commission (CEC). 2018. 2019 Building Energy and Efficiency Standards Frequently Asked Questions. [http://www.energy.ca.gov/title24/2019standards/documents/2018\\_Title\\_24\\_2019\\_Building\\_Standards\\_FAQ.pdf](http://www.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf).



and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.<sup>68</sup> The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011, was last updated in 2016. The CEC adopted the 2019 CALGreen on May 9, 2018. The 2019 CALGreen standards become effective January 1, 2020.

### *2006 Appliance Energy Efficiency Regulations*

The 2006 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) were adopted by the California Energy Commission on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. Though these regulations are now often viewed as “business-as-usual,” they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

### **Solid Waste**

#### *AB 939*

California’s Integrated Waste Management Act of 1989 (AB 939, Public Resources Code 40050 et seq.) set a requirement for cities and counties throughout the State to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity. AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses.

#### *AB 1327*

The California Solid Waste Reuse and Recycling Access Act (AB 1327, California Public Resources Code Sections 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own. Section 5.408 of the 2016 California Green Building Standards Code (Title 24, California Code of Regulations, Part 11) also requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

#### *AB 1826*

AB 1826, signed on October of 2014, requires businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. Organic

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<sup>68</sup> The green building standards became mandatory in the 2010 edition of the code.

waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

## Water Efficiency

### *SBX7-7*

The 20x2020 Water Conservation Plan was issued by the Department of Water Resources (DWR) in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed “SBX7-7.” SBX7-7 mandated urban water conservation and authorized the DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 requires urban water providers to adopt a water conservation target of 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use.

### *AB 1881*

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated DWR model ordinance or equivalent. AB 1881 also requires the Energy Commission, in consultation with the department, to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

## Short-Lived Climate Pollutant Strategy

### *Senate Bill 1383*

On September 19, 2016, the Governor signed SB 1383 to supplement the GHG reduction strategies in the Scoping Plan to consider short-lived climate pollutants, including black carbon and CH<sub>4</sub>. Black carbon is the light-absorbing component of fine particulate matter (PM) produced during incomplete combustion of fuels. SB 1383 requires the state board, no later than January 1, 2018, to approve and begin implementing that comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030, as specified. The bill also establishes targets for reducing organic waste in landfill. In April 2016, CARB adopted the *Proposed Short-Lived Climate Pollutant Strategy*, which identifies the state’s approach to reducing anthropogenic and biogenic sources of short-lived climate pollutants. Anthropogenic sources of black carbon include on- and off-road transportation, residential wood burning, fuel combustion (charbroiling), and industrial processes. According to CARB, ambient levels of black carbon in California are 90 percent lower than in the early 1960s, despite the tripling of diesel fuel use.<sup>69</sup> In-use on-road rules are expected to reduce black carbon emissions from on-road sources by 80 percent between 2000 and 2020.

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<sup>69</sup> California Air Resources Board. 2017, March. Short-Lived Climate Pollutant Reduction Strategy. [https://www.arb.ca.gov/cc/shortlived/meetings/03142017/final\\_slcp\\_report.pdf](https://www.arb.ca.gov/cc/shortlived/meetings/03142017/final_slcp_report.pdf).

## 2.1.3 Local Regulations

### 2.1.3.1 SANTA CLARA COUNTY CLIMATE ACTION PLAN (CAP) FOR OPERATIONS AND FACILITIES

The Santa Clara Board of Supervisors adopted the Climate Action Plan (CAP) for Operations and Facilities in September 2009 to achieve stringent GHG reduction targets set forth by AB 32. The CAP greenhouse gas reduction targets focus on County operations, facilities and employee actions that will also reduce energy and water consumption, solid waste generation, and fuel consumption, while also saving money. With the adoption of the CAP, the Board of Supervisors set strict emission reduction goals that will require a change in the “business as usual” operations of the County. The goals are the following:

- Stop increasing the amount of emissions by 2010
- Decrease emissions by 10% every 5 years from 2010-2050
- Reach an 80% reduction by 2050

The 2009 CAP only focuses on achieving the 10% reduction by 2015 and identifies policies and action needed to reach that goal. New actions proposed by the CAP include the following:

- Develop a No Idling Policy
- Develop a simplified GHG calculation process for FY, with 2009/10 being the first one to report. Establish data tracking systems in affected departments.
- Develop Best Practices guidelines for refrigerants, septic systems, water transport and closed landfill emissions, as needed.
- Establish a new Board Policy that allows utility savings resulting from approved energy, water, and waste projects to accrue to Energy Holding Accounts, consistent with existing BOS Policy 4.14.
- Establish a LEED Existing Buildings Operation and Maintenance program for facilities that can be implemented incrementally as funding allows.
- Develop a long term water reduction plan

## 2.2 ENVIRONMENTAL SETTING

### 2.2.1 Existing Emissions

The project site is within a 3,500 acre regional park and is not currently a substantial source of GHG emissions. The parks current zoning allows for very low density residential, low intensity recreation, and natural resource protection. The majority of visitor and operational activities are contained in the Sanborn Core Use Area, while minor uses and activities are within the Former Nursery Area and Welch-Hurst Area. The existing buildings and uses within the park generate GHG emissions from mobile, area, and energy sources.

## 2.3 METHODOLOGY

The BAAQMD CEQA Air Quality Guidelines were prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential GHG emissions impacts during the environmental review process, consistent with CEQA requirements, and include recommended thresholds of significance, mitigation measures, and background information.

### 2.3.1 Greenhouse Gas Emissions

BAAQMD has a tiered approach for assessing GHG emissions impacts of a project. If a project is within the jurisdiction of an agency that has a “qualified” GHG reduction strategy, the project can assess consistency of its GHG emissions impacts with the reduction strategy.

BAAQMD has adopted screening criteria and significance criteria for development projects that would be applicable for the proposed project. If a project exceeds the Guidelines’ GHG screening-level sizes, the project would be required to conduct a full GHG analysis using the following BAAQMD significance criteria:

- 1,100 MT of CO<sub>2</sub>e per year; or
- 4.6 MT of CO<sub>2</sub>e per service population (SP) for year 2020

AB 32 requires the statewide GHG emission be reduced to 1990 levels by 2020. On a per-capita basis, that means reducing the annual emissions of 14 tons of carbon dioxide for every man, woman, and child in California down to about 10 tons per person by 2020.<sup>70</sup> Hence, BAAQMD’s per capita significance threshold is calculated based on the State’s land use sector emissions inventory prepared by CARB and the demographic forecasts for the 2008 Scoping Plan. The land use sector GHG emissions for 1990 were estimated by BAAQMD, as identified in Appendix D of the BAAQMD CEQA Guidelines, to be 295.53 MMTCO<sub>2</sub>e and the 2020 California service population (SP) to be 64.3 million. Therefore, the significance threshold that would ensure consistency with the GHG reduction goals of AB 32 is estimated at 4.6 MT CO<sub>2</sub>e/SP for year 2020.<sup>71</sup>

Land use development projects include residential, commercial, industrial, and public land use facilities. Direct sources of emissions may include on-site combustion of energy, such as natural gas used for heating and cooking, emissions from industrial processes (not applicable for most land use development projects), and fuel combustion from mobile sources. Indirect emissions are emissions produced off-site from energy production, water conveyance due to a project’s energy use and water consumption, and non-biogenic emissions from waste disposal. Biogenic CO<sub>2</sub> emissions are not included in the quantification of a project’s GHG emissions, because biogenic CO<sub>2</sub> is derived from living biomass (e.g. organic matter present in wood, paper, vegetable oils, animal fat, food, animal, and yard waste) as opposed to fossil fuels. Although GHG emissions from waste generation are included in the GHG inventory for the proposed project, the efficiency threshold of 4.6 MT CO<sub>2</sub>e per service population for 2020 identified above does not include the waste sector, and it is therefore not considered in the evaluation.

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<sup>70</sup> California Air Resources Board, 2008. *Climate Change Scoping Plan: A Framework for Change*.

<sup>71</sup> Bay Area Air Quality Management District, 2017, May, California Environmental Quality Act Air Quality Guidelines.

BAAQMD does not have thresholds of significance for construction-related GHG emissions, but requires quantification and disclosure of construction-related GHG emissions.<sup>72</sup> For operational phases, if projects exceed the bright line and per capita efficiency targets, GHG emissions would be considered potentially significant in the absence of mitigation measures.

## Post-2020 GHG Thresholds

For projects that would be implemented beyond year 2020, the efficiency targets have been adjusted based on the GHG reduction targets of Senate Bill 32, which set a goal of 40 percent below 1990 levels by 2030. Executive Order B-30-15 and SB 32 required CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. On December 14, 2017, CARB adopted the 2017 Climate Change Scoping Plan Update, which includes the regulations and programs to achieve the 2030 target. The 2017 Scoping Plan establishes a new emissions limit of 260 MMTCO<sub>2e</sub> for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.<sup>73</sup> As shown in Table 9, *2030 GHG Reduction Targets*, using the latest land use emissions inventory developed for the 2017 Scoping Plan, the estimated 2030 GHG project-level efficiency target would be 3.1 MTCO<sub>2e</sub> per service population per year.

**Table 9** 2030 GHG Reduction Targets

GHG Sector <sup>a</sup>	Scoping Plan Scenario GHG Emissions MMTCO <sub>2e</sub>
<b>2017 Scoping Plan End Use Sector 2030 – Land Use Only Sectors</b>	
Residential – residential energy consumption	41.4
Commercial – commercial energy consumption	30.1
Transportation – transportation energy consumption	105.1
Transportation Communications and Utilities – energy that supports public infrastructure like street lighting and waste treatment facilities	5
Solid Waste Non-Energy GHGs	9.1
Total 2017 Scoping Plan Land Use Sector Target	190.7
<b>2030 Project-Level Efficiency Target</b>	
2030 Population <sup>b</sup>	43,939,250
2030 Employment <sup>c</sup>	16,454,761
2030 Service Population	60,394,011
2030 Efficiency Target	3.2 MTCO <sub>2e</sub> /SP

Sources:

<sup>a</sup> California Air Resources Board. 2017, November. California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target. [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf).

<sup>b</sup> California Department of Finance. 2016. Report P-2: State and County Population Projections by Race/Ethnicity and Age (5-year groups). [http://www.dof.ca.gov/Forecasting/Demographics/projections/documents/P-2\\_Age5yr\\_CAProj\\_2010-2060.xls](http://www.dof.ca.gov/Forecasting/Demographics/projections/documents/P-2_Age5yr_CAProj_2010-2060.xls).

<sup>c</sup> California Department of Transportation (Caltrans). 2016. Traffic Census Program. Year 2015 Truck Traffic. <http://www.dot.ca.gov/trafficops/census/>. Without industrial and agricultural sectors.

<sup>72</sup> Bay Area Air Quality Management District, 2017, May, California Environmental Quality Act Air Quality Guidelines.

<sup>73</sup> California Air Resources Board. 2017, November. California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target. [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf).

**CalEEMod Inputs (Existing - Operation Run)**

**Name:** Sanborn County Park Master Plan  
**Project Location:** Santa Clara County; 16055 Sanborn Road  
**County/Air Basin:** Santa Clara; BAAQMD  
**Climate Zone:** 4  
**Land Use Setting:** Urban  
**Operational Year:** 2019  
**Utility Company:** Pacific Gas and Electric

	<b>Acreage</b>
Total Site Area:	80.00

<b>2014 Visitation</b>	
General Day Use	98,472
Campground	20,316
General Day + Campground (Nursery) Use	118,788
Average Daily Use	651

<b>Components</b>	<b>Acres</b>
Sanborn Core Use Area	50
Former Nursery Area	20
Welch-Hurst Area	10

**CalEEMod Land Use Inputs**

<b>Land Use</b>	<b>Land Use Type</b>	<b>Land Use Subtype</b>	<b>Unit Amount</b>	<b>Size Metric</b>	<b>Lot Acreage</b>
City Park	Recreational	City Park	80	acre	80
					<b>80</b>

**Trip Generation - Buildout**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>	
Average ADT <sup>1,2</sup>	407	1,260	1,260	
Trip Rate	<b>5.09</b>	<b>15.75</b>	<b>15.75</b>	<i>trips/acre</i>

<sup>1</sup> Based on CSCL-02 ISMND Transportation/Traffic Section.

<sup>2</sup> Average trip generation for fall (non-peak) and summer (peak) park visitation.

**Solid Waste**

Land use Type	Unit	CalEEMod Defaults	
		Solid Waste Generation per Unit <sup>1</sup>	Total (tons/yr)
City Park	ton/acre/year	0.09	7.2

Additional Solid Waste Generation	Unit	Solid Waste Generation per Unit <sup>2</sup>	Campers/Yr	lbs/year	tons/year	Total Day Use + Camping (Tons/Yr)
Campsite	lbs/Per Person/day	1.26	20,316	25,598	13	20

<sup>1</sup> CalEEMod 2016.3.2 Solid Waste Disposal Rates, Appendix D

<sup>2</sup> U.S Department of Agriculture, Solid Waste Management in Forest Recreational Areas, 1971

**Water Use**

Septic Tank	100%
Aerobic	0%
Facultative Lagoons	0%

Land Use Type	Unit	CalEEMod Defaults				
		Indoor Water Demand per Unit (GPY) <sup>1</sup>	Outdoor Water Demand per Unit (GPY) <sup>1</sup>	Indoor Water Use (GPY)	Outdoor Water Use (GPY)	Total Water Use (GPY)
City Park	gal/acre/yr	-	1,191,481	-	95,318,480	95,318,480

Additional Water Usage	Unit	Water Demand per Unit (GPD/person) <sup>2</sup>	Campers/Yr	Camping GPY	Total Day Use + Camping GPY
Campsite	GPD/person	5	20,316	101,580	95,420,060

<sup>1</sup> CalEEMod 2016.3.2 Water Use Rates, Appendix D

<sup>2</sup> Water Use in Forest Service Recreation Areas: Guidelines for Water System Designers, <https://www.fs.fed.us/t-d/pubs/htmlpubs/htm07732326/>, accessed December 5, 2018





**CalEEMod Inputs (Proposed - Operation Run)**

**Name:** Sanborn County Park Master Plan  
**Project Location:** Santa Clara County; 16055 Sanborn Road  
**County/Air Basin:** Santa Clara; BAAQMD  
**Climate Zone:** 4  
**Land Use Setting:** Urban  
**Operational Year:** 2019

**Utility Company:** Pacific Gas and Electric

	<b>Acreage</b>
Total Site Area:	80.00

<b>Components</b>	<b>Acres</b>
<b>Sanborn Core Use Area</b>	50
<b>Former Nursery Area</b>	20
<b>Welch-Hurst Area</b>	10

	<b>2014 Visitation</b>	<b>Build Out Visitation (15% increase in day use)</b>	<b>Net Change</b>
General Day Use	98,472	113,243	14,771
Campground	20,316	31,846	11,530
General Day + Campground (Nursery) Use	118,788	145,089	26,301
Average Daily Use	651	795	144
		Percent Increase:	22%

**CalEEMod Land Use Inputs**

<b>Land Use</b>	<b>Land Use Type</b>	<b>Land Use Subtype</b>	<b>Unit Amount</b>	<b>Size Metric</b>	<b>Lot Acreage</b>
City Park	Recreational	City Park	80.00	acre	80.00
					<b>80.00</b>

**Trip Generation - Buildout**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>	
ADT <sup>1</sup>	1,004	2,751	2,751	
Trip Rate	<b>12.55</b>	<b>34.39</b>	<b>34.39</b>	<i>trips/acre</i>

<sup>1</sup> Based on CSCL-02 ISMND Transportation/Traffic Section.

**Solid Waste**

Land use Type	Units	CalEEMod Defaults			TOTAL with 15% Increase (tons/yr)
		Solid Waste Generation Rate	Units of Measure	Total (tons/yr)	
City Park <sup>1</sup>	acre	0.09	ton/acre/year	7.2	8.3

Additional Solid Waste Generation	lbs/Per Person/day <sup>2</sup>	Campers/Yr	lbs/year	tons/year	TOTAL Day Use + Camping (tons/yr)
Campsite	1.26	31,846	40,126	20.1	28.3

<sup>1</sup> CalEEMod 2016.3.2 Solid Waste Disposal Rates, Appendix D

<sup>2</sup> U.S Department of Agriculture, Solid Waste Management in Forest Recreational Areas, 1971

**Water Use**

Septic Tank	100%
Aerobic	0%
Facultative Lagoons	0%

Land Use Type	Unit	CalEEMod Defaults				Total Water Use (GPY)	Total with 15% Increase Water Use (GPY)
		Indoor Water Demand Per Unit (GPY) <sup>1</sup>	Outdoor Water Demand Per Unit (GPY) <sup>1</sup>	Indoor Water Use (GPY)	Outdoor Water Use (GPY)		
City Park	acre	-	1,191,481.00	-	95,318,480	95,318,480	109,616,252

Additional Water Usage	GPD Per Person <sup>2</sup>	Campers/Yr	GPY	Total Day Use + Camping (GPY)
Campsite	5	31,846	159,231	109,775,483

<sup>1</sup> CalEEMod 2016.3.2 Water Use Rates, Appendix D

<sup>2</sup> Water Use in Forest Service Recreation Areas: Guidelines for Water System Designers, <https://www.fs.fed.us/t-d/pubs/htmlpubs/htm07732326/>, accessed December 5, 2018

**Water Mitigation**

Install Low Flow Bathroom Faucet	32	% Reduction in flow
Install Low Flow Kitchen Faucet	18	% Reduction in flow
Install Low Flow Toilet	20	% Reduction in flow
Install Low Flow Shower	20	% Reduction in flow
Use Water Efficiency Irrigation System	6.1	% Reduction in flow

## Criteria Air Pollutant Emissions Summary - Operations

### Proposed Project on Opening Day (2019)

	Tons/yr	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5
						PM10	PM10	Total	PM2.5	PM2.5	Total
Area		0.03	0.00	0.00	0.00		0.00	0.00		0.00	0.00
Energy		0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00
Mobile		0.21	0.93	2.70	0.01	0.71	0.01	0.72	0.19	0.01	0.20
Waste							0.00	0.00		0.00	0.00
Water							0.00	0.00		0.00	0.00
Campfires		0.62	0.32	8.79	0.10			0.92			0.78
<b>Total</b>		<b>0.86</b>	<b>1.26</b>	<b>11.49</b>	<b>0.11</b>	<b>0.71</b>	<b>0.01</b>	<b>1.64</b>	<b>0.19</b>	<b>0.01</b>	<b>0.98</b>

### Proposed Project at Buildout (2019)

	Tons/yr	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5
						PM10	PM10	Total	PM2.5	PM2.5	Total
Area		0.03	0.00	0.00	0.00		0.00	0.00		0.00	0.00
Energy		0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00
Mobile		0.49	2.15	6.24	0.02	1.63	0.02	1.65	0.44	0.02	0.46
Waste							0.00	0.00		0.00	0.00
Water							0.00	0.00		0.00	0.00
Campfires		1.24	0.65	17.71	0.20			1.86			1.58
<b>Total</b>		<b>1.76</b>	<b>2.80</b>	<b>23.96</b>	<b>0.22</b>	<b>1.63</b>	<b>0.02</b>	<b>3.51</b>	<b>0.44</b>	<b>0.02</b>	<b>2.03</b>

### Net Annual Emission Rates

	Tons/yr	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5
						PM10	PM10	Total	PM2.5	PM2.5	Total
Area		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile		0.28	1.22	3.54	0.01	0.93	0.01	0.94	0.25	0.01	0.26
Waste		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Campfires		0.62	0.33	8.92	0.10	0.00	0.00	0.94	0.00	0.00	0.79
<b>Total</b>		<b>0.90</b>	<b>1.55</b>	<b>12.46</b>	<b>0.11</b>	<b>0.93</b>	<b>0.01</b>	<b>1.87</b>	<b>0.25</b>	<b>0.01</b>	<b>1.05</b>
BAAQMD Threshold (Annual)		10.00	10.00	NA	NA	NA	NA	15.00	NA	NA	10.00
Exceeds Threshold		No	No	NA	NA	NA	NA	No	NA	NA	No

## Criteria Air Pollutant Emissions Summary - Operations

Annual emissions divided by 365 days/year to obtain average daily emissions.

### Proposed Project on Opening Day (2019)

	lbs/day	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5
						PM10	PM10	Total	PM2.5	PM2.5	Total
Area Sources		0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy Use		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile Sources		1.16	5.10	14.81	0.05	3.88	0.05	3.93	1.04	0.05	1.09
Waste Generation		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water/Wastewater		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Campfire		3.37	1.78	48.17	0.54	0.00	0.00	5.06	0.00	0.00	4.28
<b>Total</b>		<b>4.71</b>	<b>6.88</b>	<b>62.98</b>	<b>0.58</b>	<b>3.88</b>	<b>0.05</b>	<b>8.98</b>	<b>1.04</b>	<b>0.05</b>	<b>5.37</b>

### Proposed Project at Buildout (2019)

	lbs/day	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5
						PM10	PM10	Total	PM2.5	PM2.5	Total
Area Sources		0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy Use		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile		2.68	11.79	34.20	0.10	8.95	0.12	9.07	2.40	0.11	2.51
Waste Generation		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water/Wastewater		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Campfire		6.79	3.58	97.06	1.08	0.00	0.00	10.19	0.00	0.00	8.63
<b>Total</b>		<b>9.65</b>	<b>15.37</b>	<b>131.27</b>	<b>1.19</b>	<b>8.95</b>	<b>0.12</b>	<b>19.25</b>	<b>2.40</b>	<b>0.11</b>	<b>11.14</b>

### Net Annual Emission Rates

	lbs/day	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10	Fugitive	Exhaust	PM2.5
						PM10	PM10	Total	PM2.5	PM2.5	Total
Area Sources		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy Use		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile		1.52	6.68	19.40	0.06	5.07	0.07	5.14	1.36	0.06	1.42
Waste Generation		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water/Wastewater		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Campfire		3.42	1.81	48.89	0.55	0.00	0.00	5.13	0.00	0.00	4.35
<b>Total</b>		<b>4.94</b>	<b>8.49</b>	<b>68.28</b>	<b>0.61</b>	<b>5.07</b>	<b>0.07</b>	<b>10.27</b>	<b>1.36</b>	<b>0.06</b>	<b>5.77</b>
BAAQMD Threshold (Daily)		54	54	NA	NA	NA	NA	82	NA	NA	54
Exceeds Threshold		No	No	NA	NA	NA	NA	No	NA	NA	No

## Greenhouse Gas Emissions Summary

### Operation

#### Proposed Project - Opening Year 2019

	MT/yr	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Area Sources		0	1.43E-03	1.43E-03	0.00E+00	0.00E+00	1.53E-03	0%
Energy Use		0	0	0	0	0.00E+00	0	0%
Mobile Sources		0	754.41	754.41	2.76E-02	0	755.10	88%
Waste Generation		4.0598	0	4.0598	2.40E-01	0	10.058	1%
Water/Wastewater		0	97.1558	97.1558	4.39E-03	9.10E-04	97.5365	11%
Campfires		124						0%
Total		127.9423	851.5695	855.6293	0.27189	0.00091	863	100%

#### Proposed Project - Buildout 2019

	MT/yr	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Area Sources		0	1.43E-03	1.43E-03	0.00E+00	0.00E+00	1.53E-03	0%
Energy Use		0	0	0	0	0.00E+00	0	0%
Mobile Sources		0	1,742.37	1,742.37	6.38E-02	0	1,743.96	94%
Waste Generation		5.7446	0	5.7446	0.3395	0	14.2321	1%
Water/Wastewater		0	104.9542	104.9542	4.75E-03	9.80E-04	105.3654	6%
Campfires		250					0	0%
Total		255	1847	1853	0	0	1864	100%

#### Proposed Project - Buildout 2019

	MT/yr	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Area Sources		0	0	0	0	0	0	0%
Energy Use		0	0	0	0	0	0	0%
Mobile Sources		0	987.9555	987.9555	0.0362	0	988.8593	99%
Waste Generation		1.6848	0	1.6848	0.0996	0	4.1741	0%
Water/Wastewater		0	7.7984	7.7984	0.00036	0.00007	7.8289	1%
Campfires		125.7223	0	0	0	0	0	0%
Total		127	996	997	0	0	1,001	100%

BAAQMD Screening Threshold

**1,100**

Exceeds Threshold

**No**

## Campfire Emissions - Sanborn Park Master Plan

### Assumptions

2 bundle of wood/pit 32 lbs  
0.016 tons

Source: SCAQMD Staff Report - Amendment to Rule 444 for Regulating Beach Bonfires. <https://www.aqmd.gov/home/air-quality/air-quality-studies/special-monitoring/beach-fire-monitoring-results>

	Tent + Group	RV	Cabins	Campfires per Yr	Average Lbs/Day	Total tons/year
Existing No. of Fire Rings:	34	14	0	5,340	468	85
Proposed No. of Fire Rings:	40	30	10	10,759	943	172
Net Change	6	16	10	5,419	475	87
Occupancy Rate	30%	50%	55%			
Days per year open	273	365	365			

### Emission Rates

CARB Table 2 Prescribed Burning Emission Factors by Fuel Component for Moderate Wood 3+ in  
Source California Air Resources Board Smoke Emission Estimation. <https://www.arb.ca.gov/ei/see/see.htm>

	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>	Biogenic CO <sub>2</sub>
lbs/ton	14.4	7.6	205.8	2.3	21.6	18.3	3196.8
lbs/campfire	0.23	0.12	3.29	0.04	0.35	0.29	51.15

### Emissions per year (Tons)

	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>	Biogenic CO <sub>2</sub>
Existing	0.6	0.3	8.8	0.1	0.9	0.8	124
Project	1.2	0.7	17.7	0.2	1.9	1.6	250
Net Change	0.6	0.3	9	0	0.9	0.8	126
BAAQMD Threshold	10	10	NA	NA	15	10	1,100

### Emissions per year

	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Existing	3	2	48	1	5	4
Project	7	4	97	1	10	9
Net Change	3	2	49	0.5	5	4
BAAQMD Threshold	54	54	NA	NA	82	54

While Campsites may include other sources of emissions, such as campstoves (propane and butane), campfires are assumed to be the greatest source of emissions associated with campgrounds. Consequently, these other minor sources of emissions are nominal in comparison.

Sanborn County Park - Existing 2019 - Santa Clara County, Annual

**Sanborn County Park - Existing 2019**  
**Santa Clara County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	80.00	Acre	80.00	3,484,800.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	4			<b>Operational Year</b>	2019
<b>Utility Company</b>	Pacific Gas & Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	641.35	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Project Characteristics -

Land Use -

Vehicle Trips - Trip rate adjusted to match CalEEMod inputs.

Energy Use -

Water And Wastewater - Adjusted water use to account for campsites.

Solid Waste - Adjusted to account for campsites.

Fleet Mix - Adjusted fleetmix based on CalEEMod inputs.

Table Name	Column Name	Default Value	New Value
tblSolidWaste	SolidWasteGenerationRate	6.88	20.00

tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	ST_TR	22.75	15.75
tblVehicleTrips	SU_TR	16.74	15.75
tblVehicleTrips	WD_TR	1.89	5.09
tblWater	AerobicPercent	87.46	0.00
tblWater	AnaDigestCombDigestGasPercent	100.00	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	95,318,507.97	95,420,060.00
tblWater	SepticTankPercent	10.33	100.00

## 2.0 Emissions Summary

### 2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0328	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4300e-003	1.4300e-003	0.0000	0.0000	1.5300e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2121	0.9313	2.7028	8.2600e-003	0.7072	9.3700e-003	0.7166	0.1893	8.8200e-003	0.1982	0.0000	754.4123	754.4123	0.0276	0.0000	755.1024
Waste						0.0000	0.0000		0.0000	0.0000	4.0598	0.0000	4.0598	0.2399	0.0000	10.0580
Water						0.0000	0.0000		0.0000	0.0000	0.0000	97.1558	97.1558	4.3900e-003	9.1000e-004	97.5365
<b>Total</b>	<b>0.2449</b>	<b>0.9313</b>	<b>2.7036</b>	<b>8.2600e-003</b>	<b>0.7072</b>	<b>9.3700e-003</b>	<b>0.7166</b>	<b>0.1893</b>	<b>8.8200e-003</b>	<b>0.1982</b>	<b>4.0598</b>	<b>851.5695</b>	<b>855.6293</b>	<b>0.2719</b>	<b>9.1000e-004</b>	<b>862.6984</b>



**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0328	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4300e-003	1.4300e-003	0.0000	0.0000	1.5300e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2121	0.9313	2.7028	8.2600e-003	0.7072	9.3700e-003	0.7166	0.1893	8.8200e-003	0.1982	0.0000	754.4123	754.4123	0.0276	0.0000	755.1024
Waste						0.0000	0.0000		0.0000	0.0000	4.0598	0.0000	4.0598	0.2399	0.0000	10.0580
Water						0.0000	0.0000		0.0000	0.0000	0.0000	97.1558	97.1558	4.3900e-003	9.1000e-004	97.5365
<b>Total</b>	<b>0.2449</b>	<b>0.9313</b>	<b>2.7036</b>	<b>8.2600e-003</b>	<b>0.7072</b>	<b>9.3700e-003</b>	<b>0.7166</b>	<b>0.1893</b>	<b>8.8200e-003</b>	<b>0.1982</b>	<b>4.0598</b>	<b>851.5695</b>	<b>855.6293</b>	<b>0.2719</b>	<b>9.1000e-004</b>	<b>862.6984</b>

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

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2121	0.9313	2.7028	8.2600e-003	0.7072	9.3700e-003	0.7166	0.1893	8.8200e-003	0.1982	0.0000	754.4123	754.4123	0.0276	0.0000	755.1024



Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## 5.3 Energy by Land Use - Electricity

### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

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**6.1 Mitigation Measures Area**



Landscaping	7.0000e-005	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4300e-003	1.4300e-003	0.0000	0.0000	1.5300e-003
<b>Total</b>	<b>0.0328</b>	<b>1.0000e-005</b>	<b>7.4000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.4300e-003</b>	<b>1.4300e-003</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.5300e-003</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	97.1558	4.3900e-003	9.1000e-004	97.5365
Unmitigated	97.1558	4.3900e-003	9.1000e-004	97.5365

### 7.2 Water by Land Use

#### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 95.4201	97.1558	4.3900e-003	9.1000e-004	97.5365
<b>Total</b>		<b>97.1558</b>	<b>4.3900e-003</b>	<b>9.1000e-004</b>	<b>97.5365</b>

## Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 95.4201	97.1558	4.3900e-003	9.1000e-004	97.5365
<b>Total</b>		<b>97.1558</b>	<b>4.3900e-003</b>	<b>9.1000e-004</b>	<b>97.5365</b>

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

#### Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0598	0.2399	0.0000	10.0580
Unmitigated	4.0598	0.2399	0.0000	10.0580

### 8.2 Waste by Land Use

#### Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	20	4.0598	0.2399	0.0000	10.0580
<b>Total</b>		<b>4.0598</b>	<b>0.2399</b>	<b>0.0000</b>	<b>10.0580</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	20	4.0598	0.2399	0.0000	10.0580
<b>Total</b>		<b>4.0598</b>	<b>0.2399</b>	<b>0.0000</b>	<b>10.0580</b>

**9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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## User Defined Equipment

Equipment Type	Number
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## 11.0 Vegetation

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Sanborn County Park - Existing 2019 - Santa Clara County, Summer

**Sanborn County Park - Existing 2019**  
**Santa Clara County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	80.00	Acre	80.00	3,484,800.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	4			<b>Operational Year</b>	2019
<b>Utility Company</b>	Pacific Gas & Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	641.35	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Project Characteristics -

Land Use -

Vehicle Trips - Trip rate adjusted to match CalEEMod inputs.

Energy Use -

Water And Wastewater - Adjusted water use to account for campsites.

Solid Waste - Adjusted to account for campsites.

Fleet Mix - Adjusted fleetmix based on CalEEMod inputs.

Table Name	Column Name	Default Value	New Value
tblSolidWaste	SolidWasteGenerationRate	6.88	20.00

tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	ST_TR	22.75	15.75
tblVehicleTrips	SU_TR	16.74	15.75
tblVehicleTrips	WD_TR	1.89	5.09
tblWater	AerobicPercent	87.46	0.00
tblWater	AnaDigestCombDigestGasPercent	100.00	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	95,318,507.97	95,420,060.00
tblWater	SepticTankPercent	10.33	100.00

## 2.0 Emissions Summary

### 2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1803	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	2.5531	9.5122	30.4522	0.0933	7.7877	0.0995	7.8872	2.0791	0.0937	2.1727		9,392.7813	9,392.7813	0.3306		9,401.0472
<b>Total</b>	<b>2.7334</b>	<b>9.5123</b>	<b>30.4605</b>	<b>0.0933</b>	<b>7.7877</b>	<b>0.0996</b>	<b>7.8873</b>	<b>2.0791</b>	<b>0.0937</b>	<b>2.1728</b>		<b>9,392.7988</b>	<b>9,392.7988</b>	<b>0.3307</b>	<b>0.0000</b>	<b>9,401.0659</b>

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1803	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	2.5531	9.5122	30.4522	0.0933	7.7877	0.0995	7.8872	2.0791	0.0937	2.1727		9,392.7813	9,392.7813	0.3306		9,401.0472
<b>Total</b>	<b>2.7334</b>	<b>9.5123</b>	<b>30.4605</b>	<b>0.0933</b>	<b>7.7877</b>	<b>0.0996</b>	<b>7.8873</b>	<b>2.0791</b>	<b>0.0937</b>	<b>2.1728</b>		<b>9,392.7988</b>	<b>9,392.7988</b>	<b>0.3307</b>	<b>0.0000</b>	<b>9,401.0659</b>

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

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.5531	9.5122	30.4522	0.0933	7.7877	0.0995	7.8872	2.0791	0.0937	2.1727		9,392.7813	9,392.7813	0.3306		9,401.0472
Unmitigated	2.5531	9.5122	30.4522	0.0933	7.7877	0.0995	7.8872	2.0791	0.0937	2.1727		9,392.7813	9,392.7813	0.3306		9,401.0472

#### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	407.20	1,260.00	1260.00	1,901,456	1,901,456
<b>Total</b>	<b>407.20</b>	<b>1,260.00</b>	<b>1,260.00</b>	<b>1,901,456</b>	<b>1,901,456</b>

#### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	100	0	0

#### 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.601004	0.039123	0.186461	0.109772	0.016124	0.004965	0.012251	0.019838	0.002045	0.001602	0.005388	0.000616	0.000812

#### 5.0 Energy Detail

Historical Energy Use: Y

#### 5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

## 5.2 Energy by Land Use - Natural Gas

### Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

### Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1803	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187
Unmitigated	0.1803	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1795					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.8000e-004	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187
<b>Total</b>	<b>0.1803</b>	<b>8.0000e-005</b>	<b>8.2500e-003</b>	<b>0.0000</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>0.0175</b>	<b>0.0175</b>	<b>5.0000e-005</b>		<b>0.0187</b>

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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SubCategory	lb/day										lb/day				
	Architectural Coating	0.0000				0.0000	0.0000		0.0000	0.0000		0.0000			0.0000
Consumer Products	0.1795				0.0000	0.0000		0.0000	0.0000		0.0000			0.0000	
Landscaping	7.8000e-004	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005	0.0187
<b>Total</b>	<b>0.1803</b>	<b>8.0000e-005</b>	<b>8.2500e-003</b>	<b>0.0000</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>0.0175</b>	<b>0.0175</b>	<b>5.0000e-005</b>	<b>0.0187</b>

## 7.0 Water Detail

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### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

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### Fire Pumps and Emergency Generators

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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### User Defined Equipment

Equipment Type	Number
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## 11.0 Vegetation

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Sanborn County Park - Existing 2019 - Santa Clara County, Winter

**Sanborn County Park - Existing 2019**  
**Santa Clara County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	80.00	Acre	80.00	3,484,800.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	4			<b>Operational Year</b>	2019
<b>Utility Company</b>	Pacific Gas & Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	641.35	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Project Characteristics -

Land Use -

Vehicle Trips - Trip rate adjusted to match CalEEMod inputs.

Energy Use -

Water And Wastewater - Adjusted water use to account for campsites.

Solid Waste - Adjusted to account for campsites.

Fleet Mix - Adjusted fleetmix based on CalEEMod inputs.

Table Name	Column Name	Default Value	New Value
tblSolidWaste	SolidWasteGenerationRate	6.88	20.00

tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	ST_TR	22.75	15.75
tblVehicleTrips	SU_TR	16.74	15.75
tblVehicleTrips	WD_TR	1.89	5.09
tblWater	AerobicPercent	87.46	0.00
tblWater	AnaDigestCombDigestGasPercent	100.00	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	95,318,507.97	95,420,060.00
tblWater	SepticTankPercent	10.33	100.00

## 2.0 Emissions Summary

### 2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1803	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	2.2560	10.1687	29.8190	0.0869	7.7877	0.1002	7.8879	2.0791	0.0943	2.1733		8,749.1106	8,749.1106	0.3299		8,757.3579
<b>Total</b>	<b>2.4363</b>	<b>10.1688</b>	<b>29.8273</b>	<b>0.0869</b>	<b>7.7877</b>	<b>0.1002</b>	<b>7.8879</b>	<b>2.0791</b>	<b>0.0943</b>	<b>2.1734</b>		<b>8,749.1281</b>	<b>8,749.1281</b>	<b>0.3299</b>	<b>0.0000</b>	<b>8,757.3766</b>

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1803	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	2.2560	10.1687	29.8190	0.0869	7.7877	0.1002	7.8879	2.0791	0.0943	2.1733		8,749.1106	8,749.1106	0.3299		8,757.3579
<b>Total</b>	<b>2.4363</b>	<b>10.1688</b>	<b>29.8273</b>	<b>0.0869</b>	<b>7.7877</b>	<b>0.1002</b>	<b>7.8879</b>	<b>2.0791</b>	<b>0.0943</b>	<b>2.1734</b>		<b>8,749.1281</b>	<b>8,749.1281</b>	<b>0.3299</b>	<b>0.0000</b>	<b>8,757.3766</b>

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

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.2560	10.1687	29.8190	0.0869	7.7877	0.1002	7.8879	2.0791	0.0943	2.1733		8,749.1106	8,749.1106	0.3299		8,757.3579
Unmitigated	2.2560	10.1687	29.8190	0.0869	7.7877	0.1002	7.8879	2.0791	0.0943	2.1733		8,749.1106	8,749.1106	0.3299		8,757.3579

#### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	407.20	1,260.00	1260.00	1,901,456	1,901,456
Total	407.20	1,260.00	1,260.00	1,901,456	1,901,456

#### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	100	0	0

#### 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.601004	0.039123	0.186461	0.109772	0.016124	0.004965	0.012251	0.019838	0.002045	0.001602	0.005388	0.000616	0.000812

#### 5.0 Energy Detail

Historical Energy Use: Y

#### 5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

## 5.2 Energy by Land Use - Natural Gas

### Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

### Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1803	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187
Unmitigated	0.1803	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1795					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.8000e-004	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187
<b>Total</b>	<b>0.1803</b>	<b>8.0000e-005</b>	<b>8.2500e-003</b>	<b>0.0000</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>0.0175</b>	<b>0.0175</b>	<b>5.0000e-005</b>		<b>0.0187</b>

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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SubCategory	lb/day										lb/day				
	Architectural Coating	0.0000				0.0000	0.0000		0.0000	0.0000		0.0000			0.0000
Consumer Products	0.1795				0.0000	0.0000		0.0000	0.0000		0.0000			0.0000	
Landscaping	7.8000e-004	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005	0.0187
<b>Total</b>	<b>0.1803</b>	<b>8.0000e-005</b>	<b>8.2500e-003</b>	<b>0.0000</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>0.0175</b>	<b>0.0175</b>	<b>5.0000e-005</b>	<b>0.0187</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

### Fire Pumps and Emergency Generators

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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### User Defined Equipment

Equipment Type	Number
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## 11.0 Vegetation

Sanborn County Park - Proposed - Santa Clara County, Annual

**Sanborn County Park - Proposed**  
**Santa Clara County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	80.00	Acre	80.00	3,484,800.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	4			<b>Operational Year</b>	2019
<b>Utility Company</b>	Pacific Gas & Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	641.35	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

- Project Characteristics -
- Land Use -
- Vehicle Trips - Trip rate adjusted to match CalEEMod inputs.
- Energy Use -
- Water And Wastewater - Adjusted water use to account for campsites and 15% increase in visitors.
- Solid Waste - Adjusted to account for campsites.
- Water Mitigation -
- Fleet Mix - Adjusted fleetmix based on CalEEMod inputs.

Table Name	Column Name	Default Value	New Value
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tblSolidWaste	SolidWasteGenerationRate	6.88	28.30
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	ST_TR	22.75	34.39
tblVehicleTrips	SU_TR	16.74	34.39
tblVehicleTrips	WD_TR	1.89	12.55
tblWater	AerobicPercent	87.46	0.00
tblWater	AnaDigestCombDigestGasPercent	100.00	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	95,318,507.97	109,775,483.00
tblWater	SepticTankPercent	10.33	100.00

## 2.0 Emissions Summary

### 2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0328	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4300e-003	1.4300e-003	0.0000	0.0000	1.5300e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.4898	2.1508	6.2424	0.0191	1.6333	0.0216	1.6549	0.4373	0.0204	0.4576	0.0000	1,742.3678	1,742.3678	0.0638	0.0000	1,743.9617
Waste						0.0000	0.0000		0.0000	0.0000	5.7446	0.0000	5.7446	0.3395	0.0000	14.2321
Water						0.0000	0.0000		0.0000	0.0000	0.0000	111.7723	111.7723	5.0500e-003	1.0500e-003	112.2103
<b>Total</b>	<b>0.5226</b>	<b>2.1508</b>	<b>6.2431</b>	<b>0.0191</b>	<b>1.6333</b>	<b>0.0216</b>	<b>1.6549</b>	<b>0.4373</b>	<b>0.0204</b>	<b>0.4576</b>	<b>5.7446</b>	<b>1,854.1416</b>	<b>1,859.8862</b>	<b>0.4083</b>	<b>1.0500e-003</b>	<b>1,870.4056</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0328	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4300e-003	1.4300e-003	0.0000	0.0000	1.5300e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.4898	2.1508	6.2424	0.0191	1.6333	0.0216	1.6549	0.4373	0.0204	0.4576	0.0000	1,742.3678	1,742.3678	0.0638	0.0000	1,743.9617
Waste						0.0000	0.0000		0.0000	0.0000	5.7446	0.0000	5.7446	0.3395	0.0000	14.2321
Water						0.0000	0.0000		0.0000	0.0000	0.0000	104.9542	104.9542	4.7500e-003	9.8000e-004	105.3654
<b>Total</b>	<b>0.5226</b>	<b>2.1508</b>	<b>6.2431</b>	<b>0.0191</b>	<b>1.6333</b>	<b>0.0216</b>	<b>1.6549</b>	<b>0.4373</b>	<b>0.0204</b>	<b>0.4576</b>	<b>5.7446</b>	<b>1,847.3235</b>	<b>1,853.0681</b>	<b>0.4080</b>	<b>9.8000e-004</b>	<b>1,863.5608</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.37	0.07	6.67	0.37

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Mitigated	0.4898	2.1508	6.2424	0.0191	1.6333	0.0216	1.6549	0.4373	0.0204	0.4576	0.0000	1,742.3678	1,742.3678	0.0638	0.0000	1,743.9617
Unmitigated	0.4898	2.1508	6.2424	0.0191	1.6333	0.0216	1.6549	0.4373	0.0204	0.4576	0.0000	1,742.3678	1,742.3678	0.0638	0.0000	1,743.9617

#### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	1,004.00	2,751.20	2751.20	4,391,545	4,391,545
Total	1,004.00	2,751.20	2,751.20	4,391,545	4,391,545

#### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	100	0	0

#### 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.601004	0.039123	0.186461	0.109772	0.016124	0.004965	0.012251	0.019838	0.002045	0.001602	0.005388	0.000616	0.000812

#### 5.0 Energy Detail

Historical Energy Use: N

#### 5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					

Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

### Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## 5.3 Energy by Land Use - Electricity

## Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## 6.0 Area Detail

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### 6.1 Mitigation Measures Area



Landscaping	7.0000e-005	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4300e-003	1.4300e-003	0.0000	0.0000	1.5300e-003
<b>Total</b>	<b>0.0328</b>	<b>1.0000e-005</b>	<b>7.4000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.4300e-003</b>	<b>1.4300e-003</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.5300e-003</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	104.9542	4.7500e-003	9.8000e-004	105.3654
Unmitigated	111.7723	5.0500e-003	1.0500e-003	112.2103

### 7.2 Water by Land Use

#### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			

City Park	0 / 109.775	111.7723	5.0500e-003	1.0500e-003	112.2103
<b>Total</b>		<b>111.7723</b>	<b>5.0500e-003</b>	<b>1.0500e-003</b>	<b>112.2103</b>

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 103.079	104.9542	4.7500e-003	9.8000e-004	105.3654
<b>Total</b>		<b>104.9542</b>	<b>4.7500e-003</b>	<b>9.8000e-004</b>	<b>105.3654</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	5.7446	0.3395	0.0000	14.2321
Unmitigated	5.7446	0.3395	0.0000	14.2321



## 8.2 Waste by Land Use

### Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	28.3	5.7446	0.3395	0.0000	14.2321
<b>Total</b>		<b>5.7446</b>	<b>0.3395</b>	<b>0.0000</b>	<b>14.2321</b>

### Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	28.3	5.7446	0.3395	0.0000	14.2321
<b>Total</b>		<b>5.7446</b>	<b>0.3395</b>	<b>0.0000</b>	<b>14.2321</b>

## 9.0 Operational Offroad

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

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### Fire Pumps and Emergency Generators

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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### User Defined Equipment

Equipment Type	Number
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## 11.0 Vegetation

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Sanborn County Park - Proposed - Santa Clara County, Summer

**Sanborn County Park - Proposed  
Santa Clara County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	80.00	Acre	80.00	3,484,800.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	4			<b>Operational Year</b>	2019
<b>Utility Company</b>	Pacific Gas & Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	641.35	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

Project Characteristics -

Land Use -

Vehicle Trips - Trip rate adjusted to match CalEEMod inputs.

Energy Use -

Water And Wastewater - Adjusted water use to account for campsites and 15% increase in visitors.

Solid Waste - Adjusted to account for campsites.

Water Mitigation -

Fleet Mix - Adjusted fleetmix based on CalEEMod inputs.

Table Name	Column Name	Default Value	New Value
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tblSolidWaste	SolidWasteGenerationRate	6.88	28.30
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	ST_TR	22.75	34.39
tblVehicleTrips	SU_TR	16.74	34.39
tblVehicleTrips	WD_TR	1.89	12.55
tblWater	AerobicPercent	87.46	0.00
tblWater	AnaDigestCombDigestGasPercent	100.00	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	95,318,507.97	109,775,483.00
tblWater	SepticTankPercent	10.33	100.00

## 2.0 Emissions Summary

### 2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1803	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	5.5747	20.7698	66.4922	0.2038	17.0044	0.2173	17.2217	4.5396	0.2045	4.7441		20,509.0633	20,509.0633	0.7220		20,527.1120
<b>Total</b>	<b>5.7550</b>	<b>20.7699</b>	<b>66.5004</b>	<b>0.2038</b>	<b>17.0044</b>	<b>0.2174</b>	<b>17.2217</b>	<b>4.5396</b>	<b>0.2045</b>	<b>4.7442</b>		<b>20,509.0809</b>	<b>20,509.0809</b>	<b>0.7220</b>	<b>0.0000</b>	<b>20,527.1307</b>

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1803	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	5.5747	20.7698	66.4922	0.2038	17.0044	0.2173	17.2217	4.5396	0.2045	4.7441		20,509.0633	20,509.0633	0.7220		20,527.1120
<b>Total</b>	<b>5.7550</b>	<b>20.7699</b>	<b>66.5004</b>	<b>0.2038</b>	<b>17.0044</b>	<b>0.2174</b>	<b>17.2217</b>	<b>4.5396</b>	<b>0.2045</b>	<b>4.7442</b>		<b>20,509.0809</b>	<b>20,509.0809</b>	<b>0.7220</b>	<b>0.0000</b>	<b>20,527.1307</b>

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

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.5747	20.7698	66.4922	0.2038	17.0044	0.2173	17.2217	4.5396	0.2045	4.7441		20,509.0633	20,509.0633	0.7220		20,527.1120
Unmitigated	5.5747	20.7698	66.4922	0.2038	17.0044	0.2173	17.2217	4.5396	0.2045	4.7441		20,509.0633	20,509.0633	0.7220		20,527.1120

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	1,004.00	2,751.20	2751.20	4,391,545	4,391,545
Total	1,004.00	2,751.20	2,751.20	4,391,545	4,391,545

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	100	0	0

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.601004	0.039123	0.186461	0.109772	0.016124	0.004965	0.012251	0.019838	0.002045	0.001602	0.005388	0.000616	0.000812

## 5.0 Energy Detail

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

## 5.2 Energy by Land Use - Natural Gas

### Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

### Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1803	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187
Unmitigated	0.1803	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1795					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.8000e-004	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187
<b>Total</b>	<b>0.1803</b>	<b>8.0000e-005</b>	<b>8.2500e-003</b>	<b>0.0000</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>0.0175</b>	<b>0.0175</b>	<b>5.0000e-005</b>		<b>0.0187</b>

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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SubCategory	lb/day										lb/day				
Architectural Coating	0.0000				0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1795				0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.8000e-004	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005	0.0187
<b>Total</b>	<b>0.1803</b>	<b>8.0000e-005</b>	<b>8.2500e-003</b>	<b>0.0000</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>0.0175</b>	<b>0.0175</b>	<b>5.0000e-005</b>	<b>0.0187</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

### Fire Pumps and Emergency Generators

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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## User Defined Equipment

Equipment Type	Number
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## 11.0 Vegetation

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Sanborn County Park - Proposed - Santa Clara County, Winter

**Sanborn County Park - Proposed  
Santa Clara County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	80.00	Acre	80.00	3,484,800.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	4			<b>Operational Year</b>	2019
<b>Utility Company</b>	Pacific Gas & Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	641.35	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

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

- Project Characteristics -
- Land Use -
- Vehicle Trips - Trip rate adjusted to match CalEEMod inputs.
- Energy Use -
- Water And Wastewater - Adjusted water use to account for campsites and 15% increase in visitors.
- Solid Waste - Adjusted to account for campsites.
- Water Mitigation -
- Fleet Mix - Adjusted fleetmix based on CalEEMod inputs.

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

tblSolidWaste	SolidWasteGenerationRate	6.88	28.30
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	ST_TR	22.75	34.39
tblVehicleTrips	SU_TR	16.74	34.39
tblVehicleTrips	WD_TR	1.89	12.55
tblWater	AerobicPercent	87.46	0.00
tblWater	AnaDigestCombDigestGasPercent	100.00	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	95,318,507.97	109,775,483.00
tblWater	SepticTankPercent	10.33	100.00

## 2.0 Emissions Summary

### 2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1803	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.9259	22.2033	65.1096	0.1898	17.0044	0.2187	17.2231	4.5396	0.2058	4.7455		19,103.6135	19,103.6135	0.7203		19,121.6216
<b>Total</b>	<b>5.1063</b>	<b>22.2034</b>	<b>65.1179</b>	<b>0.1898</b>	<b>17.0044</b>	<b>0.2188</b>	<b>17.2232</b>	<b>4.5396</b>	<b>0.2059</b>	<b>4.7455</b>		<b>19,103.6310</b>	<b>19,103.6310</b>	<b>0.7204</b>	<b>0.0000</b>	<b>19,121.6403</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Area	0.1803	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005			0.0187
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000		0.0000
Mobile	4.9259	22.2033	65.1096	0.1898	17.0044	0.2187	17.2231	4.5396	0.2058	4.7455		19,103.6135	19,103.6135	0.7203			19,121.6216
<b>Total</b>	<b>5.1063</b>	<b>22.2034</b>	<b>65.1179</b>	<b>0.1898</b>	<b>17.0044</b>	<b>0.2188</b>	<b>17.2232</b>	<b>4.5396</b>	<b>0.2059</b>	<b>4.7455</b>		<b>19,103.6310</b>	<b>19,103.6310</b>	<b>0.7204</b>	<b>0.0000</b>		<b>19,121.6403</b>

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

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.9259	22.2033	65.1096	0.1898	17.0044	0.2187	17.2231	4.5396	0.2058	4.7455		19,103.6135	19,103.6135	0.7203		19,121.6216
Unmitigated	4.9259	22.2033	65.1096	0.1898	17.0044	0.2187	17.2231	4.5396	0.2058	4.7455		19,103.6135	19,103.6135	0.7203		19,121.6216

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	1,004.00	2,751.20	2751.20	4,391,545	4,391,545
Total	1,004.00	2,751.20	2,751.20	4,391,545	4,391,545

## 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	100	0	0

## 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.601004	0.039123	0.186461	0.109772	0.016124	0.004965	0.012251	0.019838	0.002045	0.001602	0.005388	0.000616	0.000812

## 5.0 Energy Detail

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

## 5.2 Energy by Land Use - Natural Gas

### Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

### Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1803	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187
Unmitigated	0.1803	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1795					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.8000e-004	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005		0.0187
<b>Total</b>	<b>0.1803</b>	<b>8.0000e-005</b>	<b>8.2500e-003</b>	<b>0.0000</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>0.0175</b>	<b>0.0175</b>	<b>5.0000e-005</b>		<b>0.0187</b>

### Mitigated

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



SubCategory	lb/day										lb/day				
Architectural Coating	0.0000				0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1795				0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.8000e-004	8.0000e-005	8.2500e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005		0.0175	0.0175	5.0000e-005	0.0187
<b>Total</b>	<b>0.1803</b>	<b>8.0000e-005</b>	<b>8.2500e-003</b>	<b>0.0000</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>3.0000e-005</b>	<b>3.0000e-005</b>		<b>0.0175</b>	<b>0.0175</b>	<b>5.0000e-005</b>	<b>0.0187</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

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

### Fire Pumps and Emergency Generators

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

## User Defined Equipment

Equipment Type	Number
----------------	--------

## 11.0 Vegetation

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## Appendix C

### NOISE

# Fundamentals of Noise and Vibration

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## NOISE

Noise is most often defined as unwanted sound; whether it is loud, unpleasant, unexpected, or otherwise undesirable. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as “noisiness” or “loudness.”

### Noise Descriptors

The following are brief definitions of terminology used in this chapter:

- **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound, expressed on a logarithmic scale and with respect to a defined reference sound pressure. The standard reference pressure is 20 micropascals (20  $\mu\text{Pa}$ ).
- **Vibration Decibel (VdB).** A unitless measure of vibration, expressed on a logarithmic scale and with respect to a defined reference vibration velocity. In the U.S., the standard reference velocity is 1 micro-inch per second ( $1 \times 10^{-6}$  in/sec).
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level ( $L_{eq}$ ); also called the Energy-Equivalent Noise Level.** The value of an equivalent, steady sound level which, in a stated time period (often over an hour) and at a stated location, has the same A-weighted sound energy as the time-varying sound. Thus, the  $L_{eq}$  metric is a single numerical value that represents the equivalent amount of variable sound energy received by a receptor over the specified duration.
- **Statistical Sound Level ( $L_n$ ).** The sound level that is exceeded “n” percent of time during a given sample period. For example, the  $L_{50}$  level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the “median sound level.” The  $L_{10}$  level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the “intrusive sound level.” The  $L_{90}$  is the sound level

exceeded 90 percent of the time and is often considered the “effective background level” or “residual noise level.”

- **Day-Night Sound Level ( $L_{dn}$  or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.
- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added from 7:00 PM to 10:00 PM and 10 dB from 10:00 PM to 7:00 AM. NOTE: For general community/environmental noise, CNEL and  $L_{dn}$  values rarely differ by more than 1 dB (with the CNEL being only slightly more restrictive – that is, higher than the  $L_{dn}$  value). As a matter of practice,  $L_{dn}$  and CNEL values are interchangeable and are treated as equivalent in this assessment.
- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.

## Characteristics of Sound

When an object vibrates, it radiates part of its energy in the form of a pressure wave. Sound is that pressure wave transmitted through the air. Technically, airborne sound is a rapid fluctuation or oscillation of air pressure above and below atmospheric pressure that creates sound waves.

Sound can be described in terms of amplitude (loudness), frequency (pitch), or duration (time). Loudness or amplitude is measured in dB, frequency or pitch is measured in Hertz [Hz] or cycles per second, and duration or time variations is measured in seconds or minutes.

### *Amplitude*

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale. Because of the physical characteristics of noise transmission and perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 1 presents the subjective effect of changes in sound pressure levels. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud). Changes of 1 to 3 dB are detectable under quiet, controlled conditions, and changes of less than 1 dB are usually not discernible (even under ideal conditions). A 3 dB change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dB is readily discernible to most people in an exterior environment, and a 10 dB change is perceived as a doubling (or halving) of the sound.

**Table 1** Noise Perceptibility

Change in dB	Noise Level
± 3 dB	Threshold of human perceptibility

$\pm 5$ dB	Clearly noticeable change in noise level
$\pm 10$ dB	Half or twice as loud
$\pm 20$ dB	Much quieter or louder
Source: Bies, David A. and Colin H. Hansen. 2009. <i>Engineering Noise Control: Theory and Practice</i> . 4th ed. New York: Spon Press.	

### *Frequency*

The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all, but are “felt” more as a vibration. Similarly, though people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz.

When describing sound and its effect on a human population, A-weighted (dBA) sound levels are typically used to approximate the response of the human ear. The A-weighted noise level has been found to correlate well with people’s judgments of the “noisiness” of different sounds and has been used for many years as a measure of community and industrial noise. Although the A-weighted scale and the energy-equivalent metric are commonly used to quantify the range of human response to individual events or general community sound levels, the degree of annoyance or other response also depends on several other perceptibility factors, including:

- Ambient (background) sound level
- General nature of the existing conditions (e.g., quiet rural or busy urban)
- Difference between the magnitude of the sound event level and the ambient condition
- Duration of the sound event
- Number of event occurrences and their repetitiveness
- Time of day that the event occurs

### *Duration*

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called  $L_{eq}$ ), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the  $L_{50}$  noise level represents the noise level that is exceeded 50 percent of the time; half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the  $L_2$ ,  $L_8$  and  $L_{25}$  values represent the noise levels that are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour, respectively. These “n” values are typically used to demonstrate compliance for stationary noise sources with many cities’ noise ordinances. Other values typically noted during a noise survey are the  $L_{min}$  and  $L_{max}$ . These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period, respectively.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law and many local jurisdictions use an adjusted 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level ( $L_{dn}$ ). The CNEL descriptor requires that an artificial increment (or “penalty”) of 5 dBA be added to the actual noise level for the hours from 7:00 PM to 10:00 PM and 10 dBA for the hours from 10:00 PM to 7:00 AM. The  $L_{dn}$  descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 PM and 10:00 PM. Both

descriptors give roughly the same 24-hour level, with the CNEL being only slightly more restrictive (i.e., higher). The CNEL or  $L_{dn}$  metrics are commonly applied to the assessment of roadway and airport-related noise sources.

## Sound Propagation

Sound dissipates exponentially with distance from the noise source. This phenomenon is known as “spreading loss.” For a single-point source, sound levels decrease by approximately 6 dB for each doubling of distance from the source (conservatively neglecting ground attenuation effects, air absorption factors, and barrier shielding). For example, if a backhoe at 50 feet generates 84 dBA, at 100 feet the noise level would be 79 dBA, and at 200 feet it would be 73 dBA. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment or activity at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dB for each doubling of distance over a reflective (“hard site”) surface such as concrete or asphalt. Line source noise in a relatively flat environment with ground-level absorptive vegetation decreases by an additional 1.5 dB for each doubling of distance.

## Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. Extended periods of noise exposure above 90 dBA results in permanent cell damage, which is the main driver for employee hearing protection regulations in the workplace. For community environments, the ambient or background noise problem is widespread, though generally worse in urban areas than in outlying, less-developed areas. Elevated ambient noise levels can result in noise interference (e.g., speech interruption/masking, sleep disturbance, disturbance of concentration) and cause annoyance. Since most people do not routinely work with decibels or A-weighted sound levels, it is often difficult to appreciate what a given sound pressure level number means. To help relate noise level values to common experience, Table 2 shows typical noise levels from familiar sources.



**Table 2** Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Onset of physical discomfort	120+	
	110	Rock Band (near amplification system)
Jet Flyover at 1,000 feet		
	100	
Gas Lawn Mower at three feet		
	90	
Diesel Truck at 50 feet, at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: California Department of Transportation (Caltrans). 2013. *Technical Noise Supplement*.

## Vibration Fundamentals

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is normally associated with activities stemming from operations of railroads or vibration-intensive stationary sources, but can also be associated with construction equipment such as jackhammers, pile drivers, and hydraulic hammers. As with noise, vibration can be described by both its amplitude and frequency. Vibration displacement is the distance that a point on a surface moves away from its original static position; velocity is the instantaneous speed that a point on a surface moves; and acceleration is the rate of change of the speed. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration levels. During construction, the operation of construction equipment can cause groundborne vibration. During the operational phase of a project, receptors may be subject to levels of vibration that can cause annoyance due to noise generated from vibration of a structure or items within a structure.

As with airborne sound, annoyance with vibrational energy is a subjective measure, depending on the level of activity and the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Persons accustomed to elevated ambient vibration levels, such as in an urban

environment, may tolerate higher vibration levels. Table 3 displays the potential effects on buildings resulting from continuous vibration in terms of various levels of peak particle velocity (PPV).

**Table 3 Human Reaction to Typical Vibration Levels**

Building/Structural Category	PPV, in/sec
Reinforced Concrete, Steel or Timber (No Plaster)	0.5
Engineered Concrete and Masonry (No Plaster)	0.3
Non-Engineered Timber and Masonry Buildings	0.2
Building Extremely Susceptible to Vibration Damage	0.12

Source: Federal Transit Administration. 2018, May. *Transit Noise and Vibration Impact Assessment Manual*. United States Department of Transportation.

## Appendix D

### TRANSPORTATION AND TRAFFIC

1. Traffic Analysis
2. Signal Warrant Analysis

DATE December 19, 2018

TO Kimberly Brosseau, AICP  
Senior Planner, Santa Clara County Parks  
298 Garden Hill Drive,  
Los Gatos, CA  
95032

FROM Fernando Sotelo, PE, PTP  
Senior Associate

SUBJECT Traffic Analysis for the Sanborn Park Master Plan

PROJECT NUMBER CSCL-02

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## Methodology

This section sets forth guidelines for evaluating existing traffic conditions in the vicinity of the site. The methodologies described are generally consistent with Santa Clara County requirements for the preparation of traffic assessments. A traffic impact study is generally required for projects that would add 100 or more peak hour trips on weekdays or weekends. The proposed project would not generate more than 100 peak hour trips, therefore a focused traffic evaluation has been prepared to evaluate site access and potential impacts at key access roads, which are Sanborn Road and Highway 9.

### DEFINITION OF LEVEL OF SERVICE

Roadway capacity is generally limited by the ability to move vehicles through intersections. A level of service (LOS) is a standard performance measurement to describe the operating characteristics of a street system in terms of the level of congestion or delay experienced by motorists. Service levels range from A through F, which relate to traffic conditions from best (uncongested, free-flowing conditions) to worst (total breakdown with stop-and-go operation).

Traffic conditions at the unsignalized (stop-controlled) study intersections were evaluated using the 2000 Highway Capacity Manual (HCM). With this method, operations are defined by the average control delay per vehicle (measured in seconds) for each stop-controlled movement or movement that must yield the right-of-way. At two-way stop-controlled intersections the movement with the highest delay and corresponding level of service is reported. Table 1 summarizes the relationship between delay and level of service for unsignalized intersections in terms of control delay (in seconds per vehicle).

Rural Highways such as Sanborn Road and Highway 9 are evaluated in terms of HCM 2000 methodologies. For two-lane highways, the capacity is 1,700 vehicles per hour for each direction.

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**Table 1 Unsignalized Intersection LOS Criteria**

LOS	Traffic Conditions	Delay (Seconds/Vehicle)
A	Little or no traffic delays	≤ 10
B	Short traffic delays	> 10 and ≤ 15
C	Average traffic delays	> 15 and ≤ 25
D	Long traffic delays	> 25 and ≤ 35
E	Very long traffic delays	> 35 and ≤ 50
F	Extreme traffic delays with intersection capacity exceeded	> 50

Source: Highway Capacity Manual, Transportation Research Board, 2000.

## DETERMINATION OF IMPACTS

The County of Santa Clara has established LOS D as the minimum acceptable LOS standard for overall intersection operations. Generally, LOS F operation on the minor street approach is considered the threshold warranting improvements for two-way stop controlled intersections. The Santa Clara Valley Transportation Authority (VTA) minimum threshold for Congestion Management Program (CMP) intersections and on CMP designated roadways is LOS E.

A significant impact occurs when the addition of project traffic to baseline conditions causes the LOS at an intersection to fall below LOS D. For intersections already operating at unacceptable LOS E or LOS F under the baseline condition, a significant impact occurs if the addition of project traffic causes the following:

- » An increase in average delay value by 4.0 seconds or more and an increase in the critical V/C ratio of 0.010 or more, or
- » A decrease in average critical delay and an increase in the critical V/C ratio of 0.01 or more.

## Existing Circulation

### ROADWAYS

Regional access to the project site is provided by State Route 9 (Highway 9). Sanborn Road is the County road. (See, Figure 1, *Regional Vicinity and Location Map.*) The following provides a description of the study roadways:

- » **State Route 9**, also known as Highway 9 is a two lane undivided roadway with a posted speed limit of 30 miles per hour. It has a right of way of 60 feet and shoulder widths varying from 0 to 8 feet. Highway 9 is also a CMP highway facility. It begins in the City of Santa Cruz winding through mountainous and rolling terrain in the Santa Cruz Mountains terminating in the Town of Los Gatos. It provides regional access to several recreational uses in the Santa Cruz Mountains and is designated as a California Scenic Highway. In the vicinity of the project Highway 9 is not designated as a bike route but

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bicycles are permitted to share the road with other vehicles. Strategically located passing lanes and turnouts provide room for vehicles to pass slower moving traffic. Given the physical constraints of the segment and lower pedestrian usage, no additional future pedestrian facilities are proposed.

- » **Sanborn Road** is a two lane County road with a length of approximately 1.5 miles that begins at Highway 9 and travels north-south until its terminus. It is a two-lane undivided roadway that provides direct access to the Sanborn Core Use area, the Welch-Hurst area and the Former Nursery area, as well as low density residential areas scattered on a few lots south and east of the Sanborn Park. The road has no shoulder, no public parking along the road is allowed or feasible due to limited right of way.

### PEDESTRIAN AND BICYCLE FACILITIES

There are no continuous sidewalks and bicycle lanes along SR9 and along Sanborn Avenue. The site is in a remote area of the County and is primarily accessed via private automobiles.

### PUBLIC TRANSIT

There is no public transportation service running along SR 9. VTA Community Bus Line #48 runs mainly on North Santa Cruz Avenue. There is a southbound bus stop on North Santa Cruz Avenue just north of SR 9, and a northbound bus stop on SR 9 between University Avenue and North Santa Cruz Avenue. In addition, VTA Regular Bus Line #53 runs on South Saratoga-Sunnyvale Road and Saratoga Avenue and makes a turn at the intersection of Big Basin Way and South Saratoga-Sunnyvale Road. There is a pair of bus stops in both directions located on Saratoga Avenue northeast of the above mentioned intersection.

### PARKING

As stated above, there is no roadside parking along Sanborn Road. The Welch-Hurst area in a lot with 10 spaces, however this parking is currently not available to the public. The Core-Use area provides 314 parking spaces in four lots, in addition 14 spaces are provided for RV camping. No public parking is currently available at the Nursery Area and at the Welch-Hurst Area.

### Existing Traffic Volumes

Roadway counts were taken on Highway Sanborn Road south of Highway 9 and on Highway 9 east of Sanborn Road. The counts were taken Saturday, Sunday, Monday and Tuesday October 20 to 23, 2018. The counts' raw data sheets are included in Attachment A. The results of the hourly directional traffic counts are summarized in Attachment B. The results of the traffic counts indicate that during weekdays, traffic volumes on Highway 9 and Sandorn Road are consistent with typical morning and evening commuter peak traffic, where the highest volumes occur around 8 AM and again in the afternoon and early evening hours around 4 PM. The peak hour volumes of weekdays on Sanborn Avenue ranged from 26 to 44 trips and 370 daily. On Highway 9 the peak hour volumes of weekdays ranged from 211 to 229 trips, and 2,858 daily.

On weekends the traffic volumes on Sanborn Road are highest in the morning hours around 7 AM and midday. On Highway 9 the highest volumes are highest by midday. The peak hour volumes of weekdays on

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Sanborn Road ranged from 95 to 141 trips and 1,145 daily. On Highway 9 the peak hour volumes of weekdays on Sanborn Avenue ranged from 433 to 579 trips, and 5,596 daily.

The peak hour traffic volumes of up to 579 on Highway 9 (342 in the westbound direction and 237 in the eastbound direction) is well below the capacity of 1,700 vehicles per hour in each direction of travel. On Sanborn Road, peak hour traffic volumes of up to 141 (83 in the northbound direction and 58 in the southbound direction) is well below the capacity of 1,700 vehicles per hour in each direction of travel. Figures 2 and 3 show the Saturday hourly roadway volumes on Highway 9 and Sanborn Road, respectively.

Subsequent to reviewing the roadway counts to identify the traffic patterns on Highway 9 and Sanborn Road, turn movement counts were taken at the intersection of Highway 9 at Sanborn Road. The counts were taken on Saturday November 3, 2018 from 11 AM to 2 PM, which is the period when the higher traffic volumes occur. In addition, intersection traffic volume data collection was performed on Saturday because this is the day of the week where recreational uses such as the project would have the potential to generate the highest traffic volumes to the roadway system. The intersection counts indicate that most traffic originates from and departs to the east (Los Gatos and San Jose area). Figure 4 depicts the peak-hour turn movement volumes at Highway 9 and Sanborn Road during the Saturday peak hour.

The resulting intersection level of service calculations indicate that the intersection of Highway 9 at Sanborn Road currently operate at LOS A. the existing traffic volume does not result in queues and significant delays at this intersection. The existing Saturday peak hour intersection count worksheets and figures showing turn-movement volumes are provided in Attachment C.

### Trip Generation

The proposed project is a program-level document that analyzes the adoption and implementation of the proposed Sanborn County Park Master Plan. The proposed Master Plan includes several conceptual projects that may, over time, be proposed for actual development. The Master Plan addresses the following focus areas:

- » **Park Core Use Area:** visitor and operational activities at the park are currently centered in the park core use area, which consists of the existing visitor center, the dyer house, and both recreational vehicle (RV) and walk-in tent campsites. The potential key improvements and assumptions for this focus area are as follows:
  - o Repurpose the Dyer House as a visitor center;
  - o Add staff offices in the Dyer House;
  - o Continue use of the Dyer House for a non-profit partner, such as Youth Science Institute, or as an existing ranger station;
  - o Phase out RV camping and relocate to other areas of the Park;
  - o Phase out upper walk-in campsites to the former Nursery Area of the Park yet retain 9 lower walk-in campsites;
  - o Install biking facilities (e.g., children's bicycle pump track and/or skills area);

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- Repurpose the existing ranger station for park staff use or reserved visitor use associated with the Peterson Grove Group area;
  - Continue use of day use areas for picnic and reservable events at Peterson Grove Group Area;
  - Continue use of the area for the Silicon Valley Shakespeare productions; and
  - 60 additional parking spaces for a total of 374.
- » **Former Nursery Area:** located on the east side of Sanborn road, and therefore separated from the main public use areas of the park, this 57-acre site once operated as a commercial nursery. It contains the Christensen House (the former owners), a caretaker's house, barn, greenhouse, out buildings/garages, and two large ponds. The potential key improvements and assumptions for this focus area are as follows:
- Use primarily as a campground operated either by the County Parks Department or other entity;
  - Foster partnership opportunities to develop cabins and/or an outdoor education facility;
  - Construct cabins or other structured camping, 10 units are assumed for the purpose of this analysis;
  - Install RV camping sites, for the purpose of this analysis 30 sites are assumed;
  - Construct an amphitheater to support ranger programs;
  - Consider other secondary uses for both passive and active recreation (e.g., children's bicycle pump track or skills area, fishing in ponds, etc.);
  - Analyze the future use of ponds for activities such as fishing in the smaller pond and septic system/leach field placement to support camping use, location for bicycle pump track, or other uses for the larger pond;
  - 40 new parking spaces for day use and overnight overflow;
  - 80 new parking spaces for 10 cabins and 30 tent campsites (23 campsites relocated from Day Core Area); and
  - 30 RV spaces (14 relocated from Day Core area).
- » **Welch-Hurst Area:** this focus area includes the main Welch-Hurst house, a cottage, a barn, and the surrounding grounds and pond area. This area is located in the northeast quadrant of the park west of the Walden West environmental education center (Walden West).
- Foster partnership opportunities for reuse of the Welch-Hurst Area;
  - Continue to "mothball" the Welch-Hurst House;
  - Use the house, ancillary buildings, and landscaped grounds as future reservable areas for groups;
  - Use cottage as a support building for park use or partnership opportunity;
  - Develop a shared parking agreement with future partners;



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- o 20 new parking spaces; and
- o 160 new parking spaces to be shared with future off-site partnership.

For the most common land uses, numerous studies have been used in developing the Institute of Transportation Engineers' (ITE) trip generation rates. In some cases, however, the published ITE trip generation rates are based on very limited data. In addition, the ITE data is a function of park area in acres and does not have estimates for individual increases in camping sites, RV sites, increase in parking supply and events. When ITE data is insufficient (e.g. small sample size, not statistically valid) practitioners may develop trip generation rates based on local data specifically for use in the transportation impact analysis.

### EXISTING PARK-RELATED TRIPS

Tables 2 and 3 summarize the existing traffic associated with Sanborn Park on weekends and weekdays, respectively. These trips are based on traffic counts collected on Sanborn Road. For the purpose of this analysis, on a typical weekend, the park generates up to 70 inbound and 100 outbound trips for a total of 170 trips. On a typical weekday, the park generates up to 53 trips (19 inbound and 34 outbound) in the AM peak hour, and up to 34 trips (24 inbound and 10 outbound) in the PM peak hour. On a weekend up to 1,374 trips and on a daily basis up to 444 trips are generated. This is a conservative estimate because it includes trips for the single-family housing that are not part of Sanborn Park, and because the estimates are based on Saturday trips, which are higher than Sunday trips.

**Table 2 Existing Sanborn Park Trips on Weekends**

Season	Trip Generation <sup>1,2</sup>			
	Weekend Daily	Weekend Peak Hour		
		IN	OUT	TOTAL
Fall	1,145	58	83	141
Summer	1,374	70	100	170

<sup>1</sup> Trips are based on traffic volumes taken on Sanborn Road on October 20, 2018.

<sup>2</sup> Existing park-related trips on Sanborn Road only.

**Table 3 Existing Sanborn Park Trips on Weekdays**

Season	Trip Generation <sup>1,2</sup>						
	Weekday Daily	AM Peak Hour			AM Peak Hour		
		In	Out	Total	In	Out	Total
Fall	370	16	28	44	20	8	28
Summer	444	19	34	53	24	10	34

<sup>1</sup> Trips are based on traffic volumes taken on Sanborn Road on October 23, 2018.

<sup>2</sup> Existing park-related trips on Sanborn Road only.

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## FUTURE PROJECT-RELATED TRIPS

For the purpose of estimating future traffic increases with implementation of the Master Plan (new project trips), the following key features have been used as major factors to derive project trip generation on typical weekdays and weekends:

### Welch-Hurst Area

- » **20 new parking spaces:** currently no public parking is provided in this area. There would be an additional 20 spaces that will be exclusively available for this area of the park. For the purpose of this analysis new trips associated with increase in parking supply were calculated based on potential parking utilization, as parking is a major limitation in visitation activity due to lack of transit and the distance to walk and bike to the park from major urban areas. Consistent with a previous traffic study conducted for the Sanborn Park (Mott Macdonald 2018), it is assumed that parking spaces would have a turnover rate of 1.5 vehicles (or three trips) per day on weekends and four vehicles per day (or eight trips) on weekdays. This results in 60 daily trips on weekdays and 160 daily trips on weekends.

### Day Core Use Area

- » **60 additional parking spaces:** currently 314 public parking spaces are provided in this area and the Master Plan would add 60 spaces. Consistent with the methodology described above; this results in 180 daily trips on weekdays and 480 daily trips on weekends.

### Nursery Area

- » **40 new spaces for day use and overnight overflow:** assuming a turnover rate of 1.5 vehicles per day on weekends and 4 vehicles per day on weekdays; this results in 120 daily trips on weekdays and 320 daily trips on weekends.
- » **20 new parking spaces for 10 cabins and 14 new parking spaces to accommodate 7 new tent campsites:** in this case these spaces would accommodate overnight stays, which have a lower turnover. Assuming two trips per space per day when all spaces and cabins are fully occupied, this results in 68 (2\*34) daily trips on weekdays and weekends.
- » **14 new RV spaces relocated from Day Core area:** in this case these spaces would accommodate overnight stays, which have a lower turnover. Assuming two trips per space per day when all RV spaces are occupied, this results in 28 (2\*14) daily trips on weekdays and weekends.

## Overall Increase in Visitation

The County estimates that overall park visitation will increase by 15% compared to existing levels. For the purpose of this analysis it is assumed that the number of trips would increase proportionally to increases in visitation. To determine the existing number of trips with current visitation levels, the results of the traffic

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counts in the area were reviewed. The traffic counts on Sanborn Road south of Highway 9 provide an indication of trips related to the existing activity at the Sanborn Park. These volumes include trips from the park as well as trips from the approximately 15 single-family homes that take access from Sanborn Road.

For the purpose of this analysis, all trips on Sanborn Road are assumed to be from current activity at the Sanborn Park, no trip credits from the homes have been taken. The traffic counts show 83 outbound trips and 58 inbound trips for a total of 141 in the Saturday peak hour. On weekdays, there were 44 trips (16 inbound and 28 outbound) in the AM peak hour and 29 trips (18 inbound and 11 outbound) in the PM peak hour. These counts were taken in a typical day in the month of October. These counts have been adjusted for seasonal activity, as visitation in the spring and summer months are higher compared to October. According to the Caltrans database, traffic in the peak month is approximately 20% higher than average. Therefore, a 20% correction was included to account for seasonal traffic. The calculation worksheets showing the increase in trips due to increased parking visitation activity is included in Attachment D.

To estimate future trips with the projects, the number of trips related to additional parking capacity, additional camping/RV space and cabins, and increase in visitation activity estimates. Table 4 summarizes the project trip generation on weekdays and weekends.

### FUTURE TRAFFIC CONDITIONS

To estimate future traffic conditions, traffic from cumulative projects were included as well as traffic forecasts on Highway 9. According to Caltrans' Transportation Concept Report (Caltrans 2013), the traffic on Highway 9 in the segment where Sanborn Road is located is anticipated to experience a growth rate of 3.6% per year. For the 22 year period between 2018 and 2040 the traffic growth for the period on Highway 9 is 218%.

Cumulative projects were obtained from the County Santa Clara Department of Planning and Development GIS system, which lists projects from unincorporated County and local jurisdictions such as Saratoga and Los Gatos. The cumulative projects included in this analysis are listed in Attachment E. Trips from the application and potential development of two single-family homes on Sandorn Road were included in this analysis. Due to size and distance, trips from other cumulative projects in unincorporated County and incorporated areas of the County were included as ambient growth traffic as described above.

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Table 4 Project Trip Generation

Trip Generator Component	Daily		AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
	Weekday	Weekends	In	Out	Total	In	Out	Total	In	Out	Total
Welch-Hurst Area	60	160	3	5	8	3	2	5	8	12	20
Day Core Use Area	180	480	8	14	22	10	5	15	25	35	60
Nursery Area	216	416	9	17	26	12	6	18	22	31	53
Overall Increase In Visitation	141	435	6	11	17	8	4	12	23	32	55
<b>Total</b>	<b>597</b>	<b>1,491</b>	<b>26</b>	<b>47</b>	<b>73</b>	<b>33</b>	<b>17</b>	<b>50</b>	<b>78</b>	<b>110</b>	<b>188</b>

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## ROADWAY SEGMENT LOS

Traffic volumes and roadway segments and corresponding LOS are summarized in Table 5, Roadway Daily Volumes and Levels of Service. The volumes and levels of service are shown for the worst-case condition for weekend traffic on summer months. Traffic volume calculations are included in Attachment F.

**Table 5 Roadway Daily Traffic Volumes and Levels of Service**

Roadway	Existing	LOS <sup>1</sup>	Future Without Project	LOS <sup>1</sup>	Future With Project	LOS <sup>1</sup>
Highway 9 east of Sanborn Rd.	6,720	C	14,648	E	15,990	E
Highway 9 west of Sanborn Rd.	6,720	C	14,633	E	14,782	E
Sanborn Road	1,374	A	1,393	A	2,884	B

<sup>1</sup> According to HCM 2010 Capacity table for rural highways.

On Highway 9, the segments of west and east of Sanborn Avenue currently operate at LOS C and are anticipated to operate at LOS E under long-range 2040 conditions. As discussed previously, Highway 9 is a CMP highway facility. For CMP highways LOS E is acceptable. With addition of project traffic, Highway 9 would continue to operate at acceptable LOS E.

Sanborn Road currently operates at LOS A and is anticipated to operate at LOS A under future without project conditions. With project traffic Sanborn Road would operate at LOS B, which is acceptable.

In summary, all study roadways would operate at acceptable LOS and the project would not degrade LOS to unacceptable LOS. Project-related traffic impacts to roadway segments would be less than significant.

## INTERSECTION LOS

For this analysis, intersection LOS was evaluated for the weekend period only, as weekend traffic volumes are the highest and represent the worst-case peak hour traffic condition. The intersection operations analysis results are summarized in Table 6, *Peak Hour Intersection Levels of Service*. All study area intersections currently operate at acceptable LOS during the peak hours. LOS worksheets for existing conditions are provided in Attachment G. Table 6 shows that the critical intersection of Sanborn Road at Highway 9 would continue to operate at acceptable LOS C with the project under long-range conditions. A review of the HCM calculation worksheets provide the 95<sup>th</sup> percentile queues at the intersection approaches. The 95<sup>th</sup> percentile is the queue length that would not be exceeded statistically 95% of the time. At the northbound approach on Sanborn heading to Highway 9, the queue would be 40 feet, which equates to two vehicles. There would be no queue on other approaches. No excessive queues would be

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formed and the intersection would not require exclusive left or right turn pockets to accommodate the anticipated traffic volumes.

**Table 6 Intersection Levels of Service**

Intersection	Existing		Future without Project		Buildout with Project	
	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
Highway 9 at Sanborn Road	9.9	A	12.6	B	17.7	C

Notes: LOS calculation worksheets in Attachment C.

Intersection levels of service shown for summer periods in the weekend peak hours, which represent the worst-case traffic conditions.

### EVENT TRAFFIC

Major events such as weddings have the potential to generate additional traffic. The highest traffic volumes would occur on the day of the event in the hour prior to, and after the scheduled event period. Trips from events would include attendees, vendors supplying food, alcohol, decorations and music. Santa Clara County Parks allows major events for groups of up to 300 guests. It is anticipated that up to 30 vendors and support people would be required for a major event, for a total of 330 people. Assuming an average vehicle occupancy of two persons per vehicle, major events may add an additional 330 trips during the event day (165x2 trips per vehicle).

The analysis above shows that the anticipated number of trips with the project would be 1491 on weekends and 597 on weekdays. The highest traffic volumes occur on weekends, where the study roadway segments and intersections are anticipated to operate at acceptable LOS. Event traffic would add up to 330 daily trips on the days that events take place. Given the roadways and intersections operate at acceptable LOS (see roadway and intersections analysis above) and the addition of event traffic is relatively small compared to the overall traffic on the roadways, event traffic would not result in significant traffic impacts at the roadway system.

### Conclusion

This traffic assessment evaluated existing roadway network, determine existing traffic conditions under current park operations and visitation levels, calculated the number of new trips with increased visitation activity and evaluated long range traffic conditions without, and with the project. Implementation of the Park Master Plan would increase traffic on Sanborn Road and Highway 9. However, the increased traffic would be relatively small and no impacts were identified. All roadways would continue to operate at acceptable LOS. The intersection of Sanborn Road at Highway 9 would operate at acceptable LSO and the

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anticipated queues would not exceed two cars at the northbound approach of Sanborn Road at Highway 9, no improvements at the intersection would be necessary.

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## FIGURES

FIGURE 1 – Regional Vicinity and Location Map

FIGURE 2 – Highway 9 roadway volumes

FIGURE 3 – Sanborn Rd roadway volumes

FIGURE 4 – Intersection turn movement volumes



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## **TECHNICAL MEMORANDUM**

### **ATTACHMENT A: ROADWAY TRAFFIC COUNTS**



## **TECHNICAL MEMORANDUM**

### **ATTACHMENT B: ROADWAY DIRECTIONAL VOLUMES**

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### ATTACHMENT C: SATURDAY PEAK HOUR INTERSECTION TURN MOVEMENT COUNTS



## **TECHNICAL MEMORANDUM**

### **ATTACHMENT D: TRIP GENERATION CALCULATIONS**



## TECHNICAL MEMORANDUM

### ATTACHMENT E: CUMULATIVE PROJECTS



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### **ATTACHMENT F: ROADWAY SEGMENT VOLUME FORECASTS CALCULATION WORKSHEETS**



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### ATTACHMENT G: INTERSECTION LOS CALCULATION WORKSHEETS



**VOLUME**

Hwy 9 E/O Sanborn Rd

Day: Saturday  
Date: 10/20/2018City: Saratoga  
Project #: CA18\_8547\_001

DAILY TOTALS					NB	SB						Total			
					0	0						5,596			
					2,660		2,936								
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			6	9	15		12:00			56	86	142			
00:15			4	7	11		12:15			71	73	144			
00:30			2	5	7		12:30			52	98	150			
00:45			3	15	3	24	12:45			58	237	85	342	143	579
01:00			2	8	10		13:00			53	91	144			
01:15			5	3	8		13:15			61	99	160			
01:30			1	1	2		13:30			57	75	132			
01:45			1	9	3	15	13:45			53	224	82	347	135	571
02:00			2	1	3		14:00			51	63	114			
02:15			1	0	1		14:15			53	64	117			
02:30			0	1	1		14:30			51	56	107			
02:45			1	4	2	4	14:45			72	227	65	248	137	475
03:00			3	1	4		15:00			57	79	136			
03:15			0	1	1		15:15			57	51	108			
03:30			2	1	3		15:30			83	53	136			
03:45			0	5	1	4	15:45			83	280	51	234	134	514
04:00			1	1	2		16:00			68	38	106			
04:15			1	2	3		16:15			66	40	106			
04:30			1	0	1		16:30			68	46	114			
04:45			2	5	1	4	16:45			90	292	36	160	126	452
05:00			1	1	2		17:00			90	27	117			
05:15			2	7	9		17:15			71	19	90			
05:30			3	7	10		17:30			57	21	78			
05:45			1	7	7	22	17:45			71	289	18	85	89	374
06:00			5	7	12		18:00			53	27	80			
06:15			6	16	22		18:15			62	20	82			
06:30			5	33	38		18:30			48	13	61			
06:45			3	19	33	89	18:45			60	223	16	76	76	299
07:00			4	17	21		19:00			35	9	44			
07:15			10	30	40		19:15			27	8	35			
07:30			13	42	55		19:30			28	13	41			
07:45			13	40	48	137	19:45			17	107	14	44	31	151
08:00			12	51	63		20:00			12	9	21			
08:15			15	49	64		20:15			17	17	34			
08:30			26	45	71		20:30			24	13	37			
08:45			17	70	50	195	20:45			23	76	14	53	37	129
09:00			19	40	59		21:00			14	12	26			
09:15			33	53	86		21:15			23	12	35			
09:30			18	55	73		21:30			13	15	28			
09:45			22	92	50	198	21:45			25	75	9	48	34	123
10:00			26	59	85		22:00			11	12	23			
10:15			20	59	79		22:15			16	14	30			
10:30			30	63	93		22:30			9	14	23			
10:45			35	111	68	249	22:45			10	46	15	55	25	101
11:00			35	53	88		23:00			10	11	21			
11:15			38	54	92		23:15			7	13	20			
11:30			48	74	122		23:30			12	9	21			
11:45			55	176	85	266	23:45			2	31	4	37	6	68
<b>TOTALS</b>				553	1207	1760	<b>TOTALS</b>			2107	1729	3836			
<b>SPLIT %</b>				31.4%	68.6%	31.5%	<b>SPLIT %</b>			54.9%	45.1%	68.5%			

DAILY TOTALS					NB	SB						Total
					0	0						5,596
					2,660		2,936					
AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			16:30	12:30	12:30	
AM Pk Volume			234	342	576	PM Pk Volume			319	373	597	
Pk Hr Factor			0.824	0.872	0.960	Pk Hr Factor			0.886	0.942	0.933	
7 - 9 Volume	0	0	110	332	442	4 - 6 Volume	0	0	581	245	826	
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:30	16:00	16:15	
7 - 9 Pk Volume	0	0	70	195	265	4 - 6 Pk Volume	0	0	319	160	463	
Pk Hr Factor	0.000	0.000	0.673	0.956	0.933	Pk Hr Factor	0.000	0.000	0.886	0.870	0.919	

**VOLUME**

Hwy 9 E/O Sanborn Rd

Day: Sunday  
Date: 10/21/2018City: Saratoga  
Project #: CA18\_8547\_001

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	2,775	2,313	5,088					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			3	10	13	12:00			56	73	129			
00:15			8	6	14	12:15			90	53	143			
00:30			4	5	9	12:30			53	61	114			
00:45			4	19	9	12:45			73	272	58	245	131	517
01:00			2	5	7	13:00			72	67	139			
01:15			3	0	3	13:15			68	54	122			
01:30			4	0	4	13:30			50	59	109			
01:45			1	10	1	13:45			64	254	57	237	121	491
02:00			0	6	6	14:00			68	56	124			
02:15			0	2	2	14:15			73	69	142			
02:30			2	2	4	14:30			64	50	114			
02:45			1	3	0	14:45			47	252	50	225	97	477
03:00			4	0	4	15:00			71	47	118			
03:15			0	2	2	15:15			86	46	132			
03:30			0	2	2	15:30			77	47	124			
03:45			0	4	0	15:45			75	309	45	185	120	494
04:00			0	1	1	16:00			97	37	134			
04:15			0	1	1	16:15			90	37	127			
04:30			1	1	2	16:30			102	28	130			
04:45			0	1	0	16:45			78	367	26	128	104	495
05:00			3	0	3	17:00			103	13	116			
05:15			3	2	5	17:15			89	11	100			
05:30			3	1	4	17:30			74	17	91			
05:45			0	9	0	17:45			57	323	19	60	76	383
06:00			3	2	5	18:00			61	35	96			
06:15			3	2	5	18:15			56	13	69			
06:30			4	5	9	18:30			51	15	66			
06:45			5	15	7	18:45			32	200	12	75	44	275
07:00			9	9	18	19:00			25	14	39			
07:15			3	16	19	19:15			18	19	37			
07:30			7	13	20	19:30			16	17	33			
07:45			10	29	20	19:45			12	71	9	59	21	130
08:00			6	21	27	20:00			16	7	23			
08:15			6	24	30	20:15			15	14	29			
08:30			25	30	55	20:30			11	9	20			
08:45			18	55	40	20:45			12	54	8	38	20	92
09:00			10	43	53	21:00			17	9	26			
09:15			22	48	70	21:15			26	13	39			
09:30			20	57	77	21:30			15	12	27			
09:45			30	82	68	21:45			9	67	8	42	17	109
10:00			37	56	93	22:00			9	4	13			
10:15			39	51	90	22:15			3	6	9			
10:30			33	106	139	22:30			0	6	6			
10:45			48	157	63	22:45			5	17	7	23	12	40
11:00			34	47	81	23:00			4	8	12			
11:15			37	61	98	23:15			4	2	6			
11:30			55	56	111	23:30			4	2	6			
11:45			62	188	80	23:45			5	17	3	15	8	32
<b>TOTALS</b>			572	981	1553	<b>TOTALS</b>			2203	1332	3535			
<b>SPLIT %</b>			36.8%	63.2%	30.5%	<b>SPLIT %</b>			62.3%	37.7%	69.5%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	2,775	2,313	5,088		
AM Peak Hour			11:30	09:45	11:45	PM Peak Hour			16:15	12:00	12:15
AM Pk Volume			263	281	528	PM Pk Volume			373	245	527
Pk Hr Factor			0.731	0.663	0.923	Pk Hr Factor			0.905	0.839	0.921
7 - 9 Volume	0	0	84	173	257	4 - 6 Volume	0	0	690	188	878
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:15	16:00	16:00
7 - 9 Pk Volume	0	0	55	115	170	4 - 6 Pk Volume	0	0	373	128	495
Pk Hr Factor	0.000	0.000	0.550	0.719	0.733	Pk Hr Factor	0.000	0.000	0.905	0.865	0.924

**VOLUME**

Hwy 9 E/O Sanborn Rd

Day: Monday  
Date: 10/22/2018

City: Saratoga  
Project #: CA18\_8547\_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1,358	1,351	2,709		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			4	1	5	12:00			22	21	43
00:15			0	2	2	12:15			15	21	36
00:30			1	3	4	12:30			19	21	40
00:45			0	5	4	12:45		75	19	18	37
				10	15				81		156
01:00			1	2	3	13:00			18	17	35
01:15			0	0	0	13:15			21	13	34
01:30			2	0	2	13:30			18	18	36
01:45			0	3	1	13:45		73	16	20	36
				3	6				68		141
02:00			0	0	0	14:00			15	21	36
02:15			1	0	1	14:15			21	26	47
02:30			0	0	0	14:30			20	18	38
02:45			0	1	0	14:45		81	25	20	45
				0	1				85		166
03:00			3	0	3	15:00			22	24	46
03:15			1	1	2	15:15			25	28	53
03:30			2	0	2	15:30			20	31	51
03:45			2	8	0	15:45		86	19	27	46
				1	9				110		196
04:00			2	0	2	16:00			29	30	59
04:15			5	0	5	16:15			12	42	54
04:30			1	0	1	16:30			19	30	49
04:45			6	14	0	16:45		79	19	26	45
				0	14				128		207
05:00			10	1	11	17:00			20	49	69
05:15			9	2	11	17:15			21	44	65
05:30			17	8	25	17:30			22	27	49
05:45			8	44	3	17:45		71	8	33	41
				14	58				153		224
06:00			17	7	24	18:00			17	42	59
06:15			17	8	25	18:15			16	36	52
06:30			26	9	35	18:30			15	24	39
06:45			22	82	11	18:45		67	19	35	54
				35	117				137		204
07:00			39	6	45	19:00			12	24	36
07:15			41	8	49	19:15			7	20	27
07:30			44	6	50	19:30			6	23	29
07:45			44	168	13	19:45		32	7	25	32
				33	201				92		124
08:00			37	11	48	20:00			6	16	22
08:15			33	23	56	20:15			1	9	10
08:30			33	18	51	20:30			6	9	15
08:45			44	147	13	20:45		17	4	10	14
				65	212				44		61
09:00			34	18	52	21:00			4	13	17
09:15			25	19	44	21:15			5	15	20
09:30			30	16	46	21:30			7	16	23
09:45			33	122	9	21:45		18	2	9	11
				62	184				53		71
10:00			24	29	53	22:00			3	7	10
10:15			16	11	27	22:15			0	10	10
10:30			20	19	39	22:30			2	5	7
10:45			28	88	14	22:45		6	1	7	8
				73	161				29		35
11:00			18	20	38	23:00			1	1	2
11:15			17	14	31	23:15			1	2	3
11:30			12	10	22	23:30			0	2	2
11:45			20	67	21	23:45		4	2	5	7
				65	132				10		14
<b>TOTALS</b>			749	361	1110	<b>TOTALS</b>			609	990	1599
<b>SPLIT %</b>			67.5%	32.5%	41.0%	<b>SPLIT %</b>			38.1%	61.9%	59.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	1,358	1,351	2,709

AM Peak Hour			07:00	11:45	08:15	PM Peak Hour			15:15	17:00	16:30
AM Pk Volume			168	84	216	PM Pk Volume			93	153	228
Pk Hr Factor			0.955	1.000	0.947	Pk Hr Factor			0.802	0.781	0.826
7 - 9 Volume	0	0	315	98	413	4 - 6 Volume	0	0	150	281	431
7 - 9 Peak Hour			07:00	07:45	07:45	4 - 6 Peak Hour			16:45	17:00	16:30
7 - 9 Pk Volume	0	0	168	65	212	4 - 6 Pk Volume	0	0	82	153	228
Pk Hr Factor	0.000	0.000	0.955	0.707	0.930	Pk Hr Factor	0.000	0.000	0.932	0.781	0.826

**VOLUME**

Hwy 9 E/O Sanborn Rd

Day: Tuesday  
Date: 10/23/2018

City: Saratoga  
Project #: CA18\_8547\_001

DAILY TOTALS					NB	SB	EB		WB	Total				
					0	0	1,452	1,406	2,858					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			3	4	7	12:00			22	19	41			
00:15			0	5	5	12:15			24	24	48			
00:30			4	3	7	12:30			34	10	44			
00:45			1	8	6	12:45			20	100	16	69	36	169
01:00			4	2	6	13:00			24	15	39			
01:15			4	2	6	13:15			15	11	26			
01:30			1	0	1	13:30			16	23	39			
01:45			0	9	5	13:45			26	81	13	62	39	143
02:00			1	1	2	14:00			26	13	39			
02:15			1	0	1	14:15			27	16	43			
02:30			0	0	0	14:30			23	16	39			
02:45			1	3	1	14:45			22	98	29	74	51	172
03:00			7	0	7	15:00			17	35	52			
03:15			2	0	2	15:15			22	28	50			
03:30			1	2	3	15:30			25	23	48			
03:45			1	11	0	15:45			18	82	32	118	50	200
04:00			2	0	2	16:00			20	35	55			
04:15			5	0	5	16:15			31	32	63			
04:30			2	0	2	16:30			17	28	45			
04:45			10	19	0	16:45			23	91	25	120	48	211
05:00			10	0	10	17:00			24	36	60			
05:15			9	2	11	17:15			17	37	54			
05:30			18	5	23	17:30			16	31	47			
05:45			9	46	5	17:45			14	71	28	132	42	203
06:00			17	11	28	18:00			16	27	43			
06:15			21	7	28	18:15			20	41	61			
06:30			26	12	38	18:30			10	43	53			
06:45			20	84	11	18:45			15	61	19	130	34	191
07:00			34	11	45	19:00			12	24	36			
07:15			47	11	58	19:15			13	21	34			
07:30			53	14	67	19:30			8	21	29			
07:45			52	186	7	19:45			5	38	19	85	24	123
08:00			33	10	43	20:00			6	23	29			
08:15			41	24	65	20:15			5	24	29			
08:30			38	16	54	20:30			0	17	17			
08:45			31	143	26	20:45			5	16	12	76	17	92
09:00			18	22	40	21:00			1	17	18			
09:15			32	17	49	21:15			7	7	14			
09:30			25	22	47	21:30			1	10	11			
09:45			24	99	17	21:45			4	13	23	57	27	70
10:00			30	8	38	22:00			3	16	19			
10:15			16	15	31	22:15			5	16	21			
10:30			22	14	36	22:30			6	4	10			
10:45			13	81	15	22:45			0	14	12	48	12	62
11:00			21	21	42	23:00			6	7	13			
11:15			16	22	38	23:15			1	2	3			
11:30			28	14	42	23:30			1	4	5			
11:45			24	89	28	23:45			1	9	4	17	5	26
<b>TOTALS</b>			778	418	1196	<b>TOTALS</b>			674	988	1662			
<b>SPLIT %</b>			65.1%	34.9%	41.8%	<b>SPLIT %</b>			40.6%	59.4%	58.2%			

DAILY TOTALS					NB	SB	EB		WB	Total
					0	0	1,452	1,406	2,858	

AM Peak Hour			07:00	08:15	07:30	PM Peak Hour			12:15	17:45	15:30
AM Pk Volume			186	88	234	PM Pk Volume			102	139	216
Pk Hr Factor			0.877	0.846	0.873	Pk Hr Factor			0.750	0.808	0.857
7 - 9 Volume	0	0	329	119	448	4 - 6 Volume	0	0	162	252	414
7 - 9 Peak Hour			07:00	08:00	07:30	4 - 6 Peak Hour			16:15	17:00	16:15
7 - 9 Pk Volume	0	0	186	76	234	4 - 6 Pk Volume	0	0	95	132	216
Pk Hr Factor	0.000	0.000	0.877	0.731	0.873	Pk Hr Factor	0.000	0.000	0.766	0.892	0.857

# VOLUME

Sanborn Rd S/O Hwy 9

Day: Saturday  
Date: 10/20/2018

City: Saratoga  
Project #: CA18\_8547\_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					568	577	0	0	1,145		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	12	8			20
00:15	1	1			2	12:15	19	7			26
00:30	1	0			1	12:30	17	9			26
00:45	0	2	0	1	3	12:45	24	72	12	36	108
01:00	0	0			0	13:00	21	15			36
01:15	0	0			0	13:15	20	23			43
01:30	0	0			0	13:30	29	9			38
01:45	0	0			0	13:45	13	83	11	58	141
02:00	0	0			0	14:00	17	11			28
02:15	0	0			0	14:15	28	9			37
02:30	0	0			0	14:30	14	7			21
02:45	0	0			0	14:45	18	77	5	32	109
03:00	0	0			0	15:00	14	7			21
03:15	0	0			0	15:15	13	13			26
03:30	0	0			0	15:30	18	4			22
03:45	0	0			0	15:45	25	70	7	31	101
04:00	0	0			0	16:00	7	5			12
04:15	0	0			0	16:15	18	10			28
04:30	0	0			0	16:30	12	10			22
04:45	0	0			0	16:45	15	52	10	35	87
05:00	1	1			2	17:00	14	3			17
05:15	0	6			6	17:15	8	3			11
05:30	0	2			2	17:30	10	1			11
05:45	0	1	2	11	12	17:45	8	40	2	9	49
06:00	1	4			5	18:00	6	2			8
06:15	1	10			11	18:15	14	5			19
06:30	0	27			27	18:30	11	0			11
06:45	0	2	23	64	66	18:45	14	45	1	8	53
07:00	2	8			10	19:00	3	1			4
07:15	4	18			22	19:15	0	1			1
07:30	8	24			32	19:30	0	0			0
07:45	5	19	26	76	95	19:45	2	5	2	4	9
08:00	3	22			25	20:00	1	2			3
08:15	2	25			27	20:15	0	2			2
08:30	6	16			22	20:30	0	3			3
08:45	4	15	15	78	93	20:45	1	2	1	8	10
09:00	6	9			15	21:00	0	2			2
09:15	4	6			10	21:15	2	1			3
09:30	2	4			6	21:30	3	0			3
09:45	4	16	13	32	48	21:45	1	6	2	5	11
10:00	5	8			13	22:00	0	2			2
10:15	1	8			9	22:15	0	4			4
10:30	4	9			13	22:30	2	1			3
10:45	9	19	12	37	56	22:45	0	2	1	8	10
11:00	5	8			13	23:00	0	1			1
11:15	5	9			14	23:15	1	2			3
11:30	21	10			31	23:30	1	0			1
11:45	7	38	14	41	79	23:45	0	2	0	3	5
<b>TOTALS</b>	112	340			452	<b>TOTALS</b>	456	237			693
<b>SPLIT %</b>	24.8%	75.2%			39.5%	<b>SPLIT %</b>	65.8%	34.2%			60.5%

DAILY TOTALS					NB	SB	EB	WB	Total
					568	577	0	0	1,145
AM Peak Hour	11:30	07:30			07:30	PM Peak Hour	12:45	12:30	12:45
AM Pk Volume	59	97			115	PM Pk Volume	94	59	153
Pk Hr Factor	0.702	0.933			0.898	Pk Hr Factor	0.810	0.641	0.890
7 - 9 Volume	34	154	0	0	188	4 - 6 Volume	92	44	136
7 - 9 Peak Hour	07:15	07:30			07:30	4 - 6 Peak Hour	16:15	16:00	16:15
7 - 9 Pk Volume	20	97	0	0	115	4 - 6 Pk Volume	59	35	92
Pk Hr Factor	0.625	0.933	0.000	0.000	0.898	Pk Hr Factor	0.819	0.875	0.821

# VOLUME

Sanborn Rd S/O Hwy 9

Day: Sunday  
Date: 10/21/2018

City: Saratoga  
Project #: CA18\_8547\_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					439	415	0	0	854		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	9	25			34
00:15	0	0			0	12:15	41	13			54
00:30	0	1			1	12:30	15	11			26
00:45	0	0	1		0	12:45	8	73	4	53	12
01:00	0	0			0	13:00	8	11			19
01:15	0	0			0	13:15	2	4			6
01:30	0	0			0	13:30	17	13			30
01:45	0	0			0	13:45	10	37	5	33	15
02:00	0	0			0	14:00	11	3			14
02:15	0	0			0	14:15	13	9			22
02:30	0	0			0	14:30	13	13			26
02:45	0	0			0	14:45	11	48	16	41	27
03:00	0	0			0	15:00	11	7			18
03:15	0	0			0	15:15	10	10			20
03:30	0	0			0	15:30	10	15			25
03:45	0	0			0	15:45	16	47	3	35	19
04:00	0	0			0	16:00	19	4			23
04:15	0	0			0	16:15	12	7			19
04:30	0	0			0	16:30	12	7			19
04:45	0	0			0	16:45	6	49	7	25	13
05:00	0	0			0	17:00	17	2			19
05:15	0	0			0	17:15	14	3			17
05:30	0	0			0	17:30	12	1			13
05:45	0	0			0	17:45	9	52	2	8	11
06:00	0	0			0	18:00	16	1			17
06:15	0	0			0	18:15	1	3			4
06:30	2	1			3	18:30	4	1			5
06:45	0	2	2	3	2	18:45	3	24	1	6	4
07:00	1	2			3	19:00	2	1			3
07:15	1	6			7	19:15	1	2			3
07:30	3	3			6	19:30	0	1			1
07:45	2	7	3	14	5	19:45	0	3	0	4	0
08:00	2	4			6	20:00	0	0			0
08:15	1	6			7	20:15	0	0			0
08:30	7	6			13	20:30	0	2			2
08:45	6	16	6	22	12	20:45	1	1	1	3	2
09:00	1	13			14	21:00	4	0			4
09:15	3	5			8	21:15	1	1			2
09:30	5	7			12	21:30	0	3			3
09:45	1	10	8	33	9	21:45	0	5	0	4	0
10:00	6	7			13	22:00	0	1			1
10:15	4	9			13	22:15	0	0			0
10:30	7	12			19	22:30	1	1			2
10:45	7	24	13	41	20	22:45	0	1	0	2	0
11:00	6	14			20	23:00	0	0			0
11:15	11	21			32	23:15	0	0			0
11:30	11	16			27	23:30	1	0			1
11:45	11	39	35	86	46	23:45	0	1	1	1	1
<b>TOTALS</b>	98	200			298	<b>TOTALS</b>	341	215			556
<b>SPLIT %</b>	32.9%	67.1%			34.9%	<b>SPLIT %</b>	61.3%	38.7%			65.1%

DAILY TOTALS					NB	SB	EB	WB	Total
					439	415	0	0	854

AM Peak Hour	11:45	11:15			11:30	PM Peak Hour	12:00	12:00			12:00
AM Pk Volume	76	97			161	PM Pk Volume	73	53			126
Pk Hr Factor	0.463	0.693			0.745	Pk Hr Factor	0.445	0.530			0.583
7 - 9 Volume	23	36	0	0	59	4 - 6 Volume	101	33	0	0	134
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	17:00	16:00			16:00
7 - 9 Pk Volume	16	22	0	0	38	4 - 6 Pk Volume	52	25	0	0	74
Pk Hr Factor	0.571	0.917	0.000	0.000	0.731	Pk Hr Factor	0.765	0.893	0.000	0.000	0.804

# VOLUME

Sanborn Rd S/O Hwy 9

Day: Monday  
Date: 10/22/2018

City: Saratoga  
Project #: CA18\_8547\_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					157	168	0	0	325		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	1	6			7
00:15	0	0			0	12:15	1	1			2
00:30	0	0			0	12:30	3	2			5
00:45	0	0			0	12:45	0	5	2	11	16
01:00	0	2			2	13:00	1	1			2
01:15	0	0			0	13:15	7	3			10
01:30	0	0			0	13:30	3	4			7
01:45	0	0	2		0	13:45	3	14	3	11	25
02:00	0	0			0	14:00	2	1			3
02:15	0	0			0	14:15	3	3			6
02:30	0	0			0	14:30	3	1			4
02:45	0	0			0	14:45	4	12	0	5	17
03:00	0	0			0	15:00	4	0			4
03:15	0	0			0	15:15	2	0			2
03:30	1	0			1	15:30	1	1			2
03:45	0	1	0		0	15:45	7	14	4	5	19
04:00	0	0			0	16:00	3	5			8
04:15	0	0			0	16:15	2	4			6
04:30	0	0			0	16:30	3	3			6
04:45	0	0			0	16:45	3	11	3	15	26
05:00	0	1			1	17:00	2	7			9
05:15	0	0			0	17:15	2	0			2
05:30	2	1			3	17:30	0	3			3
05:45	0	2	0	2	0	17:45	3	7	1	11	18
06:00	2	0			2	18:00	3	2			5
06:15	0	1			1	18:15	4	3			7
06:30	3	1			4	18:30	2	3			5
06:45	1	6	3	5	4	18:45	1	10	0	8	18
07:00	3	1			4	19:00	2	2			4
07:15	2	2			4	19:15	1	1			2
07:30	2	0			2	19:30	0	2			2
07:45	6	13	2	5	8	19:45	0	3	2	7	10
08:00	2	4			6	20:00	2	2			4
08:15	1	6			7	20:15	1	1			2
08:30	3	7			10	20:30	0	1			1
08:45	6	12	3	20	9	20:45	0	3	1	5	8
09:00	3	5			8	21:00	1	0			1
09:15	2	2			4	21:15	1	2			3
09:30	3	8			11	21:30	1	0			1
09:45	8	16	5	20	13	21:45	0	3	1	3	6
10:00	2	8			10	22:00	2	0			2
10:15	1	3			4	22:15	0	3			3
10:30	4	2			6	22:30	0	0			0
10:45	5	12	3	16	8	22:45	0	2	2	5	7
11:00	4	3			7	23:00	1	1			2
11:15	2	3			5	23:15	0	0			0
11:30	2	2			4	23:30	0	0			0
11:45	2	10	1	9	3	23:45	0	1	2	3	4
<b>TOTALS</b>	<b>72</b>	<b>79</b>			<b>151</b>	<b>TOTALS</b>	<b>85</b>	<b>89</b>			<b>174</b>
<b>SPLIT %</b>	<b>47.7%</b>	<b>52.3%</b>			<b>46.5%</b>	<b>SPLIT %</b>	<b>48.9%</b>	<b>51.1%</b>			<b>53.5%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					157	168	0	0	325

AM Peak Hour	09:00	09:30		09:15	PM Peak Hour	13:15	16:15		15:45	
AM Pk Volume	16	24		38	PM Pk Volume	15	17		31	
Pk Hr Factor	0.500	0.750		0.731	Pk Hr Factor	0.536	0.607		0.705	
7 - 9 Volume	25	25	0	0	4 - 6 Volume	18	26	0	0	44
7 - 9 Peak Hour	07:00	08:00		08:00	4 - 6 Peak Hour	16:00	16:15			16:15
7 - 9 Pk Volume	13	20	0	0	4 - 6 Pk Volume	11	17	0	0	27
Pk Hr Factor	0.542	0.714	0.000	0.000	Pk Hr Factor	0.917	0.607	0.000	0.000	0.750

# VOLUME

Sanborn Rd S/O Hwy 9

Day: Tuesday  
Date: 10/23/2018

City: Saratoga  
Project #: CA18\_8547\_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					188	182	0	0	370		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	1			2	12:00	1	7			8
00:15	0	0			0	12:15	7	2			9
00:30	0	0			0	12:30	8	2			10
00:45	0	1	0	1	2	12:45	2	18	0	11	29
01:00	1	0			1	13:00	1	2			3
01:15	0	0			0	13:15	5	2			7
01:30	0	0			0	13:30	2	3			5
01:45	0	1	0		1	13:45	2	10	0	7	17
02:00	0	0			0	14:00	3	2			5
02:15	0	0			0	14:15	5	2			7
02:30	0	0			0	14:30	5	3			8
02:45	0	0			0	14:45	4	17	1	8	25
03:00	0	0			0	15:00	5	1			6
03:15	0	0			0	15:15	3	3			6
03:30	0	0			0	15:30	5	2			7
03:45	0	0			0	15:45	2	15	2	8	23
04:00	0	0			0	16:00	1	2			3
04:15	0	0			0	16:15	9	2			11
04:30	0	0			0	16:30	6	0			6
04:45	0	0			0	16:45	4	20	4	8	28
05:00	0	0			0	17:00	3	2			5
05:15	0	0			0	17:15	0	3			3
05:30	0	1			1	17:30	2	4			6
05:45	0	1	2		3	17:45	2	7	3	12	19
06:00	2	0			2	18:00	3	2			5
06:15	1	2			3	18:15	2	3			5
06:30	3	4			7	18:30	2	4			6
06:45	0	6	5	11	17	18:45	1	8	1	10	18
07:00	3	2			5	19:00	1	1			2
07:15	3	2			5	19:15	3	1			4
07:30	2	5			7	19:30	1	1			2
07:45	9	17	0	9	26	19:45	1	6	1	4	10
08:00	4	3			7	20:00	0	3			3
08:15	5	4			9	20:15	0	1			1
08:30	5	10			15	20:30	0	0			0
08:45	2	16	11	28	44	20:45	0	0	4		4
09:00	4	5			9	21:00	0	2			2
09:15	3	3			6	21:15	1	0			1
09:30	1	6			7	21:30	1	0			1
09:45	7	15	3	17	32	21:45	1	3	2	4	7
10:00	2	2			4	22:00	1	1			2
10:15	2	2			4	22:15	0	2			2
10:30	2	1			3	22:30	0	0			0
10:45	1	7	4	9	16	22:45	0	1	1	4	5
11:00	4	3			7	23:00	1	0			1
11:15	3	9			12	23:15	0	1			1
11:30	6	4			10	23:30	1	0			1
11:45	5	18	7	23	41	23:45	0	2	1	2	4
<b>TOTALS</b>	<b>81</b>	<b>100</b>			<b>181</b>	<b>TOTALS</b>	<b>107</b>	<b>82</b>			<b>189</b>
<b>SPLIT %</b>	<b>44.8%</b>	<b>55.2%</b>			<b>48.9%</b>	<b>SPLIT %</b>	<b>56.6%</b>	<b>43.4%</b>			<b>51.1%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					188	182	0	0	370

AM Peak Hour	07:45	08:15		08:15	PM Peak Hour	16:15	16:45		16:15		
AM Pk Volume	23	30		46	PM Pk Volume	22	13		30		
Pk Hr Factor	0.639	0.682		0.767	Pk Hr Factor	0.611	0.813		0.682		
7 - 9 Volume	33	37	0	0	70	4 - 6 Volume	27	20	0	0	47
7 - 9 Peak Hour	07:45	08:00		08:00	4 - 6 Peak Hour	16:15	16:45				16:15
7 - 9 Pk Volume	23	28	0	0	44	4 - 6 Pk Volume	22	13	0	0	30
Pk Hr Factor	0.639	0.636	0.000	0.000	0.733	Pk Hr Factor	0.611	0.813	0.000	0.000	0.682



Project #: CA18\_8547\_001

City: Saratoga

Location: Hwy 9 E/O Sanborn Rd

Date: 10/20/2018

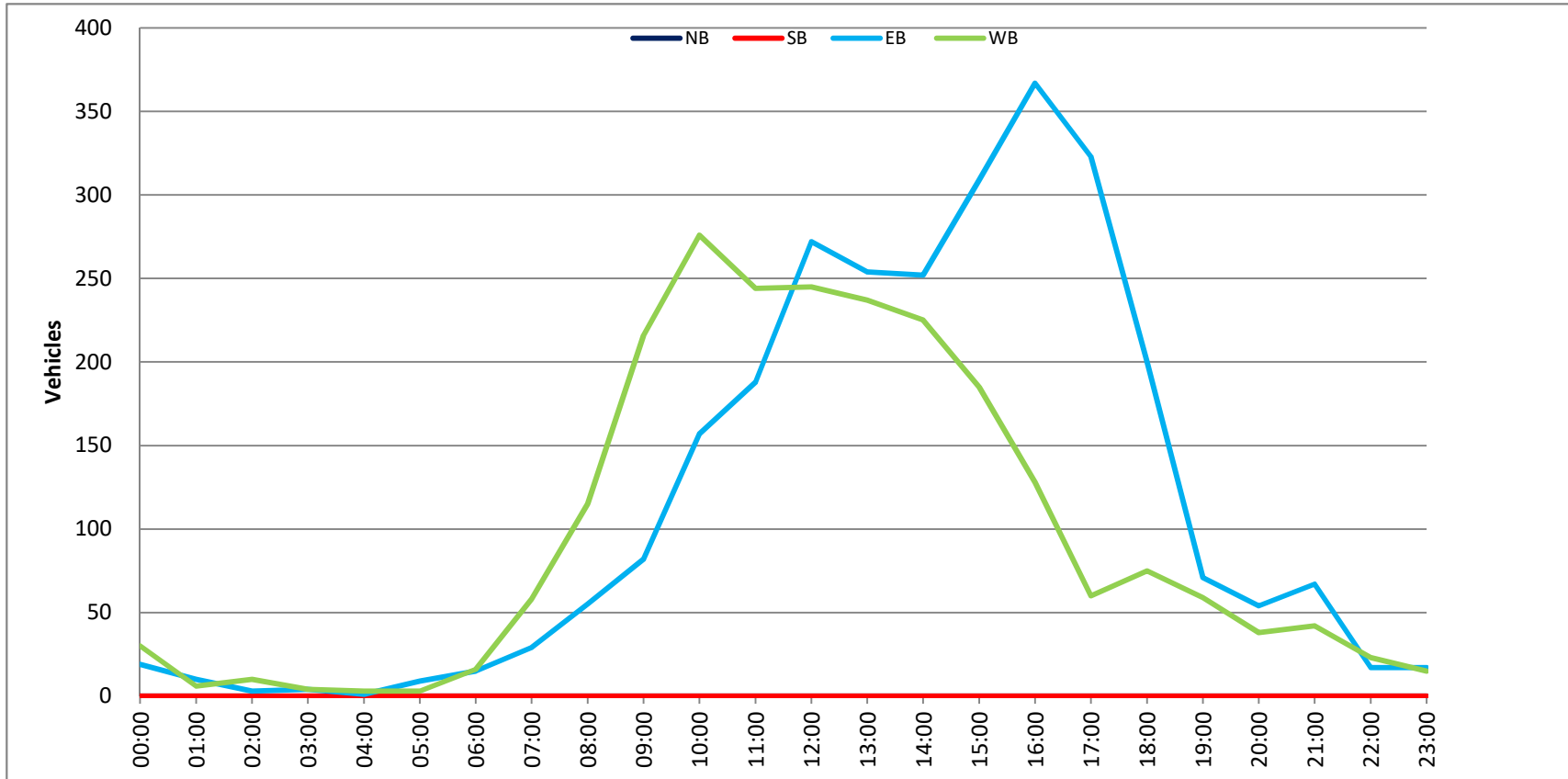


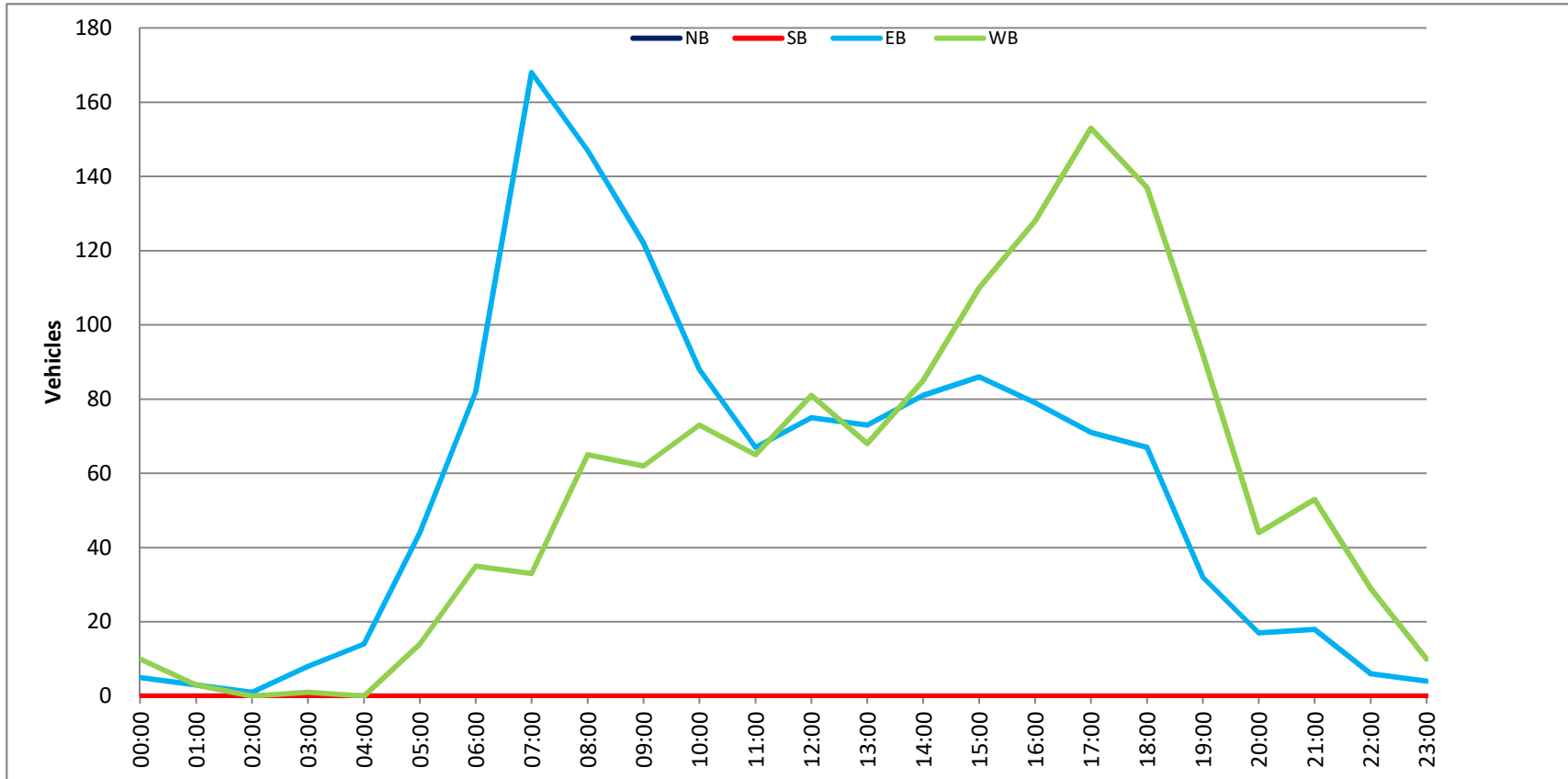
Project #: CA18\_8547\_001

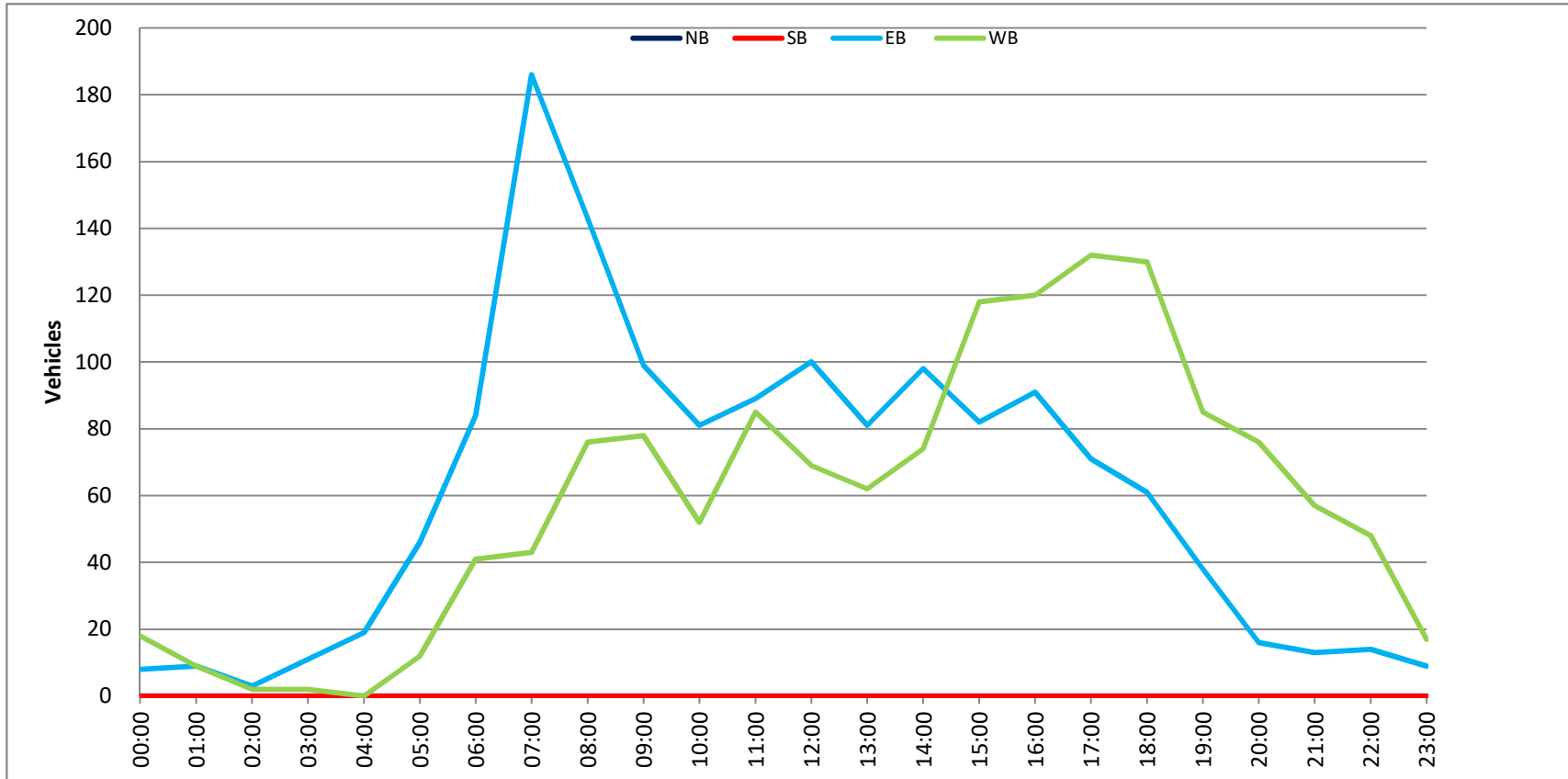
City: Saratoga

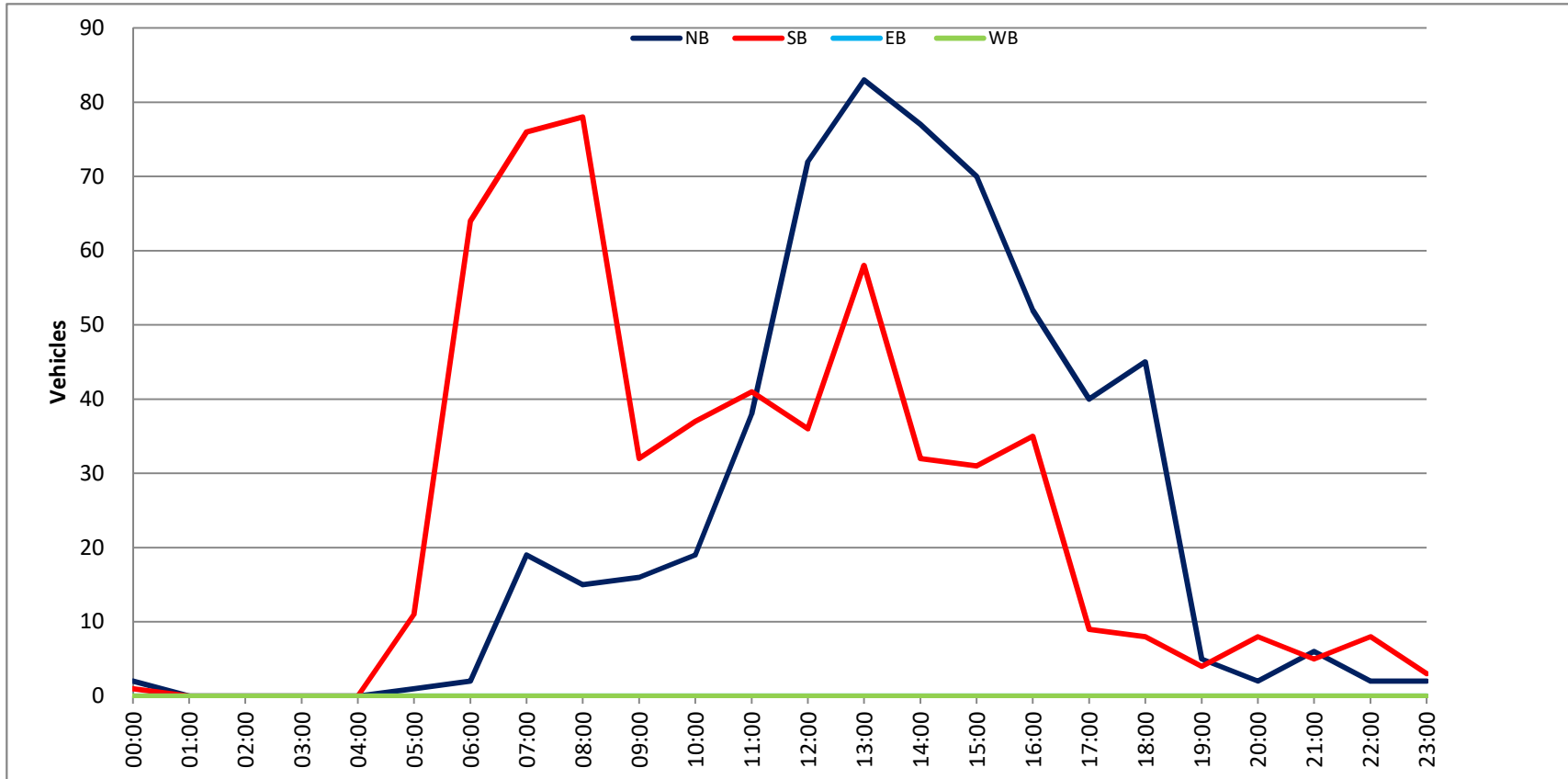
Location: Hwy 9 E/O Sanborn Rd

Date: 10/21/2018







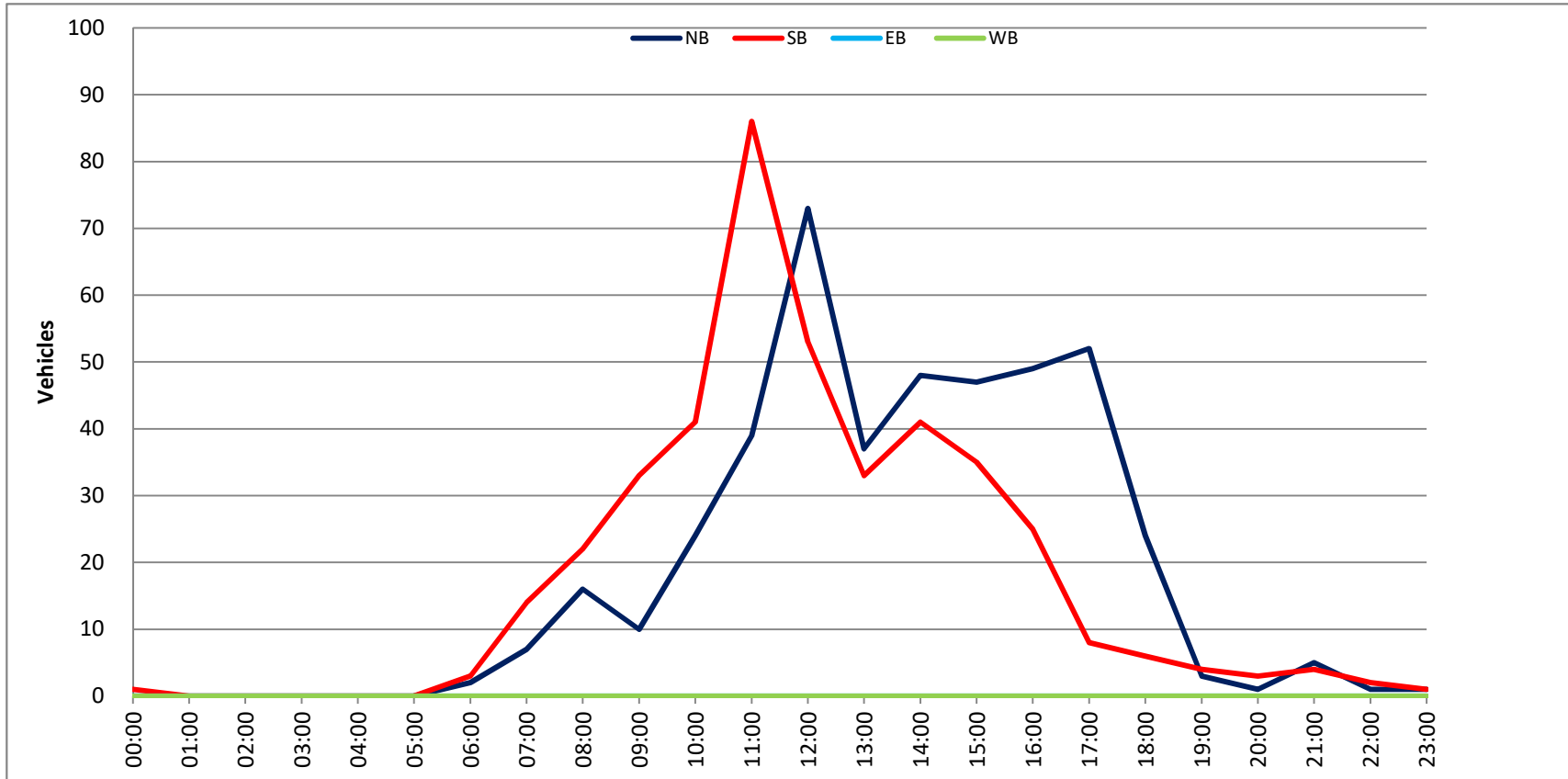


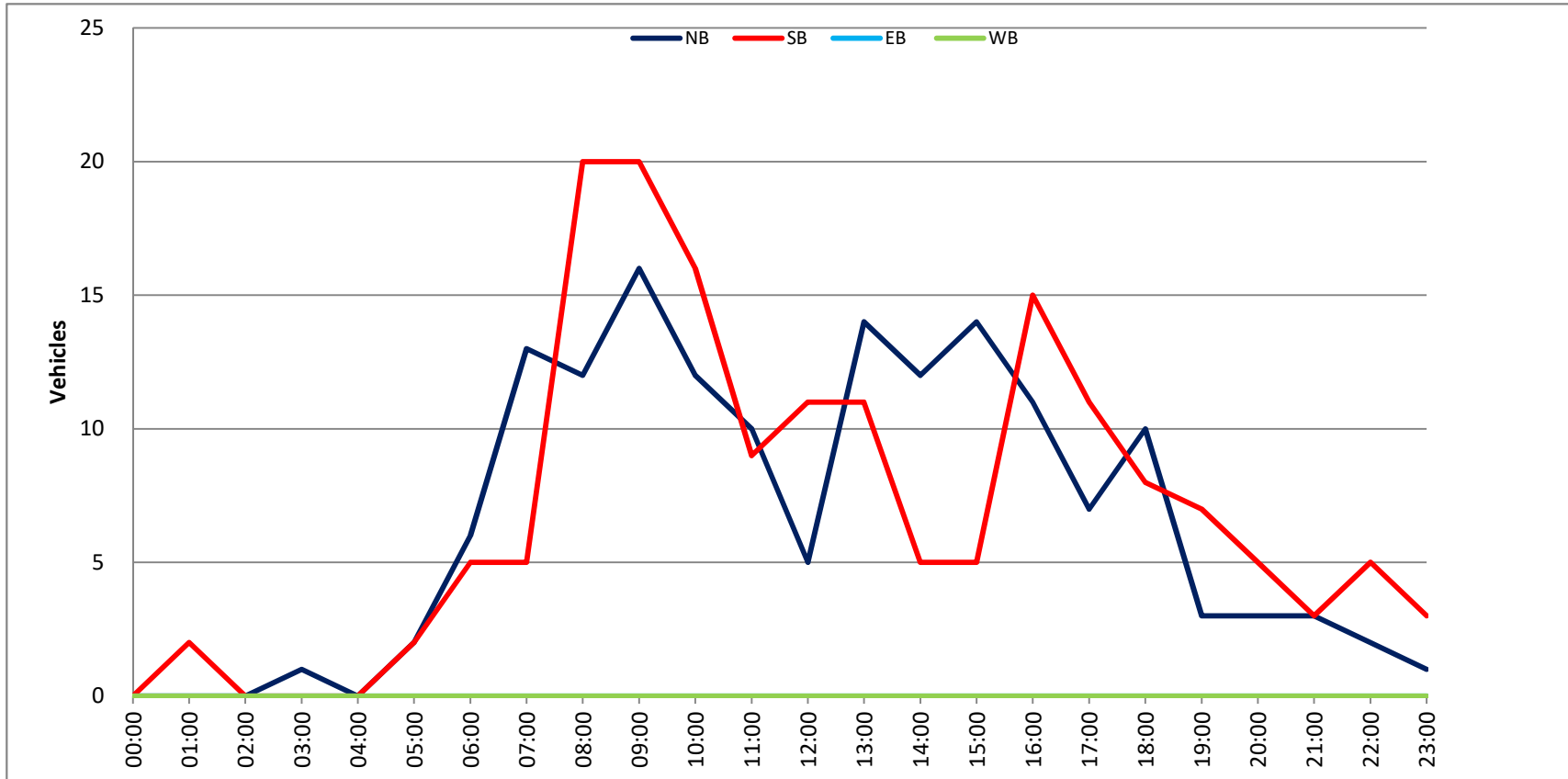
Project #: CA18\_8547\_002

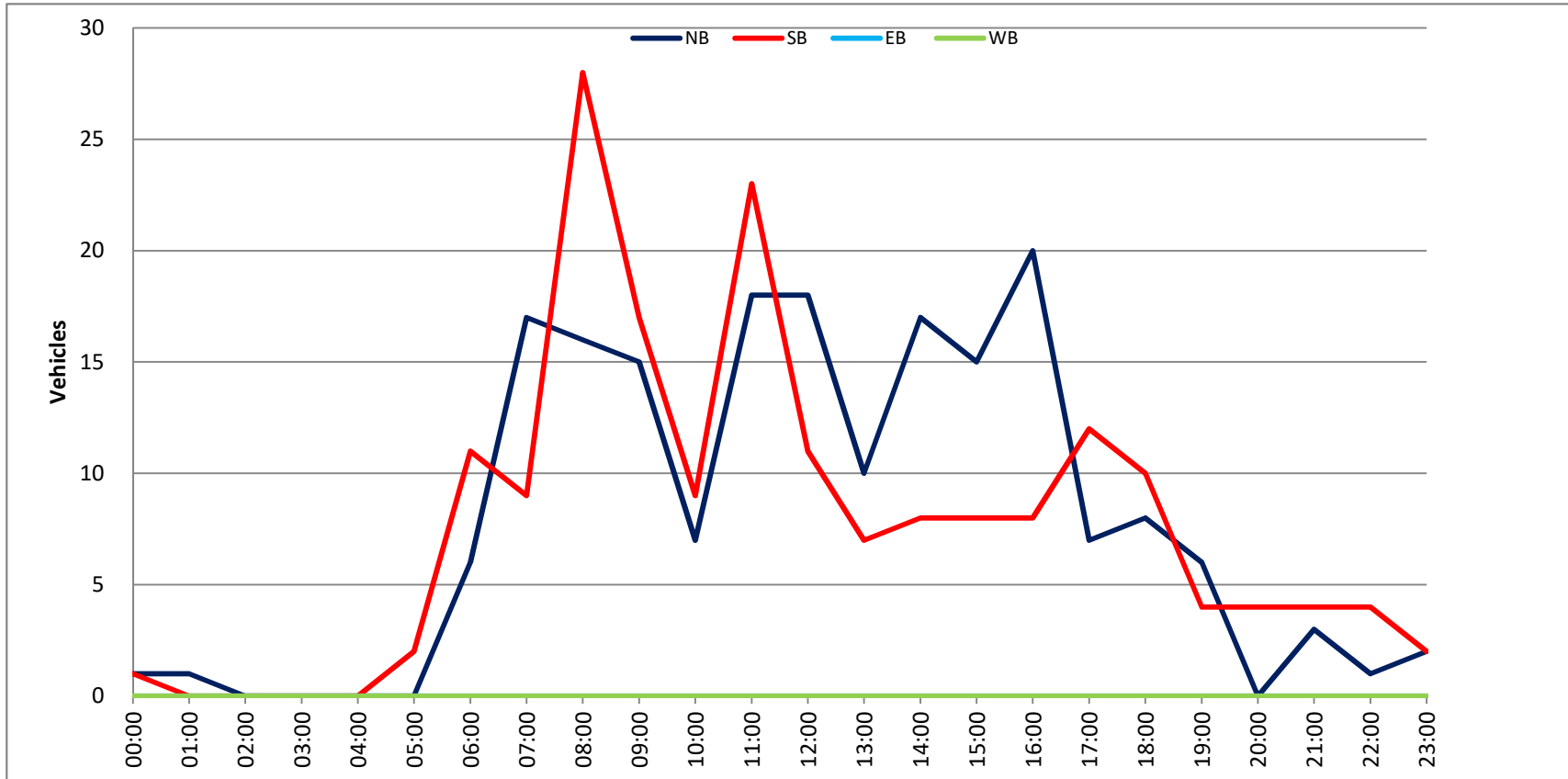
City: Saratoga

Location: Sanborn Rd S/O Hwy 9

Date: 10/21/2018









## National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Sanborn Rd & CA 9/Congress Springs Rd  
**City:** Saratoga  
**Control:**

**Project ID:** 18-08584-001  
**Date:** 2018-11-03

### Total

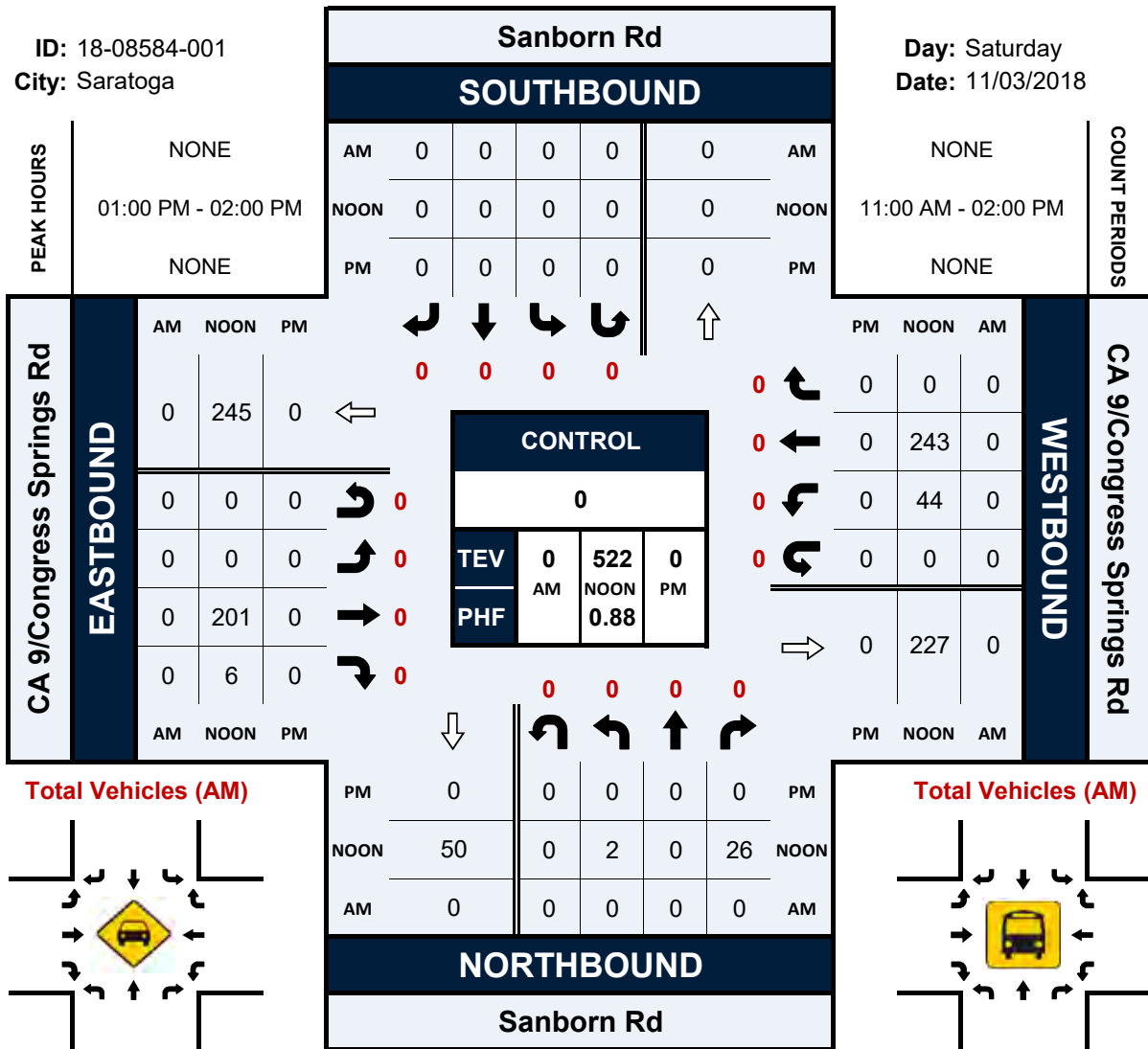
NS/EW Streets:	Sanborn Rd				Sanborn Rd				CA 9/Congress Springs Rd				CA 9/Congress Springs Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	18	0	0	0	0	0	0	29	3	0	6	45	0	0	101
11:15 AM	1	0	23	0	0	0	0	0	0	39	0	0	14	46	0	0	123
11:30 AM	2	0	18	0	0	0	0	0	0	35	1	0	6	44	0	0	106
11:45 AM	0	0	4	0	0	0	0	0	0	30	0	0	10	40	0	0	84
12:00 PM	0	0	22	0	0	0	0	0	0	47	2	0	12	53	0	0	136
12:15 PM	0	0	7	0	0	0	0	0	0	35	0	0	2	65	0	0	109
12:30 PM	1	0	9	0	0	0	0	0	0	50	0	0	12	53	0	0	125
12:45 PM	0	0	4	0	0	0	0	0	0	35	0	0	4	45	0	0	88
1:00 PM	0	0	7	0	0	0	0	0	0	40	2	0	13	55	0	0	117
1:15 PM	0	0	2	0	0	0	0	0	0	54	2	0	7	73	0	0	138
1:30 PM	1	0	11	0	0	0	0	0	0	40	1	0	12	54	0	0	119
1:45 PM	1	0	6	0	0	0	0	0	0	67	1	0	12	61	0	0	148
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	6	0	131	0	0	0	0	0	0	501	12	0	110	634	0	0	1394
	4.38%	0.00%	95.62%	0.00%					0.00%	97.66%	2.34%	0.00%	14.78%	85.22%	0.00%	0.00%	
<b>PEAK HR :</b>	<b>01:00 PM - 02:00 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	2	0	26	0	0	0	0	0	0	201	6	0	44	243	0	0	522
<b>PEAK HR FACTOR :</b>	0.500	0.000	0.591	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.750	0.000	0.846	0.832	0.000	0.000	0.882
			0.583							0.761				0.897			

# Sanborn Rd & CA 9/Congress Springs Rd

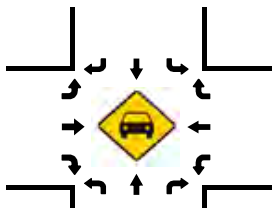
## Peak Hour Turning Movement Count

ID: 18-08584-001  
City: Saratoga

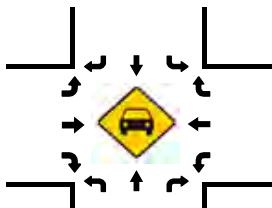
Day: Saturday  
Date: 11/03/2018



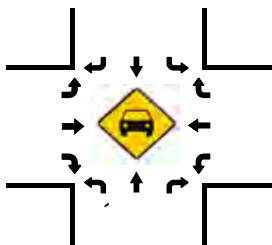
Total Vehicles (AM)



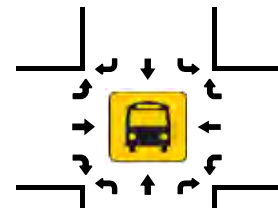
Total Vehicles (NOON)



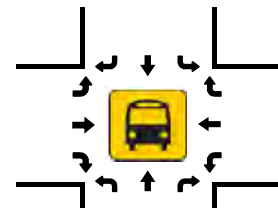
Total Vehicles (PM)



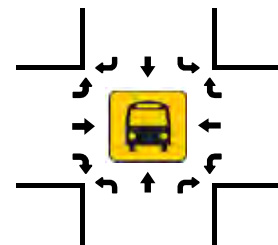
Total Vehicles (AM)



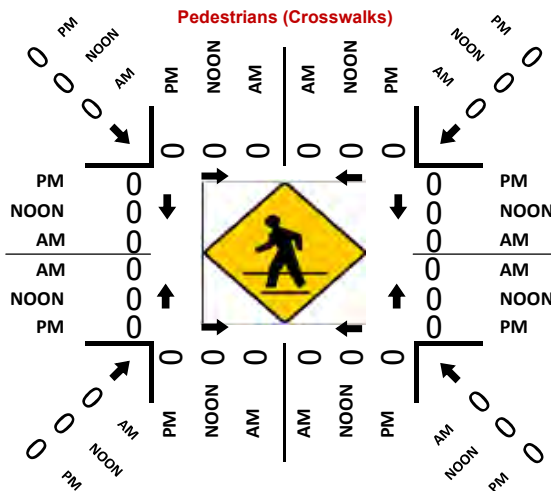
Total Vehicles (NOON)



Total Vehicles (PM)



Pedestrians (Crosswalks)





# ALL TRAFFIC DATA

(916) 771-8700

[orders@aldtraffic.com](mailto:orders@aldtraffic.com)

File Name : 18-08584-001

Date : 11/03/2018

## Unshifted Count = All Vehicles & Uturns

START TIME	Sanborn Rd Southbound					CA 9/Congress Springs Rd Westbound					Sanborn Rd Northbound					CA 9/Congress Springs Rd Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
11:00	0	0	0	0	0	6	45	0	0	51	0	0	18	0	18	0	29	3	0	32	101	0
11:15	0	0	0	0	0	14	46	0	0	60	1	0	23	0	24	0	39	0	0	39	123	0
11:30	0	0	0	0	0	6	44	0	0	50	2	0	18	0	20	0	35	1	0	36	106	0
11:45	0	0	0	0	0	10	40	0	0	50	0	0	4	0	4	0	30	0	0	30	84	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>175</b>	<b>0</b>	<b>0</b>	<b>211</b>	<b>3</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>133</b>	<b>4</b>	<b>0</b>	<b>137</b>	<b>414</b>	<b>0</b>
12:00	0	0	0	0	0	12	53	0	0	65	0	0	22	0	22	0	47	2	0	49	136	0
12:15	0	0	0	0	0	2	65	0	0	67	0	0	7	0	7	0	35	0	0	35	109	0
12:30	0	0	0	0	0	12	53	0	0	65	1	0	9	0	10	0	50	0	0	50	125	0
12:45	0	0	0	0	0	4	45	0	0	49	0	0	4	0	4	0	35	0	0	35	88	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>216</b>	<b>0</b>	<b>0</b>	<b>246</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>167</b>	<b>2</b>	<b>0</b>	<b>169</b>	<b>458</b>	<b>0</b>
13:00	0	0	0	0	0	13	55	0	0	68	0	0	7	0	7	0	40	2	0	42	117	0
13:15	0	0	0	0	0	7	73	0	0	80	0	0	2	0	2	0	54	2	0	56	138	0
13:30	0	0	0	0	0	12	54	0	0	66	1	0	11	0	12	0	40	1	0	41	119	0
13:45	0	0	0	0	0	12	61	0	0	73	1	0	6	0	7	0	67	1	0	68	148	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>243</b>	<b>0</b>	<b>0</b>	<b>287</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>201</b>	<b>6</b>	<b>0</b>	<b>207</b>	<b>522</b>	<b>0</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>634</b>	<b>0</b>	<b>0</b>	<b>744</b>	<b>6</b>	<b>0</b>	<b>131</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>501</b>	<b>12</b>	<b>0</b>	<b>513</b>	<b>1394</b>	<b>0</b>
Apprch %	0.0%	0.0%	0.0%	0.0%		14.8%	85.2%	0.0%	0.0%		4.4%	0.0%	95.6%	0.0%		0.0%	97.7%	2.3%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	7.9%	45.5%	0.0%	0.0%	53.4%	0.4%	0.0%	9.4%	0.0%	9.8%	0.0%	35.9%	0.9%	0.0%	36.8%	100.0%	

NOON PEAK START TIME	Sanborn Rd Southbound					CA 9/Congress Springs Rd Westbound					Sanborn Rd Northbound					CA 9/Congress Springs Rd Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 13:00 to 14:00																						
Peak Hour For Entire Intersection Begins at 13:00																						
13:00	0	0	0	0	0	13	55	0	0	68	0	0	7	0	7	0	40	2	0	42	117	
13:15	0	0	0	0	0	7	73	0	0	80	0	0	2	0	2	0	54	2	0	56	138	
13:30	0	0	0	0	0	12	54	0	0	66	1	0	11	0	12	0	40	1	0	41	119	
13:45	0	0	0	0	0	12	61	0	0	73	1	0	6	0	7	0	67	1	0	68	148	
Total Volume	0	0	0	0	0	44	243	0	0	287	2	0	26	0	28	0	201	6	0	207	522	
% App Total	0.0%	0.0%	0.0%	0.0%		15.3%	84.7%	0.0%	0.0%		7.1%	0.0%	92.9%	0.0%		0.0%	97.1%	2.9%	0.0%			
PHF	.000	.000	.000	.000	.000	.846	.832	.000	.000	.897	.500	.000	.591	.000	.583	.000	.750	.750	.000	.761	.882	

**Table - Sanborn Park Increase in Visitation Trips**

Day	Trip Generation										
	Daily		AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
	Weekday	Weekend	In	Out	Total	In	Out	Total	In	Out	Total
Existing Fall <sup>1</sup>	370	1,145	16	28	44	20	8	28	58	83	141
Existing Summer <sup>2</sup>	444	1,374	19	34	53	24	10	34	70	100	170
Future <sup>3</sup>	511	1,580	22	39	61	28	12	40	81	115	196
New Trips	141	435	6	11	17	8	4	12	23	32	55

<sup>1</sup>Trips are based on traffic volumes taken on Sanborn Road in October 2018.

<sup>2</sup>Includes a 20% seasonal factor adjustment.

<sup>3</sup>Future estimates are 15% higher than existing summer months.

<sup>4</sup>New trips are the trips that have been added as "new net trips" due to overall increase in activity compared to existing.

**Table 4 Project Trip Generation**

Trip Generator Component	Daily		AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
	Weekday	Weekends	In	Out	Total	In	Out	Total	In	Out	Total
Welch-Hurst Area	60	160	3	5	8	3	2	5	8	12	20
Day Core Use Area	180	480	8	14	22	10	5	15	25	35	60
Nursery Area	216	416	9	17	26	12	6	18	22	31	53
Overall Increase In Visitation	141	435	6	11	17	8	4	12	23	32	55
<b>Total</b>	<b>597</b>	<b>1,491</b>	<b>26</b>	<b>47</b>	<b>73</b>	<b>33</b>	<b>17</b>	<b>50</b>	<b>78</b>	<b>110</b>	<b>188</b>

<sup>1</sup>Trips are based on traffic volumes taken on Sanborn Road in October 2018.



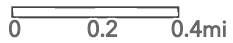
# Development Proposals

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County of Santa Clara, Bureau of



37°15'07"N 122°03'26"W

# Current Projects

Published on: 11/27/2018 8:08 AM

This page provides information regarding larger development projects that are currently being processed by the County Planning Office. Projects are sorted by file number, and include a summary project description, location, contact person, and available plans and documents. To view these projects on a map, visit our [Development Proposals](#) map.

faqGroupLookupString: County Wide

County Wide

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File #11439 - Community Preservation Ordinance

In order to protect the public from health and safety hazards and the harm to property values that result from the neglect and deterioration of property, and to preserve the livability, appearance, environment, and social and economic stability of unincorporated Santa Clara County (County), the County is considering adoption of a **Community Preservation Ordinance**.

The proposed Community Preservation Ordinance will address urban property blight in unincorporated County lands and the scope of its application will be limited to privately-owned properties in Urban Residential or Commercial base districts as defined in County Zoning Ordinance.

Conditions identified as constituting property blight in the Community Preservation Ordinance include, but are not limited to the following:

- Unsecured buildings and abandoned buildings and structures
- Abandoned construction
- Conditions that pose dangers to public health or safety, such as abandoned wells, if they are accessible to unauthorized persons due to inadequate security
- Building or structure in a state of disrepair such as broken windows, doors, or fences; and deteriorating walls or roof coverings.
- Overgrown or decayed trees or vegetation creating potential for fire hazards, harboring infestations, or substantially detracting from the aesthetic and property values of neighboring properties.
- Graffiti
- Unlawfully stored or accumulated garbage and refuse
- Impermissible outdoor storage such as a shipping container stored outdoors
- Storing, dismantling, or maintaining vehicles in violation of the existing Zoning Ordinance restrictions

The County has scheduled two public meetings to provide information and solicit feedback and comments relating to the proposed Community Preservation Ordinance. Details of the public meetings below:

- **November 8, 2018 (Thursday) at 6:30 pm in the Alum Rock Branch Library**  
3090 Alum Rock Ave, San Jose, CA 95127
- **November 15, 2018 at 6:30 PM in Room 157 at the County Government Center**  
70 W. Hedding Street, San Jose, CA 95110

The anticipated hearing date at which the County Board of Supervisors will consider the proposed Ordinance is currently scheduled for December 4, 2018.

For more information on the proposed Ordinance please contact Charu Ahluwalia, Associate Planner, at (408) 299-5740 or [charu.ahluwalia@pln.sccgov.org](mailto:charu.ahluwalia@pln.sccgov.org)

- [Community Preservation Ordinance FAQ](#)

faqGroupLookupString: Gilroy

Gilroy

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File 6498 - Zbest Composting Use Permit, South Gilroy

**Description:** a Major Use Permit Modification to expand & convert a Compost Technology Inc. (CTI) system to an engineered Composting System (ECS), open aerated model.

**Location:** 980 Highway 25, Gilroy





### Environmental Review

As the Lead Agency, the County of Santa Clara will prepare an Environmental Impact Report (EIR) for the Z-Best Compost Facility Modifications Project, which is described in the Notice of Preparation (NOP).

- [Notice of Preparation](#)
- [Scoping Meeting Presentation](#)

A Public Scoping Session to solicit comments for the NOP will be held at the Gilroy Library, 350 W. 6th Street, Gilroy on Tuesday, October 30 from 6:30 p.m. to 8:00 p.m. In accordance with the California Environmental Quality Act (CEQA), comments on the NOP must be received within 30 days of receipt of this notice. Written and/or email comments on the NOP should be provided to the County at the earliest possible date, but must be received by 5 p.m. on November 16, 2018.

Please address comments to:

County of Santa Clara  
 Department of Planning and Development  
 Attention: David Rader  
 County Government Center  
 70 West Hedding Street, San Jose, CA 95110  
 Email: [david.rader@pln.sccgov.org](mailto:david.rader@pln.sccgov.org)

### Application Material

For more information or to comment, contact [Valerie Negrete](#) at (408) 299-5791.

File 9555 - Shamrock Seeds Project

**Description:** The project proposes the demolition of existing on-site greenhouses totaling approximately 14,433 square feet (the existing modular office structure, barn, and equipment shed would remain) and construction of a new 10,000-square-foot agricultural research building, parking lot, and two sets of greenhouse structures (measuring approximately 100 feet by 130 feet, and 85 feet by 300 feet). The greenhouses would be internally illuminated during a portion of non-daylight hours. A 90-squarefoot electrical utility building, 40,000-gallon above-ground water tank, and stormwater detention pond would also be constructed.

Since the subject property is located on Holsclaw Road, a County maintained road, and in close proximity to an intersection with Hwy 152, a State Highway, the California Department of Transportation (Caltrans) may require an encroachment permit to review the Traffic Control Plan (TCP) to avoid any project-related impacts to the State Transportation Network.

The existing agriculture research facility was granted ASA approval in 2007 for its current establishment. The proposed 10,000 research building and greenhouses are intended to consolidate existing research facilities and to provide the environment necessary to conduct seed-related specific experiment activities. The proposed project would not include any increase in the number of existing employees and / or any intensification of the existing operation.

**Location:** 6640 Holsclaw Road, Gilroy

- [Draft EIR](#)
  - [Appendix A - NOP and Comments](#)
  - [Appendix B - Lightning Analysis](#)
  - [Appendix C - Williamson Act Determination](#)
  - [Appendix D - CalEE Mod](#)
  - [Appendix E - Historic Evaluation](#)
  - [Appendix F - Phase I Environmental Assessment](#)

The Public Review Period for this project is from 10/30/2018 until **12/14/2018**.

For more information or to comment, please contact [Rob Salisbury](#) at (408) 299-5785.

File 10747 - Sargent Quarry Projects

[Information on this project](#)

File 11123 - Single Family Residence on Butch Dr, Gilroy

**Description:** Application for a Grading Permit with Design Review for a new Single Family Residence.

**Location:** 2557 Butch Dr., Gilroy, CA 95020

For more information or to comment, please contact [Kim Rook](#) at (408) 299-5790.

File 11188 - Addition to Residence on Via Del Oro, Gilroy

**Description:** Design Review for a proposed new addition to a single-family residence.

**Location:** 9520 Via Del Oro, Gilroy.

- [Site Plans](#)

To comment or for more information, contact [Pamela Wu](#) at (408) 299-5775.

File 11395 - Via Del Oro Residence

**Description:** Design Review and Grading for a new Single Family Residence with attached garage and detached barn.

**Location:** Vacant Lot on Via Del Oro, Gilroy.

- [Plans](#)

For questions or to comment, please contact [Joanna Wilks](#) at (408) 299-5799.

File 11418 - Gilroy Rodeo Improvements

**Description:** Pre-Application for a proposed equestrian facility with Rodeo Events.

**Location:** 7955 Ferguson Rd., Gilroy, CA 95020

- [Application](#)
- [Description](#)
- [Improvement Plan](#)
- [Parcel Map](#)

faqGroupLookupString: Los Altos

Los Altos

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File 11360 - Single Family Residence on Partridge Ln

**Description:** Addition to a Single Family Residence with a proposed new total of 10,928 sq.ft.

**Location:** 23271 Partridge Ln, Los Altos

- [Plans](#)

For questions or to comment, please contact [Colleen Tsuchimoto](#) at (408) 299-5797

File 11471 - Los Altos Golf Course Pro Shop

**Description:** The new prop shop for the Los Altos Golf and Country Club replaces the existing pro shop in the same location. The project includes the pro shop and required complimentary site improvements in the landscape and hardscape around the building and first tee area. The building is one level at grade with a walk-out lower level at the Southwest end responding to the existing grades. The building architecture matches the existing clubhouse in detail and material. The intent of the new project is to blend in with the existing site facilities and relate to the residential scale of the houses adjacent along Loyola Drive.

**Location:** Los Altos Golf and Country Club Pro Shop

- [Project Description](#)
- [Site Plans](#)

To comment or for questions, please contact [Valerie Negrete](#) at (408) 299-5791.

faqGroupLookupString: Los Gatos

Los Gatos

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File 3179 - Mountain Winery

**Description:** The Mountain Winery is applying for a modification to the previously approved July 2006 Architectural and Site Approval. Included with the improvements that were completed in 2009, the 2006 ASA approved project also proposed a plaza trellis, multipurpose building, wine terrace and cellar, storage barn, box office and garden terrace, which were not constructed during the original construction phase. The Winery is now proposing to modify the ASA to include the structures that were not built during the original construction process with a Wine Tasting Room, Winery Plaza building, Plaza Deck building, Office and Storage facility, Box Office, and Garden Terrace. The total proposed development is approximately 42,000 square feet which stays within the boundaries and building sizes of the original 2006 ASA modification and the current approved Use Permit for the property.

**Location:** 15055 LOS GATOSBLVD, SUITE 310; LOS GATOS, CALIFORNIA 95032

- [Application Materials](#)
- [Plans](#)
  - [Improvement Plans](#)
- [Grading Information](#)
- [Historic Report](#)
- [Landscape Plans](#)
- [Septic](#)

For more information or to comment, please contact [Rob Salisbury](#) at (408)299-5785.

File 10630 - Blackberry Hill Residence

**Description:** Design Review for a new Single Family Residence over 5,000 sq.ft.

**Location:** 15256 Blackberry Hill Rd, Los Gatos, CA 95030.

- [Site Plans](#)
- [Landscape Plans](#)

For more information or to comment, please contact [Joanna Wilk](#) at (408) 299-5799.

File 11162 - Proposed Addition to Single Family Residence on Glen Una Dr.

**Description:** Design Review and Grading for a proposed 3,000 square foot addition to existing Single Family Home.

**Location:** 19730 Glen Una Dr., Los Gatos, CA 95030

- [Gradding Plans](#)

For more information or to comment, please contact [Mark Connolly](#) at (408) 299-5786

File 11268 - Ojai Dr Single Family Residence

**Description:** Design Review for a 5,817sq.ft addition to a Single Family Residence on Ojai Dr in Los Gatos.

Location: 19020 Ojai Dr., Los Gatos.

- [Plans](#)
- [Topo](#)

For questions or to comment, please contact [Lara Tran](#) at (408)299-5759.

faqGroupLookupString: Milpitas

Milpitas

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File 1289 - Single-Family Residence on Uridias Ranch Road

**Description:** Building Site Approval with Design Review and Grading for a Single-Family Residence.

**Location:** 2464 Uridias Rance Road, Milpitas, CA 95035.

- [Site Plans](#)

For more information or to comment on this project, please contact [Mark Connolly](#) at (408)299-5786.

faqGroupLookupString: Morgan Hill

Morgan Hill

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File 10080 - Single Family Residence in Morgan Hill

**Description:** Building Site Approval, Grading, and Design Review for a single family residence.

**Location:** 2245 Liberata Dr, Morgan Hill

For more information or to comment, please contact [Rob Salisbury](#) at (408)299-5785.

File 11372 - Single-Family Residence on Rockwood Ranch

**Description:** Grading permit and Design Review for a Single-Family Residence.

**Location:** 2430 Rockwood Ranch, Morgan Hill

- [Plans](#)

For questions or to comment, please contact [Colleen Tsuchimoto](#) at (408) 299-5797.

File 11426 - Single Family Residence on Rockwood Ranch Road

**Description:** Design Review for a single family residence with attached garage/shop.

**Location:** 2410 Rockwood Ranch Road, Morgan Hill.

- [Plans](#)

For additional information or to comment, please contact [Colleen Tsuchimoto](#) at (408)299-5797.

faqGroupLookupString: Palo Alto

Palo Alto

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File #11451 - New Single Family Home on Alpine Rd

**Description:** Building Site Approval and Grading Approval for a new Single-Family Residence.

**Location:** 3343 Alpine Rd, Portola Valley, CA 94028

- [Application Material](#)
- [Plans](#)
- [Environmental Info Form](#)

faqGroupLookupString: San Jose

San Jose

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File 10641 - McKean Rd Subdivision

**Description:** Grading approval and a 2 lot subdivision.

**Location:** APN 708-36-020 on McKean Rd.

For more information or to comment, contact [Robert Salisbury](#) at (408)299-5785.

File 10706 - Design Review of New Residence on Bella Madiera Ln.

**Description:** Design Review resubmittal for a new Residence.

**Location:** Bella Madiera Ln., San Jose, CA 95127

For more information or to comment, please contact [Pamela Wu](#) at (408)299-5775.

File 10836 - Bella Madeira New Single Family Residence;

**Description:** Design Review and Grading Approval for 6500 sq.ft. Single Family Residence.

**Location:** 4320 Bella Madeira, San Jose, CA

- [Plans](#)

#### **Early Community Outreach Meeting**

Tues. November 27<sup>th</sup> at 6 p.m

San Jose Hillview Library – 1600 Hopkins Dr. San Jose

For more information or to comment, please contact [Colleen Tsuchimoto](#) at (408) 299-5797.

File 10871 - Scenic Vista Ct Residence

**Description:** Grading Approval with Design Review for a Single-Family Residence.

**Location:** 20745 Scenic Vista Ct., San Jose

- [Plans](#)

For more information or to comment, please contact [Pamela Wu](#) at (408) 299-5775.

File 10917 - Rome Dr Residence

**Description:** Design Review for a Single Family Residence.

**Location:** 20677 Rome Dr., San Jose

For additional information or to comment, contact [Robert Salisbury](#) at 408-299-5785.

File 10969 - Alamos Road Single-Family Residence

**Description:** Building Site Approval with Architectural Review, Grading, and Design Review for a new 3,950sf Single-Family Residence.

**Location:** Alamos Road, San Jose

- [Site Plans](#)
- [Floor Plans and Elevations](#)
- [Grading and Drainage plans](#)
- [Septic Plans](#)

For more information or to comment, please contact [Pamela Wu](#) at (408)299-5775.

File 11024 - 4-lot Subdivision on Via Corta

**Description:** A 4-Lot Subdivision on Via Corta, with Grading and Design Review.

**Location:** 20784 Via Corta, San Jose, CA

For more information or to comment, contact [Rob Salisbury](#) at (408) 299-5785.

File 11041 - Country View Dr Single-Family Residence

**Description:** Resubmittal for new Single-Family Residence.

**Location:** 22629 Country View Dr, San Jose

- [Site, Grading, Drainage Plans](#)
- [Floor and Elevation Plans](#)

For questions or to comment, please contact [Lara Tran](#) at (408) 299-5759.

File 11098 - Grading Approval and Design Review for Lago Vista Ct property

**Description:** Resubmittal for Grading Approval and Design Review.

**Location:** 22641 Lago Vista Ct. Lot 13, San Jose

- [Site Plans](#)
- [Architectural Plans](#)

For questions or to comment, please contact [Kim Rook](#) at (408) 299-5790.

File 11115 - Lago Vista Ct, San Jose

**Description:** Design Review of a minor modification of Design Review Approval.

**Location:** 22635 Lago Vista Ct, San Jose

- [Site Plan](#)
- [Floor Plan](#)

For more information or to comment, please contact [Pamela Wu](#) at (408) 299-5775.

File 11211 - Aborn Rd Single Family Residence and Guest House

**Description:** Building Site Approval with Design Review and Grading Approval for a 6,500 sq.ft Single Family Residence and a 1,200 sq.ft. Accessory Dwelling.

**Location:** 0 Aborn Rd, San Jose, CA. 95121.

- [Floor Plans](#)
- [Elevations](#)
- [Grading and Drainage Plans](#)

For questions or to comment, please contact [Joanna Wilk](#) at (408) 299-5799.

File 11314 - Clayton Rd Residence

**Description:** Building Site Approval and Design Review for a Residence, Accessory Dwelling Unit, and Barn.

**Location:** Clayton Rd, San Jose (APN 612-40-001)

- [Plans](#)

For more information or to comment, please contact Kim Rook at (408) 299-5790.

File 11315 - Cinnabar Hills Rd Residence

**Description:** Design Review for a new 7,320 Sq Ft Single-Family Residence.

**Location:** 10225 Cinnabar Hills, San Jose, CA

For questions or to comment, please contact [Mark Connolly](#) at (408) 299-5786.

File 11429 - Single Family Residence with Accessory Dwelling Unit

**Description:** Building Site Approval and Grading Approval for proposed Single-Family Residence with detached Secondary Dwelling.

**Location:** 2532 Klein Rd, San Jose 95148

- [Application Materials](#)

faqGroupLookupString: San Martin  
San Martin

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File 2145 - Cordoba Center

**Project Description:** Proposed religious and cultural institution (Cordoba Center) would include a mosque, a community building for education, recreation and assembly, an ancillary graveyard, and youth camp. Facilities have been designed to accommodate up to 300 persons for scheduled religious services with greater anticipated capacity for occasional special events.

Project to be located on a 15.8-acre site fronting on Monterey Road just north of California Avenue, San Martin (14065 Monterey Road, APN: 779-06-002).

### Project Documents and Plans

As the Lead Agency, the County of Santa Clara will prepare an Environmental Impact Report (EIR) for the Cordoba Center.

To submit a comment, please email [Cordoba EIR Comments](#).

File 2229 – Patel RV Park

### Community Meeting

**Date and Time:** Wednesday, January 6, 2016, 7 to 8 p.m.

**Meeting Location:**

South County Office Building  
80 W. Highland Avenue  
San Martin, CA 95046

**Project Description:** Proposed Use Permit, with Architecture & Site Approval, and Grading Approval to establish a 124 stall RV Park.

**Project Location:** Corner of Monterey Rd. & California Avenue within San Martin. APN: 779-06-003.

- [Architecture and Site Approval](#)
- [Master Plan](#)
  - [Plan Cover](#)
  - [Plan Notes](#)
  - [Site Plan](#)
  - [Grading Plan](#)
  - [Erosion Control Plan](#)
  - [Storm Water Control Plan](#)

An Environmental Impact Report is in progress.

**Contacts:** For further information, or to be added to the interested parties list, please contact [Manira Sandhir](#).(408) 299-5787.

File 10809 - Truck Equipement Installation Facility

**Description:** Use Permit and ASA for a proposed Truck Equipment Installation Facility with incidental Sales.

**Location:** 40 E. San Martin Ave.

- [Plans](#)
- [Applicant Project Description](#)
- [Photo of Property Frontage](#)

For more information, please contact [Valerie Negrete](#) at (408) 299-5770.

File 10824 - Di Vittorio RV Park – E. Middle Avenue

### Community Meeting

May 21, 2018  
6:30-7:30  
Gilroy Library  
350 W Sixth St, Gilroy CA 95020

**Description:** Proposed Use Permit with Architecture & Site Approval to develop a 270 RV sites.

**Location:** E. Middle Avenue at Seymour Avenue (Assessor's Parcel Number 825-04-001)

- [Project Description](#)
- [Site Plan](#)

**Correspondence:**

- [County Response Letter](#) (5/11/2018)

For further information, or to be added to the interested parties list, please contact [Manira Sandhir](#) at (408) 299-5787 or [Valerie Negrete](#) at (408) 299-5791.

File 10880 - TouBar Equipment Company Inc.; 14155 Llagas Ave

**Description:** Use Permit with Architecture and Site Approval to establish a new construction contractor's yard with office, storage areas, repair shop, and caretaker's unit including 1,490 cubic yards of cut/fill.

**Location:** 14155 Llagas Avenue, San Martin, Ca.

- [Site Plan](#)
- [Applicant's Narrative](#)
- [Incomplete Letter](#)

For more information or to comment, please contact [Valerie Negrete](#) at (408) 299-5791.

File 11013 - Granite Outlet

**Description:** Use Permit for a proposed new retail and wholesale granite outlet (16,400 square feet), and associated parking area and two driveway access off San Martin Avenue.

**Location:** at corner of San Martin Avenue and Murphy Avenue in San Martin

- [Site Plan](#)

For more information or to comment on this project, please contact [Robert Salisbury](#) at (408)299-5785.

File 11326 - Wireless Tower

**Description:** Architectural and Site Approval & Design Review for the installation of a new 60' Wireless Communications facility with a supporting equipment shelter and backup generator.

**Location:** 13585 Sycamore Ave, San Martin, CA

- [Plans](#)

For more information or to comment, please contact [Christopher Hoem](#) at (408) 299-5784.

faqGroupLookupString: Saratoga  
Saratoga

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File 8224 and 8580 - Single-Family Residence on Sanborn Rd, Saratoga

**Description:** Building Site Approval with Architecture Review & Grading for a new Single-Family Residence.

**Location:** 16501 Sanborn Rd, Saratoga, CA 95080

- [Plans](#)
- [Incomplete Letter](#)

For questions or to comment, please contact [Colleen Tsuchimoto](#) at (408)299-5797.

File 11203 - Approvals for new Single Family Residence on Bohlman Rd.

**Description:** Grading and Design Review for a New Single Family Residence on Bohlman Rd.

**Location:** 15487 Bolman Rd, Saratoga, CA 95070

- [Cover Sheet](#)
- [Site Plan](#)
- [Garage and Lower Floor Plan](#)
- [Main Floor Plan](#)
- [Upper Floor Plan](#)
- [Exterior SW and NE Elevations](#)
- [Exterior NW and SE Elevations](#)
- [Building Sections](#)
- [Landscape Plan](#)
- [Septic Plan](#)

To comment or for more information, please contact [Mark Connolly](#) at (408) 299-5786.

File 11220 - Single Family Residence off Sanborn Rd.

**Description:** Building Site Approval with Grading and Design Review for a new Single Family Residence.

**Location:** APN: 517-33-015 off Sanborn Rd. Saratoga.

- [Application](#)
- [Plans](#)
- [Arch. Plans](#)
- [OWTS Plans](#)

For questions or to comment, please contact Colleen Tsuchimoto at (408) 299-5797.

faqGroupLookupString: Stanford

Stanford

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File 7165 - Stanford University GUP 2018

- [Information regarding this project.](#)

File 10915 - Escondido Village Housing - Stanford

### **June 1, 2017 Zoning Administration Hearing**

- [Agenda](#) - Item 3
- [Staff Report](#)
- [Application Materials](#)

### **November 17, 2016 Planning Commission Hearing**

- [Agenda](#) - Item 4 (Staff Report and Attachments A-O)

### **September 29, 2016 ASA Hearing**

- [Agenda](#)
- [Staff Report](#)

Stanford University has submitted an application on July 1, 2016 to the Santa Clara County Department of Planning and Development seeking Architecture and Site Approval (ASA) and Grading Approval for the expansion of the Escondido Village graduate housing on campus.

The project includes a proposal to demolish 29 buildings with 414 beds, and construct 4 buildings with 2,434 new beds of graduate housing, ranging in height from 6 to 10 stories, for a net addition of 2,020 beds. The project includes a two-story pavilion, a market and cafe, and common amenities in each of the buildings such as social and community gathering rooms, activity rooms, computer clusters, and laundry facilities. The scope of the project includes the removal of 860 surface parking spaces, the addition of 186 new surface parking spaces, and the construction of a two-story underground parking structure providing 1,424 spaces, for 750 net new parking spaces. The balance of the project site includes circulation improvements and site amenities such as recreation fields and social spaces.

- **Application Materials**
  - [Plans](#)
  - [Site Photos and Location Map](#)
  - [Environmental Information Form](#)
  - [General Use Permit Checklist](#)
  - [Proposed Phasing Letter](#)
  - [Access and Circulation Report](#)
  - [Visual Analysis](#)
  - [Arborist Report](#)
  - [Noise Study](#)
  - Background Information
    - [March 24, 2016 Planning Commission Staff Report](#) - The Planning Commission approved an additional 1,450 housing units beyond the initial 3,018 housing units authorized under the 2000 Stanford General Use Permit.

File 11069 - 10-Lot Subdivision on Cabrillo Ave, Stanford

**Project Description:** 10-lot Subdivision with Stanford Community Plan Amendment, Zone Change, reallocation of 5 housing units to San Juan District, Grading, and Architecture and Site Approval.

**Location:** 631 Cabrillo Avenue Stanford.

**Community Meeting:** The Santa Clara County Department of Planning and Development held a Community Meeting for this project on:

TUESDAY, OCTOBER 24, 2017, 7:00 – 8:00 PM

STANFORD UNIVERSITY

Tressider Union – Oak East Room

459 Lagunita Drive

Stanford, CA 94035

Resubmittal



- [Plans](#)
- [ASA Plans](#)
- [Energy Conservation Plans](#)

## Original Submittal

- [1 - Title Sheet](#)
- [2 - Land Use, Zoning, and Lay Plans](#)
- [3 - Existing Conditions](#)
- [4 - Demolition and Tree Removal Plans](#)
- [5 - Site Plans](#)
- [6 - Drainage and Grading Plans](#)
- [7 - Utility Plans](#)
- [8 - Details](#)
- [9 - Sections](#)
- [10 - Incomplete Letter](#)
- [ASA Plans](#)
- [Energy Conservation Plans](#)

For more information or to comment on the project, please Contact [Colleen Tsuchimoto](#) at (408) 299-5797.

## File 11337 - Churchill Mall Baseball Fields

**Description:** ASA and Grading for two new bull-pen areas with restrooms (120 sq ft) with grading quantities of 350 cu.yrds cut and 100 cu.yrds fill.

**Location:** 161 Churchill Mall, Stanford, CA.

- [Application](#)
- [Plans](#)
- [GUP Checklist](#)

## File 11411 - Stanford Stadium

**Description:** Installation of a Turf Subgrade Air System at Stanford University Stadium.

**Location:** Stanford University Stadium, 625 Nelson Rd, Stanford, CA.

- [Plans](#)

# Current Projects

Published on: 11/27/2018 8:08 AM

This page provides information regarding larger development projects that are currently being processed by the County Planning Office. Projects are sorted by file number, and include a summary project description, location, contact person, and available plans and documents. To view these projects on a map, visit our [Development Proposals](#) map.

faqGroupLookupString: County Wide

County Wide

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File #11439 - Community Preservation Ordinance

In order to protect the public from health and safety hazards and the harm to property values that result from the neglect and deterioration of property, and to preserve the livability, appearance, environment, and social and economic stability of unincorporated Santa Clara County (County), the County is considering adoption of a **Community Preservation Ordinance**.

The proposed Community Preservation Ordinance will address urban property blight in unincorporated County lands and the scope of its application will be limited to privately-owned properties in Urban Residential or Commercial base districts as defined in County Zoning Ordinance.

Conditions identified as constituting property blight in the Community Preservation Ordinance include, but are not limited to the following:

- Unsecured buildings and abandoned buildings and structures
- Abandoned construction
- Conditions that pose dangers to public health or safety, such as abandoned wells, if they are accessible to unauthorized persons due to inadequate security
- Building or structure in a state of disrepair such as broken windows, doors, or fences; and deteriorating walls or roof coverings.
- Overgrown or decayed trees or vegetation creating potential for fire hazards, harboring infestations, or substantially detracting from the aesthetic and property values of neighboring properties.
- Graffiti
- Unlawfully stored or accumulated garbage and refuse
- Impermissible outdoor storage such as a shipping container stored outdoors
- Storing, dismantling, or maintaining vehicles in violation of the existing Zoning Ordinance restrictions

The County has scheduled two public meetings to provide information and solicit feedback and comments relating to the proposed Community Preservation Ordinance. Details of the public meetings below:

- **November 8, 2018 (Thursday) at 6:30 pm in the Alum Rock Branch Library**  
3090 Alum Rock Ave, San Jose, CA 95127
- **November 15, 2018 at 6:30 PM in Room 157 at the County Government Center**  
70 W. Hedding Street, San Jose, CA 95110

The anticipated hearing date at which the County Board of Supervisors will consider the proposed Ordinance is currently scheduled for December 4, 2018.

For more information on the proposed Ordinance please contact Charu Ahluwalia, Associate Planner, at (408) 299-5740 or [charu.ahluwalia@pln.sccgov.org](mailto:charu.ahluwalia@pln.sccgov.org)

- [Community Preservation Ordinance FAQ](#)

faqGroupLookupString: Gilroy

Gilroy

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File 6498 - Zbest Composting Use Permit, South Gilroy

**Description:** a Major Use Permit Modification to expand & convert a Compost Technology Inc. (CTI) system to an engineered Composting System (ECS), open aerated model.

**Location:** 980 Highway 25, Gilroy



### Environmental Review

As the Lead Agency, the County of Santa Clara will prepare an Environmental Impact Report (EIR) for the Z-Best Compost Facility Modifications Project, which is described in the Notice of Preparation (NOP).

- [Notice of Preparation](#)
- [Scoping Meeting Presentation](#)

A Public Scoping Session to solicit comments for the NOP will be held at the Gilroy Library, 350 W. 6th Street, Gilroy on Tuesday, October 30 from 6:30 p.m. to 8:00 p.m. In accordance with the California Environmental Quality Act (CEQA), comments on the NOP must be received within 30 days of receipt of this notice. Written and/or email comments on the NOP should be provided to the County at the earliest possible date, but must be received by 5 p.m. on November 16, 2018.

Please address comments to:

County of Santa Clara  
 Department of Planning and Development  
 Attention: David Rader  
 County Government Center  
 70 West Hedding Street, San Jose, CA 95110  
 Email: [david.rader@pln.sccgov.org](mailto:david.rader@pln.sccgov.org)

### Application Material

For more information or to comment, contact [Valerie Negrete](#) at (408) 299-5791.

File 9555 - Shamrock Seeds Project

**Description:** The project proposes the demolition of existing on-site greenhouses totaling approximately 14,433 square feet (the existing modular office structure, barn, and equipment shed would remain) and construction of a new 10,000-square-foot agricultural research building, parking lot, and two sets of greenhouse structures (measuring approximately 100 feet by 130 feet, and 85 feet by 300 feet). The greenhouses would be internally illuminated during a portion of non-daylight hours. A 90-squarefoot electrical utility building, 40,000-gallon above-ground water tank, and stormwater detention pond would also be constructed.

Since the subject property is located on Holsclaw Road, a County maintained road, and in close proximity to an intersection with Hwy 152, a State Highway, the California Department of Transportation (Caltrans) may require an encroachment permit to review the Traffic Control Plan (TCP) to avoid any project-related impacts to the State Transportation Network.

The existing agriculture research facility was granted ASA approval in 2007 for its current establishment. The proposed 10,000 research building and greenhouses are intended to consolidate existing research facilities and to provide the environment necessary to conduct seed-related specific experiment activities. The proposed project would not include any increase in the number of existing employees and / or any intensification of the existing operation.

**Location:** 6640 Holsclaw Road, Gilroy

- [Draft EIR](#)
  - [Appendix A - NOP and Comments](#)
  - [Appendix B - Lightning Analysis](#)
  - [Appendix C - Williamson Act Determination](#)
  - [Appendix D - CalEE Mod](#)
  - [Appendix E - Historic Evaluation](#)
  - [Appendix F - Phase I Environmental Assessment](#)

The Public Review Period for this project is from 10/30/2018 until **12/14/2018**.

For more information or to comment, please contact [Rob Salisbury](#) at (408) 299-5785.

File 10747 - Sargent Quarry Projects

[Information on this project](#)

File 11123 - Single Family Residence on Butch Dr, Gilroy

**Description:** Application for a Grading Permit with Design Review for a new Single Family Residence.

**Location:** 2557 Butch Dr., Gilroy, CA 95020

For more information or to comment, please contact [Kim Rook](#) at (408) 299-5790.

File 11188 - Addition to Residence on Via Del Oro, Gilroy

**Description:** Design Review for a proposed new addition to a single-family residence.

**Location:** 9520 Via Del Oro, Gilroy.

- [Site Plans](#)

To comment or for more information, contact [Pamela Wu](#) at (408) 299-5775.

File 11395 - Via Del Oro Residence

**Description:** Design Review and Grading for a new Single Family Residence with attached garage and detached barn.

**Location:** Vacant Lot on Via Del Oro, Gilroy.

- [Plans](#)

For questions or to comment, please contact [Joanna Wilks](#) at (408) 299-5799.

File 11418 - Gilroy Rodeo Improvements

**Description:** Pre-Application for a proposed equestrian facility with Rodeo Events.

**Location:** 7955 Ferguson Rd., Gilroy, CA 95020

- [Application](#)
- [Description](#)
- [Improvement Plan](#)
- [Parcel Map](#)

faqGroupLookupString: Los Altos

Los Altos

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[Show All](#) | [Hide All](#)

File 11360 - Single Family Residence on Partridge Ln

**Description:** Addition to a Single Family Residence with a proposed new total of 10,928 sq.ft.

**Location:** 23271 Partridge Ln, Los Altos

- [Plans](#)

For questions or to comment, please contact [Colleen Tsuchimoto](#) at (408) 299-5797

File 11471 - Los Altos Golf Course Pro Shop

**Description:** The new prop shop for the Los Altos Golf and Country Club replaces the existing pro shop in the same location. The project includes the pro shop and required complimentary site improvements in the landscape and hardscape around the building and first tee area. The building is one level at grade with a walk-out lower level at the Southwest end responding to the existing grades. The building architecture matches the existing clubhouse in detail and material. The intent of the new project is to blend in with the existing site facilities and relate to the residential scale of the houses adjacent along Loyola Drive.

**Location:** Los Altos Golf and Country Club Pro Shop

- [Project Description](#)
- [Site Plans](#)

To comment or for questions, please contact [Valerie Negrete](#) at (408) 299-5791.

faqGroupLookupString: Los Gatos

Los Gatos

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File 3179 - Mountain Winery

**Description:** The Mountain Winery is applying for a modification to the previously approved July 2006 Architectural and Site Approval. Included with the improvements that were completed in 2009, the 2006 ASA approved project also proposed a plaza trellis, multipurpose building, wine terrace and cellar, storage barn, box office and garden terrace, which were not constructed during the original construction phase. The Winery is now proposing to modify the ASA to include the structures that were not built during the original construction process with a Wine Tasting Room, Winery Plaza building, Plaza Deck building, Office and Storage facility, Box Office, and Garden Terrace. The total proposed development is approximately 42,000 square feet which stays within the boundaries and building sizes of the original 2006 ASA modification and the current approved Use Permit for the property.

**Location:** 15055 LOS GATOSBLVD, SUITE 310; LOS GATOS, CALIFORNIA 95032

- [Application Materials](#)
- [Plans](#)
  - [Improvement Plans](#)
- [Grading Information](#)
- [Historic Report](#)
- [Landscape Plans](#)
- [Septic](#)

For more information or to comment, please contact [Rob Salisbury](#) at (408)299-5785.

File 10630 - Blackberry Hill Residence

**Description:** Design Review for a new Single Family Residence over 5,000 sq.ft.

**Location:** 15256 Blackberry Hill Rd, Los Gatos, CA 95030.

- [Site Plans](#)
- [Landscape Plans](#)

For more information or to comment, please contact [Joanna Wilk](#) at (408) 299-5799.

File 11162 - Proposed Addition to Single Family Residence on Glen Una Dr.

**Description:** Design Review and Grading for a proposed 3,000 square foot addition to existing Single Family Home.

**Location:** 19730 Glen Una Dr., Los Gatos, CA 95030

- [Gradding Plans](#)

For more information or to comment, please contact [Mark Connolly](#) at (408) 299-5786

File 11268 - Ojai Dr Single Family Residence

**Description:** Design Review for a 5,817sq.ft addition to a Single Family Residence on Ojai Dr in Los Gatos.

Location: 19020 Ojai Dr., Los Gatos.

- [Plans](#)
- [Topo](#)

For questions or to comment, please contact [Lara Tran](#) at (408)299-5759.

faqGroupLookupString: Milpitas

Milpitas

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File 1289 - Single-Family Residence on Uridias Ranch Road

**Description:** Building Site Approval with Design Review and Grading for a Single-Family Residence.

**Location:** 2464 Uridias Rance Road, Milpitas, CA 95035.

- [Site Plans](#)

For more information or to comment on this project, please contact [Mark Connolly](#) at (408)299-5786.

faqGroupLookupString: Morgan Hill

Morgan Hill

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File 10080 - Single Family Residence in Morgan Hill

**Description:** Building Site Approval, Grading, and Design Review for a single family residence.

**Location:** 2245 Liberata Dr, Morgan Hill

For more information or to comment, please contact [Rob Salisbury](#) at (408)299-5785.

File 11372 - Single-Family Residence on Rockwood Ranch

**Description:** Grading permit and Design Review for a Single-Family Residence.

**Location:** 2430 Rockwood Ranch, Morgan Hill

- [Plans](#)

For questions or to comment, please contact [Colleen Tsuchimoto](#) at (408) 299-5797.

File 11426 - Single Family Residence on Rockwood Ranch Road

**Description:** Design Review for a single family residence with attached garage/shop.

**Location:** 2410 Rockwood Ranch Road, Morgan Hill.

- [Plans](#)

For additional information or to comment, please contact [Colleen Tsuchimoto](#) at (408)299-5797.

faqGroupLookupString: Palo Alto

Palo Alto

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File #11451 - New Single Family Home on Alpine Rd

**Description:** Building Site Approval and Grading Approval for a new Single-Family Residence.

**Location:** 3343 Alpine Rd, Portola Valley, CA 94028

- [Application Material](#)
- [Plans](#)
- [Environmental Info Form](#)

faqGroupLookupString: San Jose

San Jose

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File 10641 - McKean Rd Subdivision

**Description:** Grading approval and a 2 lot subdivision.

**Location:** APN 708-36-020 on McKean Rd.

For more information or to comment, contact [Robert Salisbury](#) at (408)299-5785.

File 10706 - Design Review of New Residence on Bella Madiera Ln.

**Description:** Design Review resubmittal for a new Residence.

**Location:** Bella Madiera Ln., San Jose, CA 95127

For more information or to comment, please contact [Pamela Wu](#) at (408)299-5775.

File 10836 - Bella Madeira New Single Family Residence;

**Description:** Design Review and Grading Approval for 6500 sq.ft. Single Family Residence.

**Location:** 4320 Bella Madeira, San Jose, CA

- [Plans](#)

#### **Early Community Outreach Meeting**

Tues. November 27<sup>th</sup> at 6 p.m

San Jose Hillview Library – 1600 Hopkins Dr. San Jose

For more information or to comment, please contact [Colleen Tsuchimoto](#) at (408) 299-5797.

File 10871 - Scenic Vista Ct Residence

**Description:** Grading Approval with Design Review for a Single-Family Residence.

**Location:** 20745 Scenic Vista Ct., San Jose

- [Plans](#)

For more information or to comment, please contact [Pamela Wu](#) at (408) 299-5775.

File 10917 - Rome Dr Residence

**Description:** Design Review for a Single Family Residence.

**Location:** 20677 Rome Dr., San Jose

For additional information or to comment, contact [Robert Salisbury](#) at 408-299-5785.

File 10969 - Alamos Road Single-Family Residence

**Description:** Building Site Approval with Architectural Review, Grading, and Design Review for a new 3,950sf Single-Family Residence.

**Location:** Alamos Road, San Jose

- [Site Plans](#)
- [Floor Plans and Elevations](#)
- [Grading and Drainage plans](#)
- [Septic Plans](#)

For more information or to comment, please contact [Pamela Wu](#) at (408)299-5775.

File 11024 - 4-lot Subdivision on Via Corta

**Description:** A 4-Lot Subdivision on Via Corta, with Grading and Design Review.

**Location:** 20784 Via Corta, San Jose, CA

For more information or to comment, contact [Rob Salisbury](#) at (408) 299-5785.

File 11041 - Country View Dr Single-Family Residence

**Description:** Resubmittal for new Single-Family Residence.

**Location:** 22629 Country View Dr, San Jose

- [Site, Grading, Drainage Plans](#)
- [Floor and Elevation Plans](#)

For questions or to comment, please contact [Lara Tran](#) at (408) 299-5759.

File 11098 - Grading Approval and Design Review for Lago Vista Ct property

**Description:** Resubmittal for Grading Approval and Design Review.

**Location:** 22641 Lago Vista Ct. Lot 13, San Jose

- [Site Plans](#)
- [Architectural Plans](#)

For questions or to comment, please contact [Kim Rook](#) at (408) 299-5790.

File 11115 - Lago Vista Ct, San Jose

**Description:** Design Review of a minor modification of Design Review Approval.

**Location:** 22635 Lago Vista Ct, San Jose

- [Site Plan](#)
- [Floor Plan](#)

For more information or to comment, please contact [Pamela Wu](#) at (408) 299-5775.

File 11211 - Aborn Rd Single Family Residence and Guest House

**Description:** Building Site Approval with Design Review and Grading Approval for a 6,500 sq.ft Single Family Residence and a 1,200 sq.ft. Accessory Dwelling.

**Location:** 0 Aborn Rd, San Jose, CA. 95121.

- [Floor Plans](#)
- [Elevations](#)
- [Grading and Drainage Plans](#)

For questions or to comment, please contact [Joanna Wilk](#) at (408) 299-5799.

File 11314 - Clayton Rd Residence

**Description:** Building Site Approval and Design Review for a Residence, Accessory Dwelling Unit, and Barn.

**Location:** Clayton Rd, San Jose (APN 612-40-001)

- [Plans](#)

For more information or to comment, please contact Kim Rook at (408) 299-5790.

File 11315 - Cinnabar Hills Rd Residence

**Description:** Design Review for a new 7,320 Sq Ft Single-Family Residence.

**Location:** 10225 Cinnabar Hills, San Jose, CA

For questions or to comment, please contact [Mark Connolly](#) at (408) 299-5786.

File 11429 - Single Family Residence with Accessory Dwelling Unit

**Description:** Building Site Approval and Grading Approval for proposed Single-Family Residence with detached Secondary Dwelling.

**Location:** 2532 Klein Rd, San Jose 95148

- [Application Materials](#)

faqGroupLookupString: San Martin  
San Martin

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File 2145 - Cordoba Center

**Project Description:** Proposed religious and cultural institution (Cordoba Center) would include a mosque, a community building for education, recreation and assembly, an ancillary graveyard, and youth camp. Facilities have been designed to accommodate up to 300 persons for scheduled religious services with greater anticipated capacity for occasional special events.

Project to be located on a 15.8-acre site fronting on Monterey Road just north of California Avenue, San Martin (14065 Monterey Road, APN: 779-06-002).

### Project Documents and Plans

As the Lead Agency, the County of Santa Clara will prepare an Environmental Impact Report (EIR) for the Cordoba Center.

To submit a comment, please email [Cordoba EIR Comments](#).

File 2229 – Patel RV Park

### Community Meeting

**Date and Time:** Wednesday, January 6, 2016, 7 to 8 p.m.

**Meeting Location:**

South County Office Building  
80 W. Highland Avenue  
San Martin, CA 95046

**Project Description:** Proposed Use Permit, with Architecture & Site Approval, and Grading Approval to establish a 124 stall RV Park.

**Project Location:** Corner of Monterey Rd. & California Avenue within San Martin. APN: 779-06-003.

- [Architecture and Site Approval](#)
- [Master Plan](#)
  - [Plan Cover](#)
  - [Plan Notes](#)
  - [Site Plan](#)
  - [Grading Plan](#)
  - [Erosion Control Plan](#)
  - [Storm Water Control Plan](#)

An Environmental Impact Report is in progress.

**Contacts:** For further information, or to be added to the interested parties list, please contact [Manira Sandhir](#).(408) 299-5787.

File 10809 - Truck Equipement Installation Facility

**Description:** Use Permit and ASA for a proposed Truck Equipment Installation Facility with incidental Sales.

**Location:** 40 E. San Martin Ave.

- [Plans](#)
- [Applicant Project Description](#)
- [Photo of Property Frontage](#)

For more information, please contact [Valerie Negrete](#) at (408) 299-5770.

File 10824 - Di Vittorio RV Park – E. Middle Avenue

### Community Meeting

May 21, 2018  
6:30-7:30  
Gilroy Library  
350 W Sixth St, Gilroy CA 95020

**Description:** Proposed Use Permit with Architecture & Site Approval to develop a 270 RV sites.

**Location:** E. Middle Avenue at Seymour Avenue (Assessor's Parcel Number 825-04-001)

- [Project Description](#)
- [Site Plan](#)

**Correspondence:**

- [County Response Letter](#) (5/11/2018)



For further information, or to be added to the interested parties list, please contact [Manira Sandhir](#) at (408) 299-5787 or [Valerie Negrete](#) at (408) 299-5791.

File 10880 - TouBar Equipment Company Inc.; 14155 Llagas Ave

**Description:** Use Permit with Architecture and Site Approval to establish a new construction contractor's yard with office, storage areas, repair shop, and caretaker's unit including 1,490 cubic yards of cut/fill.

**Location:** 14155 Llagas Avenue, San Martin, Ca.

- [Site Plan](#)
- [Applicant's Narrative](#)
- [Incomplete Letter](#)

For more information or to comment, please contact [Valerie Negrete](#) at (408) 299-5791.

File 11013 - Granite Outlet

**Description:** Use Permit for a proposed new retail and wholesale granite outlet (16,400 square feet), and associated parking area and two driveway access off San Martin Avenue.

**Location:** at corner of San Martin Avenue and Murphy Avenue in San Martin

- [Site Plan](#)

For more information or to comment on this project, please contact [Robert Salisbury](#) at (408)299-5785.

File 11326 - Wireless Tower

**Description:** Architectural and Site Approval & Design Review for the installation of a new 60' Wireless Communications facility with a supporting equipment shelter and backup generator.

**Location:** 13585 Sycamore Ave, San Martin, CA

- [Plans](#)

For more information or to comment, please contact [Christopher Hoem](#) at (408) 299-5784.

faqGroupLookupString: Saratoga

Saratoga

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File 8224 and 8580 - Single-Family Residence on Sanborn Rd, Saratoga

**Description:** Building Site Approval with Architecture Review & Grading for a new Single-Family Residence.

**Location:** 16501 Sanborn Rd, Saratoga, CA 95080

- [Plans](#)
- [Incomplete Letter](#)

For questions or to comment, please contact [Colleen Tsuchimoto](#) at (408)299-5797.

File 11203 - Approvals for new Single Family Residence on Bohlman Rd.

**Description:** Grading and Design Review for a New Single Family Residence on Bohlman Rd.

**Location:** 15487 Bolman Rd, Saratoga, CA 95070

- [Cover Sheet](#)
- [Site Plan](#)
- [Garage and Lower Floor Plan](#)
- [Main Floor Plan](#)
- [Upper Floor Plan](#)
- [Exterior SW and NE Elevations](#)
- [Exterior NW and SE Elevations](#)
- [Building Sections](#)
- [Landscape Plan](#)
- [Septic Plan](#)

To comment or for more information, please contact [Mark Connolly](#) at (408) 299-5786.

File 11220 - Single Family Residence off Sanborn Rd.

**Description:** Building Site Approval with Grading and Design Review for a new Single Family Residence.

**Location:** APN: 517-33-015 off Sanborn Rd. Saratoga.

- [Application](#)
- [Plans](#)
- [Arch. Plans](#)
- [OWTS Plans](#)

For questions or to comment, please contact Colleen Tsuchimoto at (408) 299-5797.

faqGroupLookupString: Stanford

Stanford

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File 7165 - Stanford University GUP 2018

- [Information regarding this project.](#)

File 10915 - Escondido Village Housing - Stanford

### June 1, 2017 Zoning Administration Hearing

- [Agenda](#) - Item 3
- [Staff Report](#)
- [Application Materials](#)

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  - [Arborist Report](#)
  - [Noise Study](#)
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STANFORD UNIVERSITY

Tressider Union – Oak East Room

459 Lagunita Drive

Stanford, CA 94035

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- [Plans](#)

**Table - Roadway Daily Traffic Volumes**

Roadway	Existing Fall	Existing Summer	Ambient Growth	Cumulative	Future Base	Project	Future With Project
Highway 9 e/o Sanborn	5,600	6,720	7,911	17	14,648	1,342	15,990
Highway 9 w/o Sanborn	5,600	6,720	7,911	2	14,633	149	14,782
Sanborn Road	1,145	1,374	0	19	1,393	1,491	2,884

<sup>1</sup>Traffic volumes on weekends, summer season

<sup>2</sup>Project Trips with 90% of trips to/from Highway 9 east of Sanborn Road

**Sanborn Rd at Highway 9 Intersection Turn Movement Volumes - Peak Hr Saturday**

	EBT	EBR	WBL	WBT	NBL	NBR
<b>Existing</b>	<b>201</b>	<b>6</b>	<b>44</b>	<b>243</b>	<b>2</b>	<b>26</b>
Ambient Growth	237			287		
Cumulative			1			1
<b>Future NP</b>	<b>438</b>	<b>6</b>	<b>45</b>	<b>530</b>	<b>2</b>	<b>27</b>
Project		8	70		11	99
<b>Future WP</b>	<b>438</b>	<b>14</b>	<b>115</b>	<b>530</b>	<b>13</b>	<b>126</b>

# HCM Unsignalized Intersection Capacity Analysis

## 1: Sanborn Road & Highway 9

Existing  
Saturday



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	←	↘
Traffic Volume (veh/h)	201	6	44	243	2	26
Future Volume (Veh/h)	201	6	44	243	2	26
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	228	7	50	276	2	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			235		608	232
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			235		608	232
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		100	96
cM capacity (veh/h)			1332		442	808
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	235	326	32			
Volume Left	0	50	2			
Volume Right	7	0	30			
cSH	1700	1332	768			
Volume to Capacity	0.14	0.04	0.04			
Queue Length 95th (ft)	0	3	3			
Control Delay (s)	0.0	1.5	9.9			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.5	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			39.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 1: Sanborn Road & Highway 9

Future No Project  
 Saturday



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↶	↷
Traffic Volume (veh/h)	438	6	45	530	2	27
Future Volume (Veh/h)	438	6	45	530	2	27
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	498	7	51	602	2	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			505	1206	502	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			505	1206	502	
tC, single (s)			4.1	6.4	6.2	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			95	99	95	
cM capacity (veh/h)			1060	193	570	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	505	653	33			
Volume Left	0	51	2			
Volume Right	7	0	31			
cSH	1700	1060	509			
Volume to Capacity	0.30	0.05	0.06			
Queue Length 95th (ft)	0	4	5			
Control Delay (s)	0.0	1.3	12.6			
Lane LOS			A		B	
Approach Delay (s)	0.0	1.3	12.6			
Approach LOS			B			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			67.1%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 1: Sanborn Road & Highway 9

Future with Project  
 Saturday



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	←	↘
Traffic Volume (veh/h)	438	14	115	530	13	126
Future Volume (Veh/h)	438	14	115	530	13	126
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	498	16	131	602	15	143
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			514		1370	506
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			514		1370	506
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			88		89	75
cM capacity (veh/h)			1052		141	566
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	514	733	158			
Volume Left	0	131	15			
Volume Right	16	0	143			
cSH	1700	1052	440			
Volume to Capacity	0.30	0.12	0.36			
Queue Length 95th (ft)	0	11	40			
Control Delay (s)	0.0	3.0	17.7			
Lane LOS			A		C	
Approach Delay (s)	0.0	3.0	17.7			
Approach LOS			C			
Intersection Summary						
Average Delay			3.6			
Intersection Capacity Utilization			76.7%	ICU Level of Service		D
Analysis Period (min)	15					





## TECHNICAL MEMORANDUM

DATE May 3, 2019

TO Kimberly Brosseau, AICP  
Senior Planner, Santa Clara County Parks  
298 Garden Hill Drive,  
Los Gatos, CA 95032

FROM Fernando Sotelo, PE, PTP  
Senior Associate

SUBJECT Signal Warrant Analysis for the Sanborn Park Master Plan

PLACEWORKS PROJECT # CSCL-02

### Introduction

This memorandum presents the findings of a Signal Warrants analysis in response to Caltrans' comment letter regarding the *Sanborn County Park Master Plan Mitigated Negative Declaration* dated April 4, 2019. Caltrans requested traffic signal warrants analyses for the intersection of State Route 9 at Sanborn Road following the latest *California Manual on Uniform Traffic Control Devices* (MUTCD).

### SIGNAL WARRANTS METHODOLOGY

Signal warrants are a set of criteria used to evaluate the potential need for a traffic signal at an unsignalized or stop-controlled intersection. The methodology for the signal warrants analyses is included in the 2014 MUTCD revision 4, dated March 2019. Per the MUTCD, the investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

### SIGNAL WARRANTS EVALUATION

Most of the warrants listed above do not apply due to the location of the intersection, which is in a predominantly undeveloped rural area with no or little pedestrian activity and is not near signalized intersections, school crossings, and at-grade railroad crossings. Therefore Warrant 4, Pedestrian Crossing; Warrant 5, School Crossing; Warrant 6, Coordinated Signal System; and Warrant 9, Intersection Near a Grade Crossing do not apply at this location. Additionally, Warrant 8 is not met because two or more major roads do not intersect at this location.

This analysis reviews the MUTCD Warrants 1, 2, and 3 criteria, which are based on traffic volumes entering the intersection during the peak hour and over four- and eight-hour periods. The existing traffic volumes are included in Attachment A of this memo and the future traffic volumes in Attachment B.

The following describes the warrants analysis for Warrant 1, Eight-Hour Vehicular Volume; Warrant 2, Four-Hour Vehicular Volume; Warrant 3, Peak Hour; and Warrant 7, Crash Experience.

#### Warrant 1, Eight-Hour Vehicular Volume

The guidelines for Warrant 1 in Section 4C.02 of the MUTCD call for traffic conditions on an average day. Therefore, to represent the eight-hour traffic warrant, the typical weekday traffic condition was utilized. The Warrant 1 calculations are included in Attachment B of this memo.

For *Existing* conditions and *Future with Project* conditions Warrant 1 is not satisfied. Consequently Warrant 1 is not met on weekdays as traffic on Highway 9 and park-related project on weekdays are much lower compared to weekends. In summary, Warrant 1 is not met under *Existing* and *Future with Project* conditions.

#### Warrant 2, Four-Hour Vehicular Volume

The guidelines for Warrant 2 in Section 4C.03 of the MUTCD call for traffic conditions on an average day. Therefore, to represent the four-hour traffic warrant, the typical weekday traffic condition was utilized. The Warrant 2 calculations are included in Attachment C of this memo.

For *Existing* conditions and *Future with Project* conditions Warrant 2 is not satisfied. Consequently Warrant 2 is not met on weekdays as traffic on Highway 9 and park-related project on weekdays are much lower compared to weekends. In summary, Warrant 2 is not met under *Existing* and *Future with Project* conditions.

#### Warrant 3, Peak Hour

To represent the peak-hour traffic Warrant 3, the worst-case Saturday traffic peak-hour condition was utilized. It shall be noted that the Saturday peak-hour conditions is much higher compared to weekday peak-hour traffic. Specifically, the Saturday peak-hour (noon to 1:00 p.m.) traffic on Highway 9 is 579 trips, compared to the peak-hour traffic of 229 trips on a weekday (7:00 to 8:00 a.m.). In addition, the park would generate 170 peak-hour trips on a Saturday, while the park would only generate 53 peak-hour trips the highest peak hour on a weekday. The Warrant 3 calculations are included in Attachment D of this memo.

The intersection of Highway 9 at Sanborn Road is not warranted for a signal according to the Warrant 3 peak-hour traffic criterion under *Existing* conditions. Under *Future no Project* conditions, Warrant 3 would also not be met.

Under *Future with Project* conditions Warrant 3 would be met on weekends. However, as traffic volumes on Sanborn Road would be much lower on weekdays, the *Future with Project* peak-hour warrant would not be satisfied in a typical weekday peak-hour traffic condition. In summary, the only condition when Warrant 3 would be met would be during weekend peak-hour traffic under the *Future with Project* conditions.

#### Warrant 7, Crash Experience

The Warrant 7 condition is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal. Among the requirements and in order to

satisfy Warrant 7, five or more crashes within a 12-month period must occur. Collision data was reviewed for the most recent available data in the five-year period from 2011 to 2015 to identify traffic safety issues along the streets in the vicinity of Highway 9 at Sanborn Road. Collision history was obtained from *UC Berkeley's Transportation Injury Mapping System (TIMS)*. During the review period, no accidents were reported at least within 1,000 feet from the intersection. Therefore, Warrant 7 is not met.

## OTHER CONSIDERATIONS

The MUTCD states that meeting one or more of the criteria for signal warrants shall not in itself require the installation of a traffic signal. The following discusses other considerations to evaluate in determining the installation of a traffic signal or modifications to the existing intersection layout.

### Traffic Conditions That Meet Warrants

As discussed above, only Warrant 3 (Peak Hour) would be met during the Saturday peak hour under *Future with Project* conditions. During the weekdays, the *Future with Project* traffic volumes on Sanborn Road and Highway 9 are lower and therefore Warrant 3 is not met.

### Intersection LOS and Queues

Intersection level of service, also referred to as LOS, was evaluated for the weekend period only, as weekend traffic volumes are the highest and represent the worst-case peak hour traffic condition. The intersection operations analysis results are summarized in Table 1. Table 1 shows that the intersection of Sanborn Road at Highway 9 currently operates at LOS A and would continue to operate at acceptable LOS C with the project under *Future with Project* conditions. A review of the Highway Capacity Manual 2016 (HCM)<sup>1</sup> calculation worksheets provide the 95<sup>th</sup> percentile queues at the intersection approaches. The 95<sup>th</sup> percentile is the queue length that would not be exceeded statistically 95 percent of the time. At the northbound approach on Sanborn heading to Highway 9, the queue would be 40 feet, which equates to two vehicles. There would be no queue on other approaches. No excessive queues would be formed and the intersection would not require exclusive left or right turn pockets to accommodate the anticipated traffic volumes.

**Table 1 Intersection Levels of Service**

Intersection	Existing		Future without Project		Future with Project	
	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
Highway 9 at Sanborn Road	9.9	A	12.6	B	17.7	C

Notes: Intersection levels of service shown for summer periods in the weekend peak hours, which represent the worst-case traffic conditions.

Source: Traffic Analysis for the Sanborn Park Master Plan, PlaceWorks December 19, 2018.

### Adverse Effects with a Traffic Signal

The nearest intersection is located several hundred feet to the east in the City of Saratoga. Unjustified traffic signals can pose problems such as added delays to thru traffic on the major road (in this case

<sup>1</sup> Transportation Research Board of the National Academies of Science in the United States, *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis*.

Highway 9), safety concerns such as increase in signal red light violations, and the potential for rear-end collisions. Given the rural character of the area and that no traffic signals exist in the vicinity, a traffic signal at this location would have the potential for negative effects described above.

### **Roundabout Consideration**

On State highways, the engineering study shall include consideration of a roundabout (yield control). If a roundabout is determined to provide a viable and practical solution, it shall be studied in lieu of, or in addition to a traffic control signal.

A review of aerial photography and street views of the intersection indicates that Highway 9 and Sanborn Road currently consist of narrow lanes with no shoulders and room for widening. Sanborn Road generally follows the Sanborn Creek east of the intersection with Highway 9. The intersection is located adjacent to the Sanborn Creek and a bridge to the south and a hill to the northeast. These topographic features and the bridge immediately adjacent to the intersection would require significant grading and civil engineering work that would make a roundabout infeasible at this location due to right-of-way constraints.

### **Conclusion**

This signal warrants analysis was completed for the intersection of State Route 9 at Sanborn Road following the MUTCD guidelines. Only Warrant 3 (Peak Hour) would be met during the weekend peak hour under *Future with Project* conditions. During the weekdays, the *Future with Project* traffic volumes on Sanborn Road and Highway 9 are lower and therefore Warrant 3 is not met.

The intersection would operate at acceptable LOS C with the project (see Table 1) and the anticipated queues would not exceed two cars at the northbound approach of Sanborn Road at Highway 9. A review of accident records indicate that no accidents were reported at least within 1,000 feet from the intersection in the last years.

The MUTCD states that meeting one or more of the criteria for signal warrants shall not in itself require the installation of a traffic signal. Engineering judgment must be applied and a signal should be installed only after a study indicates that a traffic control signal will improve the safety and/or operation of the intersection. Our analysis indicates that this location does not have a history of severe and frequent traffic accidents. In addition, this intersection is not anticipated to experience long queues under any condition. Given that Warrant 3 is forecast to be met under *Future with Project* conditions only on weekends, and that a traffic signal would have the potential to result in adverse effects, it is not recommended that a traffic signal is installed at this location.

### **ATTACHMENTS:**

- Attachment A: Roadway Traffic Counts
- Attachment B: Signal Warrant 1 Calculation Worksheets
- Attachment C: Signal Warrant 2 Calculation Worksheets
- Attachment D: Signal Warrant 3 Calculation Worksheets

## REFERENCES

California Department of Transportation.

\_\_\_\_\_ Manual of Uniform Traffic Control Devices Revision 4.  
<http://www.dot.ca.gov/trafficops/camutcd/camutcd2014rev4.html>. Last accessed May 1, 2019.

\_\_\_\_\_ Traffic Census Program. <http://www.dot.ca.gov/trafficops/census/volumes2017/>. Last accessed May 1, 2019.

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<http://www.dot.ca.gov/d4/transplanning/osrp/docs/tcr/SR9-TCR-Final.pdf>, Last accessed May 1, 2019.

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A T T A C H M E N T   A

R O A D W A Y   T R A F F I C   C O U N T S







**VOLUME**

Hwy 9 E/O Sanborn Rd

Day: Saturday  
Date: 10/20/2018City: Saratoga  
Project #: CA18\_8547\_001

DAILY TOTALS					NB	SB					Total			
					0	0	2,660	2,936				5,596		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			6	9	15	12:00			56	86	142			
00:15			4	7	11	12:15			71	73	144			
00:30			2	5	7	12:30			52	98	150			
00:45			3	15	3	12:45			58	237	85	342	143	579
01:00			2	8	10	13:00			53	91	144			
01:15			5	3	8	13:15			61	99	160			
01:30			1	1	2	13:30			57	75	132			
01:45			1	9	3	13:45			53	224	82	347	135	571
02:00			2	1	3	14:00			51	63	114			
02:15			1	0	1	14:15			53	64	117			
02:30			0	1	1	14:30			51	56	107			
02:45			1	4	2	14:45			72	227	65	248	137	475
03:00			3	1	4	15:00			57	79	136			
03:15			0	1	1	15:15			57	51	108			
03:30			2	1	3	15:30			83	53	136			
03:45			0	5	1	15:45			83	280	51	234	134	514
04:00			1	1	2	16:00			68	38	106			
04:15			1	2	3	16:15			66	40	106			
04:30			1	0	1	16:30			68	46	114			
04:45			2	5	1	16:45			90	292	36	160	126	452
05:00			1	1	2	17:00			90	27	117			
05:15			2	7	9	17:15			71	19	90			
05:30			3	7	10	17:30			57	21	78			
05:45			1	7	7	17:45			71	289	18	85	89	374
06:00			5	7	12	18:00			53	27	80			
06:15			6	16	22	18:15			62	20	82			
06:30			5	33	38	18:30			48	13	61			
06:45			3	19	33	18:45			60	223	16	76	76	299
07:00			4	17	21	19:00			35	9	44			
07:15			10	30	40	19:15			27	8	35			
07:30			13	42	55	19:30			28	13	41			
07:45			13	40	48	19:45			17	107	14	44	31	151
08:00			12	51	63	20:00			12	9	21			
08:15			15	49	64	20:15			17	17	34			
08:30			26	45	71	20:30			24	13	37			
08:45			17	70	50	20:45			23	76	14	53	37	129
09:00			19	40	59	21:00			14	12	26			
09:15			33	53	86	21:15			23	12	35			
09:30			18	55	73	21:30			13	15	28			
09:45			22	92	50	21:45			25	75	9	48	34	123
10:00			26	59	85	22:00			11	12	23			
10:15			20	59	79	22:15			16	14	30			
10:30			30	63	93	22:30			9	14	23			
10:45			35	111	68	22:45			10	46	15	55	25	101
11:00			35	53	88	23:00			10	11	21			
11:15			38	54	92	23:15			7	13	20			
11:30			48	74	122	23:30			12	9	21			
11:45			55	176	85	23:45			2	31	4	37	6	68
<b>TOTALS</b>			553	1207	1760	<b>TOTALS</b>			2107	1729	<b>3836</b>			
<b>SPLIT %</b>			31.4%	68.6%	31.5%	<b>SPLIT %</b>			54.9%	45.1%	<b>68.5%</b>			

DAILY TOTALS					NB	SB					Total	
					0	0	2,660	2,936				5,596
AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			16:30	12:30	12:30	
AM Pk Volume			234	342	576	PM Pk Volume			319	373	597	
Pk Hr Factor			0.824	0.872	0.960	Pk Hr Factor			0.886	0.942	0.933	
7 - 9 Volume	0	0	110	332	442	4 - 6 Volume	0	0	581	245	826	
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:30	16:00	16:15	
7 - 9 Pk Volume	0	0	70	195	265	4 - 6 Pk Volume	0	0	319	160	463	
Pk Hr Factor	0.000	0.000	0.673	0.956	0.933	Pk Hr Factor	0.000	0.000	0.886	0.870	0.919	

**VOLUME**

Hwy 9 E/O Sanborn Rd

Day: Sunday  
Date: 10/21/2018

City: Saratoga  
Project #: CA18\_8547\_001

DAILY TOTALS				NB	SB	EB	WB	Total
				0	0	2,775	2,313	5,088

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			3	10	13	12:00			56	73	129			
00:15			8	6	14	12:15			90	53	143			
00:30			4	5	9	12:30			53	61	114			
00:45			4	19	9	12:45			73	272	58	245	131	517
01:00			2	5	7	13:00			72	67	139			
01:15			3	0	3	13:15			68	54	122			
01:30			4	0	4	13:30			50	59	109			
01:45			1	10	1	13:45			64	254	57	237	121	491
02:00			0	6	6	14:00			68	56	124			
02:15			0	2	2	14:15			73	69	142			
02:30			2	2	4	14:30			64	50	114			
02:45			1	3	0	14:45			47	252	50	225	97	477
03:00			4	0	4	15:00			71	47	118			
03:15			0	2	2	15:15			86	46	132			
03:30			0	2	2	15:30			77	47	124			
03:45			0	4	0	15:45			75	309	45	185	120	494
04:00			0	1	1	16:00			97	37	134			
04:15			0	1	1	16:15			90	37	127			
04:30			1	1	2	16:30			102	28	130			
04:45			0	1	0	16:45			78	367	26	128	104	495
05:00			3	0	3	17:00			103	13	116			
05:15			3	2	5	17:15			89	11	100			
05:30			3	1	4	17:30			74	17	91			
05:45			0	9	0	17:45			57	323	19	60	76	383
06:00			3	2	5	18:00			61	35	96			
06:15			3	2	5	18:15			56	13	69			
06:30			4	5	9	18:30			51	15	66			
06:45			5	15	7	18:45			32	200	12	75	44	275
07:00			9	9	18	19:00			25	14	39			
07:15			3	16	19	19:15			18	19	37			
07:30			7	13	20	19:30			16	17	33			
07:45			10	29	20	19:45			12	71	9	59	21	130
08:00			6	21	27	20:00			16	7	23			
08:15			6	24	30	20:15			15	14	29			
08:30			25	30	55	20:30			11	9	20			
08:45			18	55	40	20:45			12	54	8	38	20	92
09:00			10	43	53	21:00			17	9	26			
09:15			22	48	70	21:15			26	13	39			
09:30			20	57	77	21:30			15	12	27			
09:45			30	82	68	21:45			9	67	8	42	17	109
10:00			37	56	93	22:00			9	4	13			
10:15			39	51	90	22:15			3	6	9			
10:30			33	106	139	22:30			0	6	6			
10:45			48	157	63	22:45			5	17	7	23	12	40
11:00			34	47	81	23:00			4	8	12			
11:15			37	61	98	23:15			4	2	6			
11:30			55	56	111	23:30			4	2	6			
11:45			62	188	80	23:45			5	17	3	15	8	32
<b>TOTALS</b>				572	981	1553	<b>TOTALS</b>			2203	1332	3535		
<b>SPLIT %</b>				36.8%	63.2%	30.5%	<b>SPLIT %</b>			62.3%	37.7%	69.5%		

DAILY TOTALS				NB	SB	EB	WB	Total
				0	0	2,775	2,313	5,088

AM Peak Hour			11:30	09:45	11:45	PM Peak Hour			16:15	12:00	12:15
AM Pk Volume			263	281	528	PM Pk Volume			373	245	527
Pk Hr Factor			0.731	0.663	0.923	Pk Hr Factor			0.905	0.839	0.921
7 - 9 Volume	0	0	84	173	257	4 - 6 Volume	0	0	690	188	878
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:15	16:00	16:00
7 - 9 Pk Volume	0	0	55	115	170	4 - 6 Pk Volume	0	0	373	128	495
Pk Hr Factor	0.000	0.000	0.550	0.719	0.733	Pk Hr Factor	0.000	0.000	0.905	0.865	0.924

**VOLUME**

Hwy 9 E/O Sanborn Rd

Day: Monday  
Date: 10/22/2018

City: Saratoga  
Project #: CA18\_8547\_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1,358	1,351	2,709		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			4	1	5	12:00			22	21	43
00:15			0	2	2	12:15			15	21	36
00:30			1	3	4	12:30			19	21	40
00:45			0	5	4	12:45		75	18	81	37
01:00			1	2	3	13:00			18	17	35
01:15			0	0	0	13:15			21	13	34
01:30			2	0	2	13:30			18	18	36
01:45			0	3	1	13:45		73	20	68	36
02:00			0	0	0	14:00			15	21	36
02:15			1	0	1	14:15			21	26	47
02:30			0	0	0	14:30			20	18	38
02:45			0	1	0	14:45		81	20	85	45
03:00			3	0	3	15:00			22	24	46
03:15			1	1	2	15:15			25	28	53
03:30			2	0	2	15:30			20	31	51
03:45			2	8	0	15:45		86	27	110	46
04:00			2	0	2	16:00			29	30	59
04:15			5	0	5	16:15			12	42	54
04:30			1	0	1	16:30			19	30	49
04:45			6	14	0	16:45		79	26	128	45
05:00			10	1	11	17:00			20	49	69
05:15			9	2	11	17:15			21	44	65
05:30			17	8	25	17:30			22	27	49
05:45			8	44	3	17:45		71	33	153	41
06:00			17	7	24	18:00			17	42	59
06:15			17	8	25	18:15			16	36	52
06:30			26	9	35	18:30			15	24	39
06:45			22	82	11	18:45		67	35	137	54
07:00			39	6	45	19:00			12	24	36
07:15			41	8	49	19:15			7	20	27
07:30			44	6	50	19:30			6	23	29
07:45			44	168	13	19:45		32	25	92	32
08:00			37	11	48	20:00			6	16	22
08:15			33	23	56	20:15			1	9	10
08:30			33	18	51	20:30			6	9	15
08:45			44	147	13	20:45		17	10	44	14
09:00			34	18	52	21:00			4	13	17
09:15			25	19	44	21:15			5	15	20
09:30			30	16	46	21:30			7	16	23
09:45			33	122	9	21:45		18	9	53	11
10:00			24	29	53	22:00			3	7	10
10:15			16	11	27	22:15			0	10	10
10:30			20	19	39	22:30			2	5	7
10:45			28	88	14	22:45		6	7	29	8
11:00			18	20	38	23:00			1	1	2
11:15			17	14	31	23:15			1	2	3
11:30			12	10	22	23:30			0	2	2
11:45			20	67	21	23:45		4	5	10	7
<b>TOTALS</b>			749	361	1110	<b>TOTALS</b>			609	990	1599
<b>SPLIT %</b>			67.5%	32.5%	41.0%	<b>SPLIT %</b>			38.1%	61.9%	59.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	1,358	1,351	2,709

AM Peak Hour			07:00	11:45	08:15	PM Peak Hour			15:15	17:00	16:30
AM Pk Volume			168	84	216	PM Pk Volume			93	153	228
Pk Hr Factor			0.955	1.000	0.947	Pk Hr Factor			0.802	0.781	0.826
7 - 9 Volume	0	0	315	98	413	4 - 6 Volume	0	0	150	281	431
7 - 9 Peak Hour			07:00	07:45	07:45	4 - 6 Peak Hour			16:45	17:00	16:30
7 - 9 Pk Volume	0	0	168	65	212	4 - 6 Pk Volume	0	0	82	153	228
Pk Hr Factor	0.000	0.000	0.955	0.707	0.930	Pk Hr Factor	0.000	0.000	0.932	0.781	0.826

**VOLUME**

Hwy 9 E/O Sanborn Rd

Day: Tuesday  
Date: 10/23/2018

City: Saratoga  
Project #: CA18\_8547\_001

DAILY TOTALS					NB	SB					Total	
					0	0	1,452	1,406				2,858
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00			3	4	7	12:00			22	19	41	
00:15			0	5	5	12:15			24	24	48	
00:30			4	3	7	12:30			34	10	44	
00:45			1	8	9	12:45			20	100	120	
01:00			4	2	6	13:00			24	15	39	
01:15			4	2	6	13:15			15	11	26	
01:30			1	0	1	13:30			16	23	39	
01:45			0	9	9	13:45			26	81	107	
02:00			1	1	2	14:00			26	13	39	
02:15			1	0	1	14:15			27	16	43	
02:30			0	0	0	14:30			23	16	39	
02:45			1	3	4	14:45			22	98	120	
03:00			7	0	7	15:00			17	35	52	
03:15			2	0	2	15:15			22	28	50	
03:30			1	2	3	15:30			25	23	48	
03:45			1	11	12	15:45			18	82	100	
04:00			2	0	2	16:00			20	35	55	
04:15			5	0	5	16:15			31	32	63	
04:30			2	0	2	16:30			17	28	45	
04:45			10	19	29	16:45			23	91	114	
05:00			10	0	10	17:00			24	36	60	
05:15			9	2	11	17:15			17	37	54	
05:30			18	5	23	17:30			16	31	47	
05:45			9	46	55	17:45			14	71	85	
06:00			17	11	28	18:00			16	27	43	
06:15			21	7	28	18:15			20	41	61	
06:30			26	12	38	18:30			10	43	53	
06:45			20	84	104	18:45			15	61	76	
07:00			34	11	45	19:00			12	24	36	
07:15			47	11	58	19:15			13	21	34	
07:30			53	14	67	19:30			8	21	29	
07:45			52	186	238	19:45			5	38	43	
08:00			33	10	43	20:00			6	23	29	
08:15			41	24	65	20:15			5	24	29	
08:30			38	16	54	20:30			0	17	17	
08:45			31	143	174	20:45			5	16	21	
09:00			18	22	40	21:00			1	17	18	
09:15			32	17	49	21:15			7	7	14	
09:30			25	22	47	21:30			1	10	11	
09:45			24	99	123	21:45			4	13	17	
10:00			30	8	38	22:00			3	16	19	
10:15			16	15	31	22:15			5	16	21	
10:30			22	14	36	22:30			6	4	10	
10:45			13	81	94	22:45			0	14	14	
11:00			21	21	42	23:00			6	7	13	
11:15			16	22	38	23:15			1	2	3	
11:30			28	14	42	23:30			1	4	5	
11:45			24	89	113	23:45			1	9	10	
<b>TOTALS</b>			<b>778</b>	<b>418</b>	<b>1196</b>	<b>TOTALS</b>			<b>674</b>	<b>988</b>	<b>1662</b>	
<b>SPLIT %</b>			<b>65.1%</b>	<b>34.9%</b>	<b>41.8%</b>	<b>SPLIT %</b>			<b>40.6%</b>	<b>59.4%</b>	<b>58.2%</b>	

DAILY TOTALS					NB	SB					Total	
					0	0	1,452	1,406				2,858

AM Peak Hour			07:00	08:15	07:30	PM Peak Hour			12:15	17:45	15:30
AM Pk Volume			186	88	234	PM Pk Volume			102	139	216
Pk Hr Factor			0.877	0.846	0.873	Pk Hr Factor			0.750	0.808	0.857
7 - 9 Volume	0	0	329	119	448	4 - 6 Volume	0	0	162	252	414
7 - 9 Peak Hour			07:00	08:00	07:30	4 - 6 Peak Hour			16:15	17:00	16:15
7 - 9 Pk Volume	0	0	186	76	234	4 - 6 Pk Volume	0	0	95	132	216
Pk Hr Factor	0.000	0.000	0.877	0.731	0.873	Pk Hr Factor	0.000	0.000	0.766	0.892	0.857

**VOLUME**

Sanborn Rd S/O Hwy 9

Day: Saturday  
Date: 10/20/2018

City: Saratoga  
Project #: CA18\_8547\_002

DAILY TOTALS					NB	SB	EB	WB	Total
					568	577	0	0	1,145

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	12	8			20
00:15	1	1			2	12:15	19	7			26
00:30	1	0			1	12:30	17	9			26
00:45	0	2	0	1	0	12:45	24	72	12	36	36
01:00	0	0			0	13:00	21	15			36
01:15	0	0			0	13:15	20	23			43
01:30	0	0			0	13:30	29	9			38
01:45	0	0			0	13:45	13	83	11	58	24
02:00	0	0			0	14:00	17	11			28
02:15	0	0			0	14:15	28	9			37
02:30	0	0			0	14:30	14	7			21
02:45	0	0			0	14:45	18	77	5	32	23
03:00	0	0			0	15:00	14	7			21
03:15	0	0			0	15:15	13	13			26
03:30	0	0			0	15:30	18	4			22
03:45	0	0			0	15:45	25	70	7	31	32
04:00	0	0			0	16:00	7	5			12
04:15	0	0			0	16:15	18	10			28
04:30	0	0			0	16:30	12	10			22
04:45	0	0			0	16:45	15	52	10	35	25
05:00	1	1			2	17:00	14	3			17
05:15	0	6			6	17:15	8	3			11
05:30	0	2			2	17:30	10	1			11
05:45	0	1	2	11	2	17:45	8	40	2	9	10
06:00	1	4			5	18:00	6	2			8
06:15	1	10			11	18:15	14	5			19
06:30	0	27			27	18:30	11	0			11
06:45	0	2	23	64	23	18:45	14	45	1	8	15
07:00	2	8			10	19:00	3	1			4
07:15	4	18			22	19:15	0	1			1
07:30	8	24			32	19:30	0	0			0
07:45	5	19	26	76	31	19:45	2	5	2	4	4
08:00	3	22			25	20:00	1	2			3
08:15	2	25			27	20:15	0	2			2
08:30	6	16			22	20:30	0	3			3
08:45	4	15	15	78	19	20:45	1	2	1	8	2
09:00	6	9			15	21:00	0	2			2
09:15	4	6			10	21:15	2	1			3
09:30	2	4			6	21:30	3	0			3
09:45	4	16	13	32	17	21:45	1	6	2	5	3
10:00	5	8			13	22:00	0	2			2
10:15	1	8			9	22:15	0	4			4
10:30	4	9			13	22:30	2	1			3
10:45	9	19	12	37	21	22:45	0	2	1	8	1
11:00	5	8			13	23:00	0	1			1
11:15	5	9			14	23:15	1	2			3
11:30	21	10			31	23:30	1	0			1
11:45	7	38	14	41	21	23:45	0	2	0	3	0
<b>TOTALS</b>	<b>112</b>	<b>340</b>			<b>452</b>	<b>TOTALS</b>	<b>456</b>	<b>237</b>			<b>693</b>
<b>SPLIT %</b>	<b>24.8%</b>	<b>75.2%</b>			<b>39.5%</b>	<b>SPLIT %</b>	<b>65.8%</b>	<b>34.2%</b>			<b>60.5%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					568	577	0	0	1,145

AM Peak Hour	11:30	07:30			07:30	PM Peak Hour	12:45	12:30			12:45
AM Pk Volume	59	97			115	PM Pk Volume	94	59			153
Pk Hr Factor	0.702	0.933			0.898	Pk Hr Factor	0.810	0.641			0.890
7 - 9 Volume	34	154	0	0	188	4 - 6 Volume	92	44	0	0	136
7 - 9 Peak Hour	07:15	07:30			07:30	4 - 6 Peak Hour	16:15	16:00			16:15
7 - 9 Pk Volume	20	97	0	0	115	4 - 6 Pk Volume	59	35	0	0	92
Pk Hr Factor	0.625	0.933	0.000	0.000	0.898	Pk Hr Factor	0.819	0.875	0.000	0.000	0.821

# VOLUME

Sanborn Rd S/O Hwy 9

Day: Sunday  
Date: 10/21/2018

City: Saratoga  
Project #: CA18\_8547\_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					439	415	0	0	854		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	9	25			34
00:15	0	0			0	12:15	41	13			54
00:30	0	1			1	12:30	15	11			26
00:45	0	0	1		0	12:45	8	73	4	53	12
01:00	0	0			0	13:00	8	11			19
01:15	0	0			0	13:15	2	4			6
01:30	0	0			0	13:30	17	13			30
01:45	0	0			0	13:45	10	37	5	33	15
02:00	0	0			0	14:00	11	3			14
02:15	0	0			0	14:15	13	9			22
02:30	0	0			0	14:30	13	13			26
02:45	0	0			0	14:45	11	48	16	41	27
03:00	0	0			0	15:00	11	7			18
03:15	0	0			0	15:15	10	10			20
03:30	0	0			0	15:30	10	15			25
03:45	0	0			0	15:45	16	47	3	35	19
04:00	0	0			0	16:00	19	4			23
04:15	0	0			0	16:15	12	7			19
04:30	0	0			0	16:30	12	7			19
04:45	0	0			0	16:45	6	49	7	25	13
05:00	0	0			0	17:00	17	2			19
05:15	0	0			0	17:15	14	3			17
05:30	0	0			0	17:30	12	1			13
05:45	0	0			0	17:45	9	52	2	8	11
06:00	0	0			0	18:00	16	1			17
06:15	0	0			0	18:15	1	3			4
06:30	2	1			3	18:30	4	1			5
06:45	0	2	2	3	2	18:45	3	24	1	6	4
07:00	1	2			3	19:00	2	1			3
07:15	1	6			7	19:15	1	2			3
07:30	3	3			6	19:30	0	1			1
07:45	2	7	3	14	5	19:45	0	3	0	4	0
08:00	2	4			6	20:00	0	0			0
08:15	1	6			7	20:15	0	0			0
08:30	7	6			13	20:30	0	2			2
08:45	6	16	6	22	12	20:45	1	1	1	3	2
09:00	1	13			14	21:00	4	0			4
09:15	3	5			8	21:15	1	1			2
09:30	5	7			12	21:30	0	3			3
09:45	1	10	8	33	9	21:45	0	5	0	4	0
10:00	6	7			13	22:00	0	1			1
10:15	4	9			13	22:15	0	0			0
10:30	7	12			19	22:30	1	1			2
10:45	7	24	13	41	20	22:45	0	1	0	2	0
11:00	6	14			20	23:00	0	0			0
11:15	11	21			32	23:15	0	0			0
11:30	11	16			27	23:30	1	0			1
11:45	11	39	35	86	46	23:45	0	1	1	1	1
<b>TOTALS</b>	98	200			298	<b>TOTALS</b>	341	215			556
<b>SPLIT %</b>	32.9%	67.1%			34.9%	<b>SPLIT %</b>	61.3%	38.7%			65.1%

DAILY TOTALS					NB	SB	EB	WB	Total
					439	415	0	0	854

AM Peak Hour	11:45	11:15			11:30	PM Peak Hour	12:00	12:00			12:00
AM Pk Volume	76	97			161	PM Pk Volume	73	53			126
Pk Hr Factor	0.463	0.693			0.745	Pk Hr Factor	0.445	0.530			0.583
7 - 9 Volume	23	36	0	0	59	4 - 6 Volume	101	33	0	0	134
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	17:00	16:00			16:00
7 - 9 Pk Volume	16	22	0	0	38	4 - 6 Pk Volume	52	25	0	0	74
Pk Hr Factor	0.571	0.917	0.000	0.000	0.731	Pk Hr Factor	0.765	0.893	0.000	0.000	0.804

# VOLUME

Sanborn Rd S/O Hwy 9

Day: Monday  
Date: 10/22/2018

City: Saratoga  
Project #: CA18\_8547\_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					157	168	0	0	325		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0			0	12:00	1	6			7
00:15	0	0			0	12:15	1	1			2
00:30	0	0			0	12:30	3	2			5
00:45	0	0			0	12:45	0	5	2	11	16
01:00	0	2			2	13:00	1	1			2
01:15	0	0			0	13:15	7	3			10
01:30	0	0			0	13:30	3	4			7
01:45	0	0	2		0	13:45	3	14	3	11	25
02:00	0	0			0	14:00	2	1			3
02:15	0	0			0	14:15	3	3			6
02:30	0	0			0	14:30	3	1			4
02:45	0	0			0	14:45	4	12	0	5	17
03:00	0	0			0	15:00	4	0			4
03:15	0	0			0	15:15	2	0			2
03:30	1	0			1	15:30	1	1			2
03:45	0	1	0		0	15:45	7	14	4	5	11
04:00	0	0			0	16:00	3	5			8
04:15	0	0			0	16:15	2	4			6
04:30	0	0			0	16:30	3	3			6
04:45	0	0			0	16:45	3	11	3	15	26
05:00	0	1			1	17:00	2	7			9
05:15	0	0			0	17:15	2	0			2
05:30	2	1			3	17:30	0	3			3
05:45	0	2	0	2	0	17:45	3	7	1	11	18
06:00	2	0			2	18:00	3	2			5
06:15	0	1			1	18:15	4	3			7
06:30	3	1			4	18:30	2	3			5
06:45	1	6	3	5	4	18:45	1	10	0	8	18
07:00	3	1			4	19:00	2	2			4
07:15	2	2			4	19:15	1	1			2
07:30	2	0			2	19:30	0	2			2
07:45	6	13	2	5	8	19:45	0	3	2	7	10
08:00	2	4			6	20:00	2	2			4
08:15	1	6			7	20:15	1	1			2
08:30	3	7			10	20:30	0	1			1
08:45	6	12	3	20	9	20:45	0	3	1	5	8
09:00	3	5			8	21:00	1	0			1
09:15	2	2			4	21:15	1	2			3
09:30	3	8			11	21:30	1	0			1
09:45	8	16	5	20	13	21:45	0	3	1	3	6
10:00	2	8			10	22:00	2	0			2
10:15	1	3			4	22:15	0	3			3
10:30	4	2			6	22:30	0	0			0
10:45	5	12	3	16	8	22:45	0	2	2	5	7
11:00	4	3			7	23:00	1	1			2
11:15	2	3			5	23:15	0	0			0
11:30	2	2			4	23:30	0	0			0
11:45	2	10	1	9	3	23:45	0	1	2	3	4
<b>TOTALS</b>	<b>72</b>	<b>79</b>			<b>151</b>	<b>TOTALS</b>	<b>85</b>	<b>89</b>			<b>174</b>
<b>SPLIT %</b>	<b>47.7%</b>	<b>52.3%</b>			<b>46.5%</b>	<b>SPLIT %</b>	<b>48.9%</b>	<b>51.1%</b>			<b>53.5%</b>

DAILY TOTALS					NB	SB	EB	WB	Total		
					157	168	0	0	325		
AM Peak Hour	09:00	09:30		09:15	PM Peak Hour	13:15	16:15		15:45		
AM Pk Volume	16	24		38	PM Pk Volume	15	17		31		
Pk Hr Factor	0.500	0.750		0.731	Pk Hr Factor	0.536	0.607		0.705		
7 - 9 Volume	25	25	0	0	50	4 - 6 Volume	18	26	0	0	44
7 - 9 Peak Hour	07:00	08:00		08:00	4 - 6 Peak Hour	16:00	16:15				16:15
7 - 9 Pk Volume	13	20	0	0	32	4 - 6 Pk Volume	11	17	0	0	27
Pk Hr Factor	0.542	0.714	0.000	0.000	0.800	Pk Hr Factor	0.917	0.607	0.000	0.000	0.750



# VOLUME

Sanborn Rd S/O Hwy 9

Day: Tuesday  
Date: 10/23/2018

City: Saratoga  
Project #: CA18\_8547\_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					188	182	0	0	370		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	1			2	12:00	1	7			8
00:15	0	0			0	12:15	7	2			9
00:30	0	0			0	12:30	8	2			10
00:45	0	1	0	1	2	12:45	2	18	0	11	29
01:00	1	0			1	13:00	1	2			3
01:15	0	0			0	13:15	5	2			7
01:30	0	0			0	13:30	2	3			5
01:45	0	1	0		1	13:45	2	10	0	7	17
02:00	0	0			0	14:00	3	2			5
02:15	0	0			0	14:15	5	2			7
02:30	0	0			0	14:30	5	3			8
02:45	0	0			0	14:45	4	17	1	8	25
03:00	0	0			0	15:00	5	1			6
03:15	0	0			0	15:15	3	3			6
03:30	0	0			0	15:30	5	2			7
03:45	0	0			0	15:45	2	15	2	8	23
04:00	0	0			0	16:00	1	2			3
04:15	0	0			0	16:15	9	2			11
04:30	0	0			0	16:30	6	0			6
04:45	0	0			0	16:45	4	20	4	8	28
05:00	0	0			0	17:00	3	2			5
05:15	0	0			0	17:15	0	3			3
05:30	0	1			1	17:30	2	4			6
05:45	0	1	2		3	17:45	2	7	3	12	19
06:00	2	0			2	18:00	3	2			5
06:15	1	2			3	18:15	2	3			5
06:30	3	4			7	18:30	2	4			6
06:45	0	6	5	11	12	18:45	1	8	1	10	18
07:00	3	2			5	19:00	1	1			2
07:15	3	2			5	19:15	3	1			4
07:30	2	5			7	19:30	1	1			2
07:45	9	17	0	9	26	19:45	1	6	1	4	10
08:00	4	3			7	20:00	0	3			3
08:15	5	4			9	20:15	0	1			1
08:30	5	10			15	20:30	0	0			0
08:45	2	16	11	28	47	20:45	0	0	4		4
09:00	4	5			9	21:00	0	2			2
09:15	3	3			6	21:15	1	0			1
09:30	1	6			7	21:30	1	0			1
09:45	7	15	3	17	25	21:45	1	3	2	4	7
10:00	2	2			4	22:00	1	1			2
10:15	2	2			4	22:15	0	2			2
10:30	2	1			3	22:30	0	0			0
10:45	1	7	4	9	11	22:45	0	1	1	4	5
11:00	4	3			7	23:00	1	0			1
11:15	3	9			12	23:15	0	1			1
11:30	6	4			10	23:30	1	0			1
11:45	5	18	7	23	30	23:45	0	2	1	2	4
<b>TOTALS</b>	<b>81</b>	<b>100</b>			<b>181</b>	<b>TOTALS</b>	<b>107</b>	<b>82</b>			<b>189</b>
<b>SPLIT %</b>	<b>44.8%</b>	<b>55.2%</b>			<b>48.9%</b>	<b>SPLIT %</b>	<b>56.6%</b>	<b>43.4%</b>			<b>51.1%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					188	182	0	0	370

AM Peak Hour	07:45	08:15		08:15	PM Peak Hour	16:15	16:45		16:15		
AM Pk Volume	23	30		46	PM Pk Volume	22	13		30		
Pk Hr Factor	0.639	0.682		0.767	Pk Hr Factor	0.611	0.813		0.682		
7 - 9 Volume	33	37	0	0	70	4 - 6 Volume	27	20	0	0	47
7 - 9 Peak Hour	07:45	08:00		08:00	4 - 6 Peak Hour	16:15	16:45				16:15
7 - 9 Pk Volume	23	28	0	0	44	4 - 6 Pk Volume	22	13	0	0	30
Pk Hr Factor	0.639	0.636	0.000	0.000	0.733	Pk Hr Factor	0.611	0.813	0.000	0.000	0.682

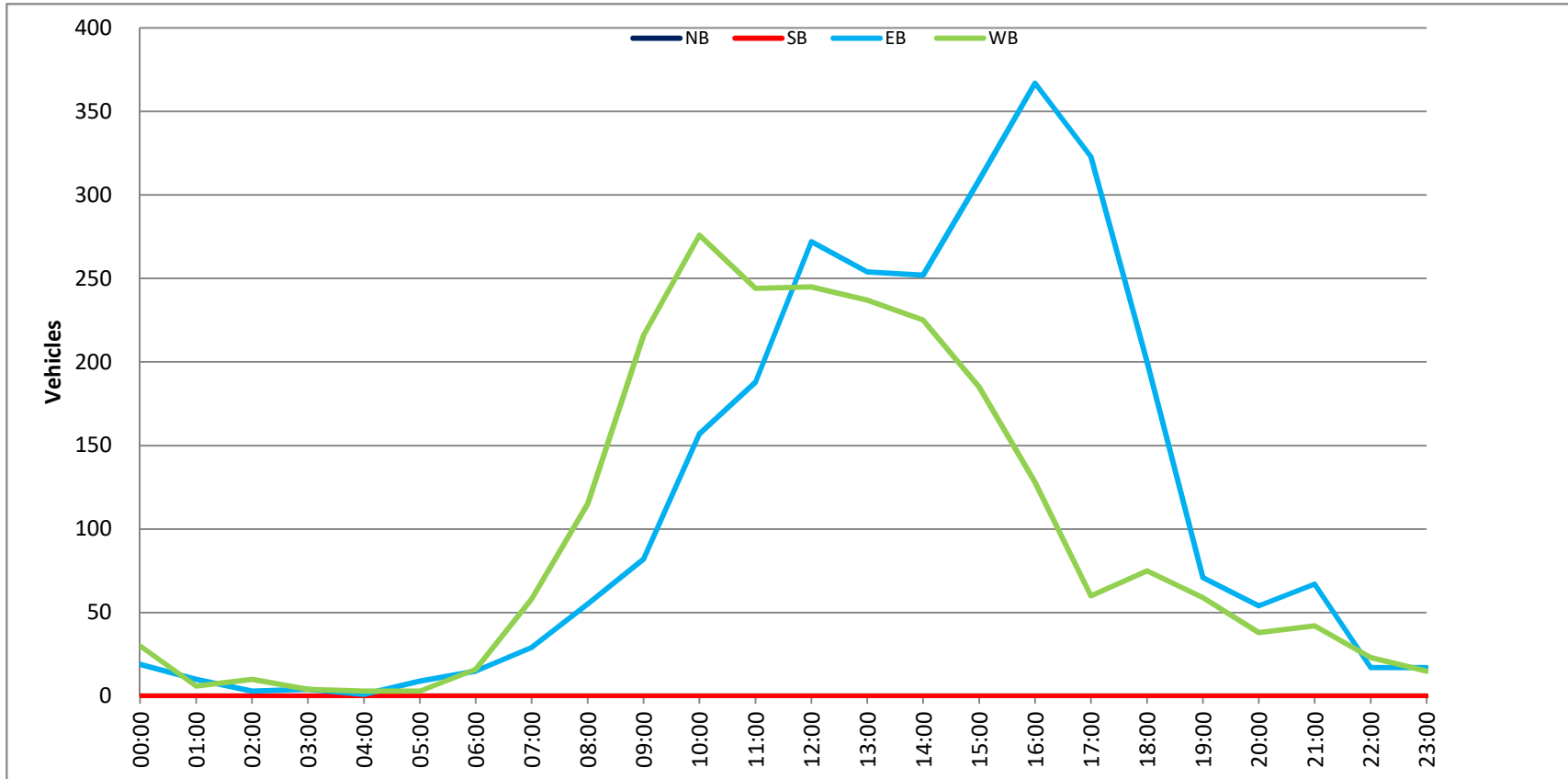


Project #: CA18\_8547\_001

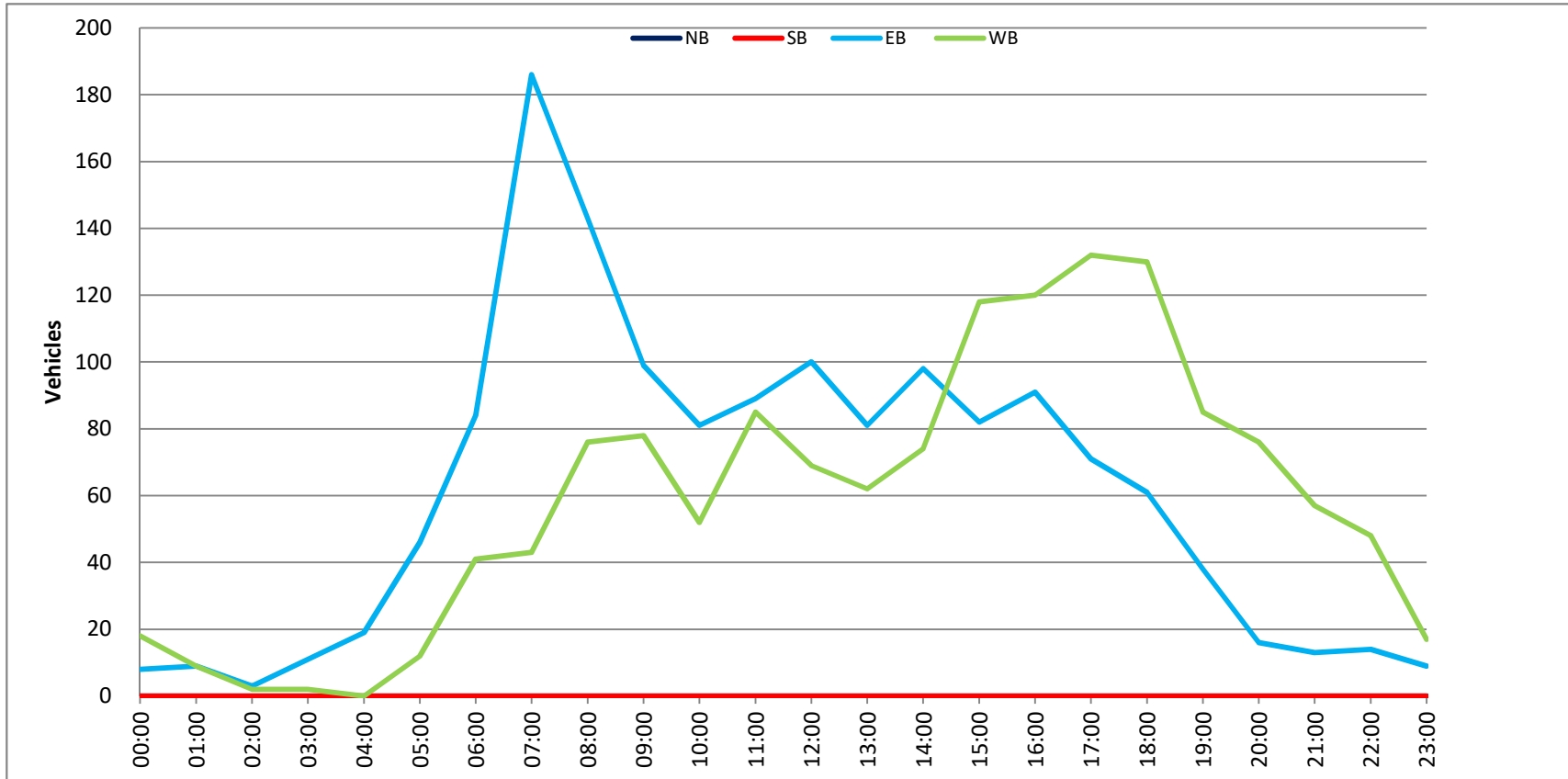
City: Saratoga

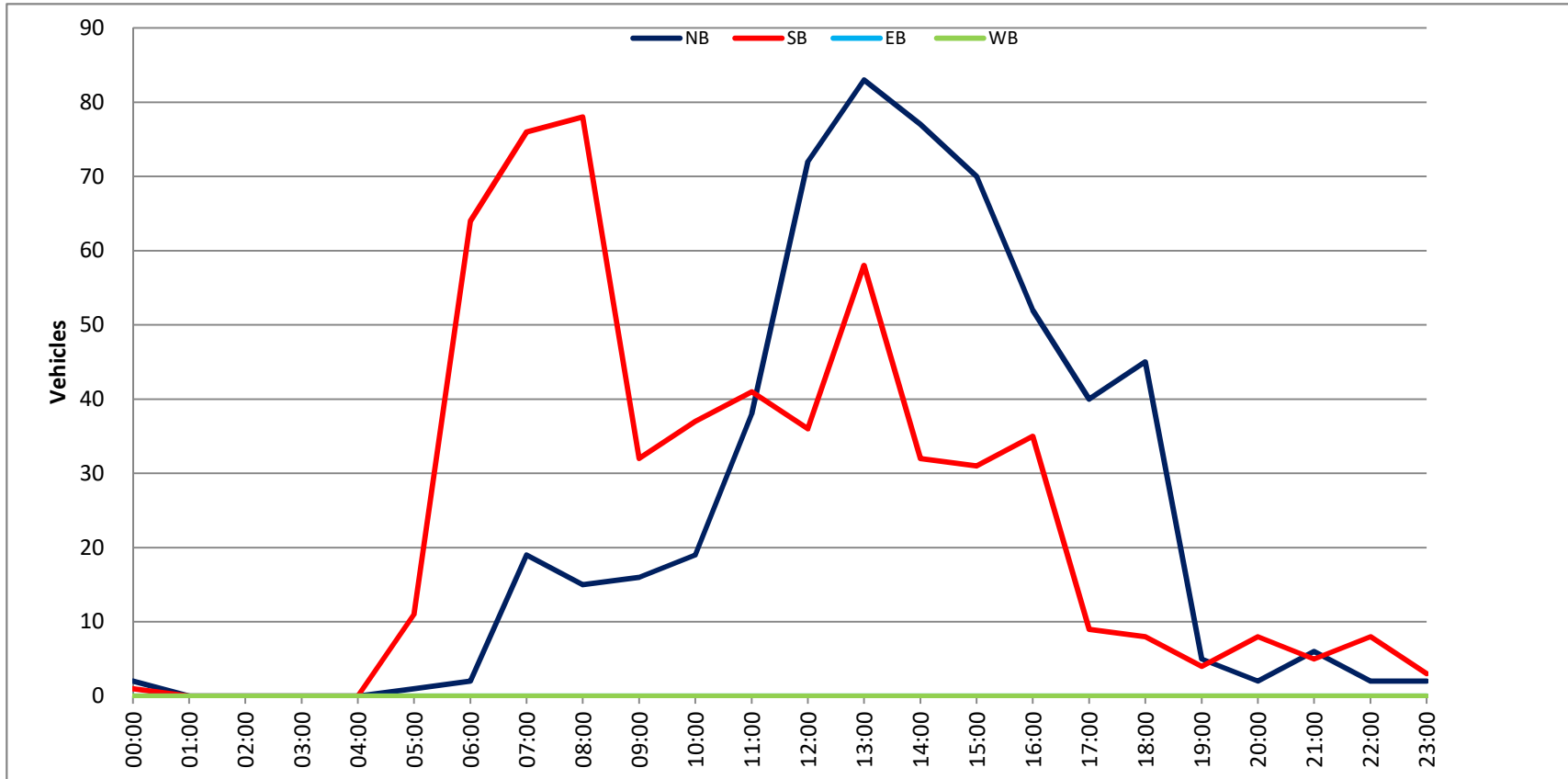
Location: Hwy 9 E/O Sanborn Rd

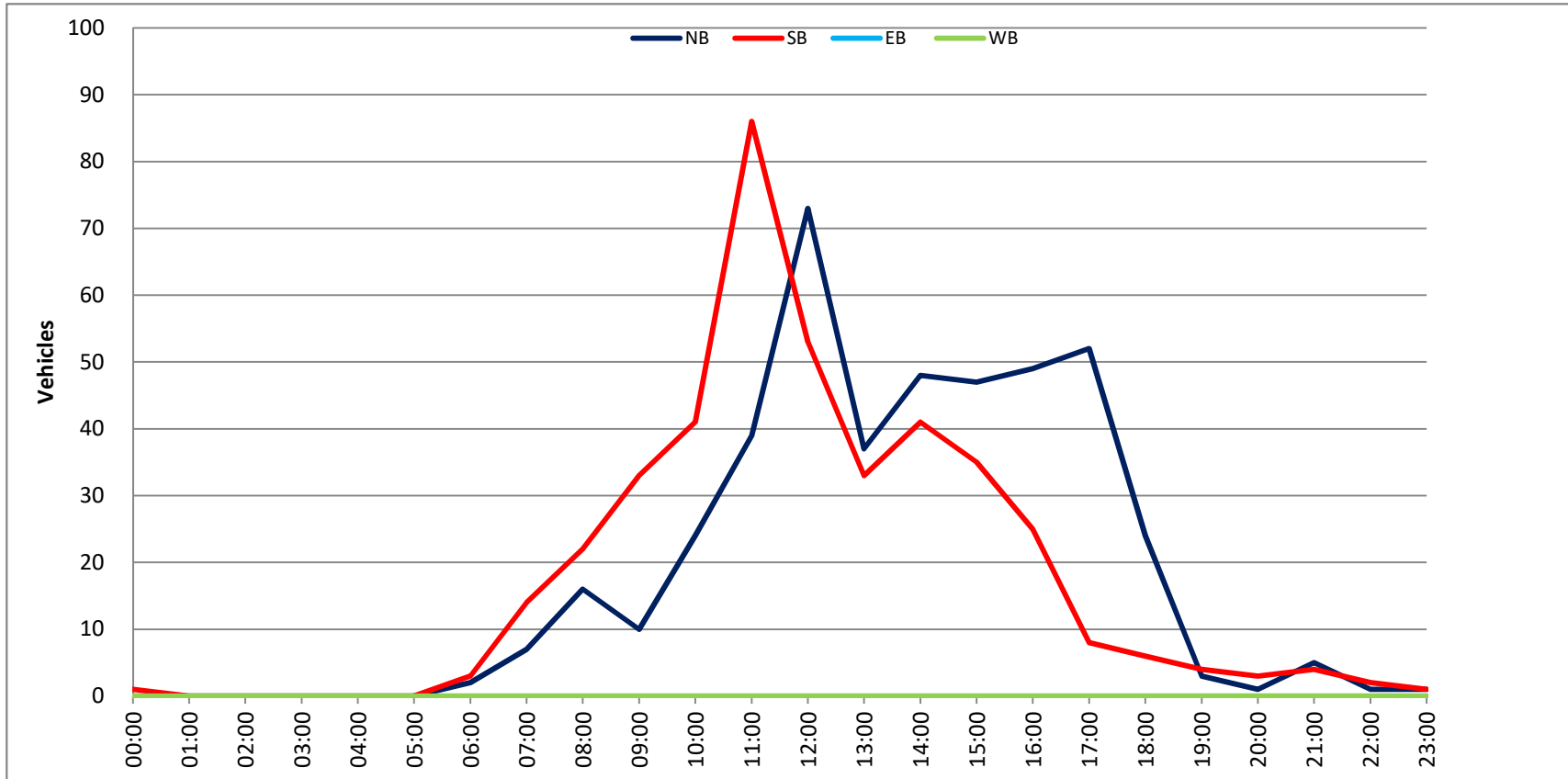
Date: 10/21/2018

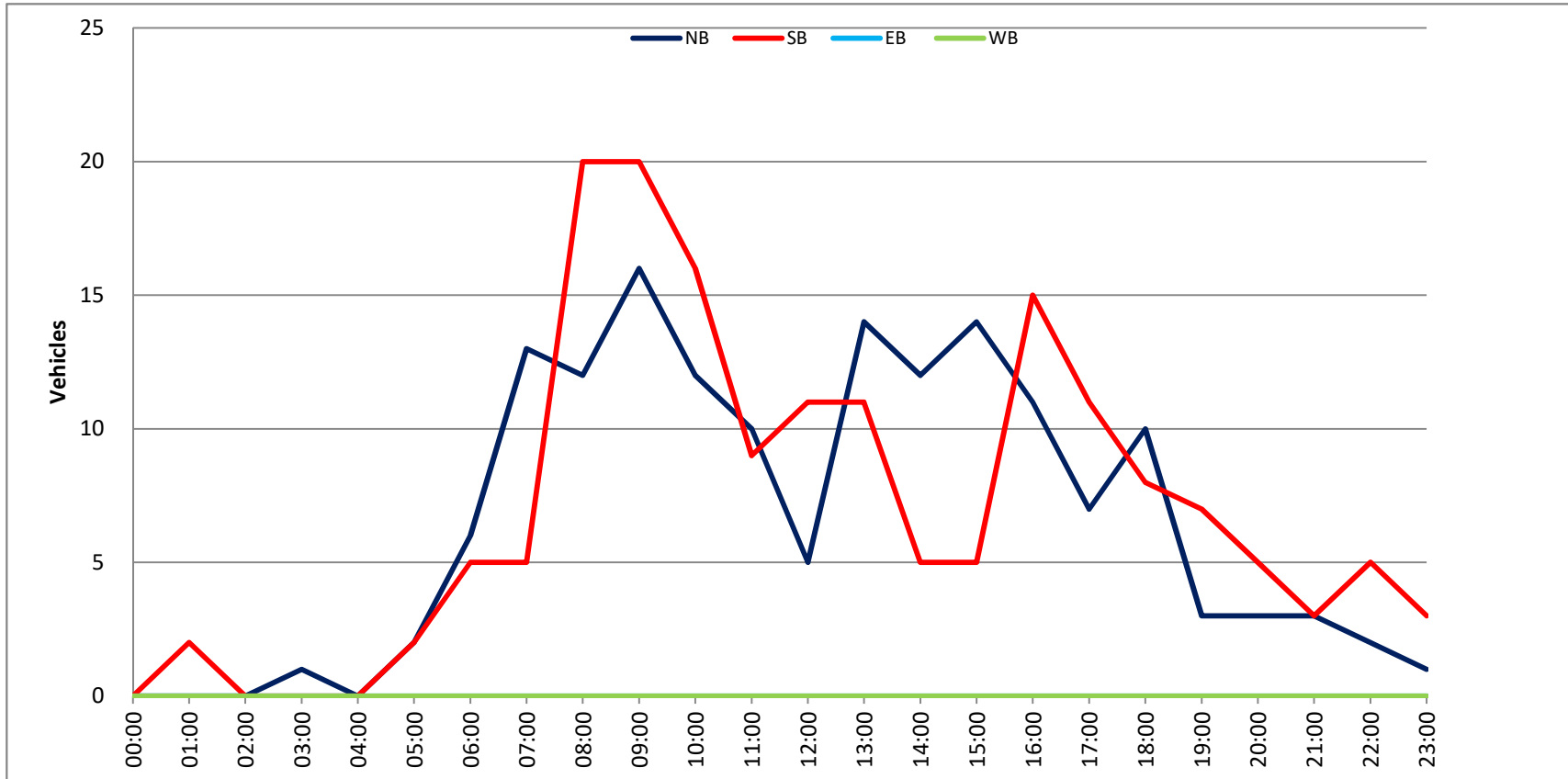




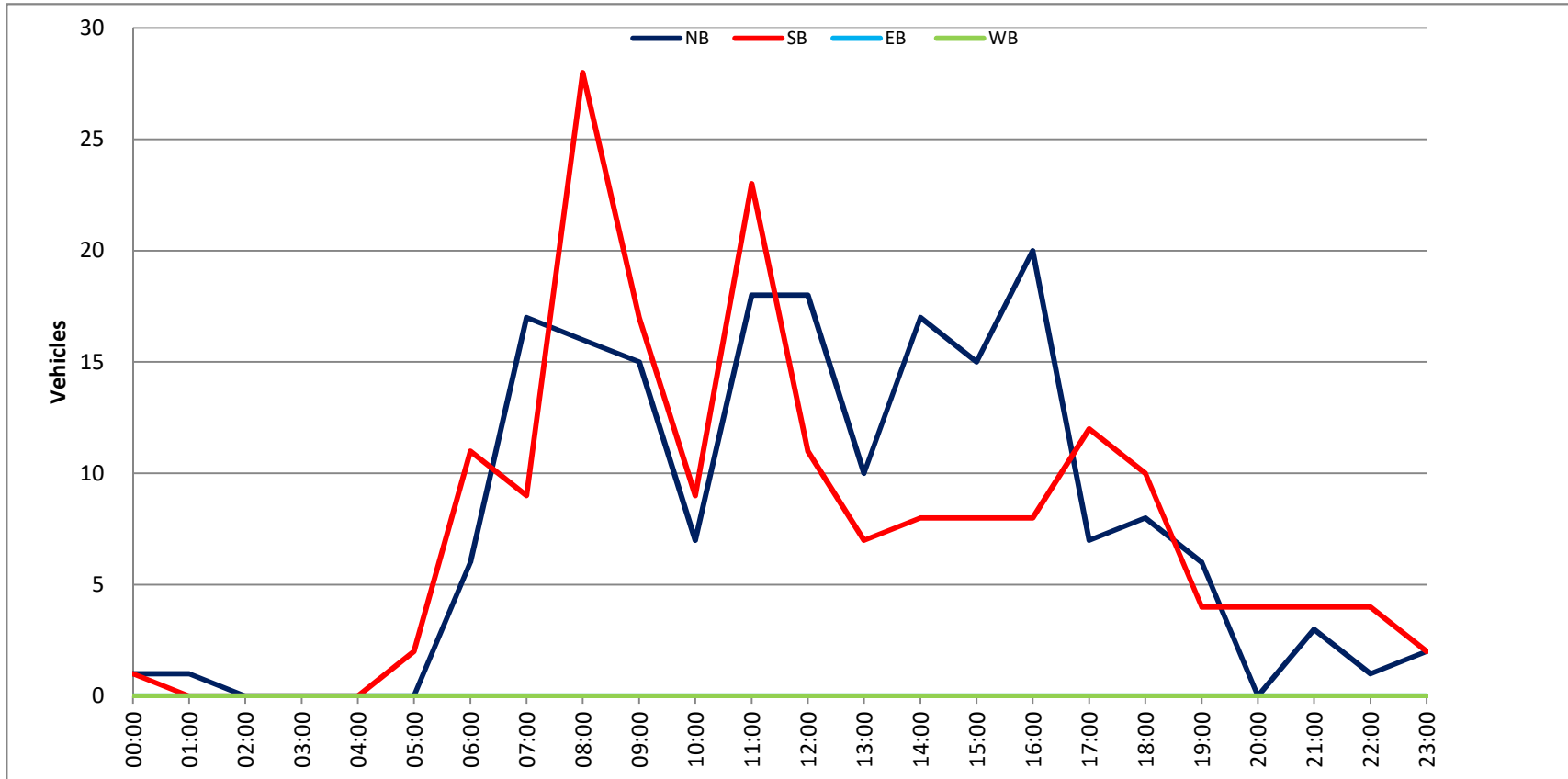












## National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Sanborn Rd & CA 9/Congress Springs Rd  
**City:** Saratoga  
**Control:**

**Project ID:** 18-08584-001  
**Date:** 2018-11-03

### Total

NS/EW Streets:	Sanborn Rd				Sanborn Rd				CA 9/Congress Springs Rd				CA 9/Congress Springs Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	18	0	0	0	0	0	0	29	3	0	6	45	0	0	101
11:15 AM	1	0	23	0	0	0	0	0	0	39	0	0	14	46	0	0	123
11:30 AM	2	0	18	0	0	0	0	0	0	35	1	0	6	44	0	0	106
11:45 AM	0	0	4	0	0	0	0	0	0	30	0	0	10	40	0	0	84
12:00 PM	0	0	22	0	0	0	0	0	0	47	2	0	12	53	0	0	136
12:15 PM	0	0	7	0	0	0	0	0	0	35	0	0	2	65	0	0	109
12:30 PM	1	0	9	0	0	0	0	0	0	50	0	0	12	53	0	0	125
12:45 PM	0	0	4	0	0	0	0	0	0	35	0	0	4	45	0	0	88
1:00 PM	0	0	7	0	0	0	0	0	0	40	2	0	13	55	0	0	117
1:15 PM	0	0	2	0	0	0	0	0	0	54	2	0	7	73	0	0	138
1:30 PM	1	0	11	0	0	0	0	0	0	40	1	0	12	54	0	0	119
1:45 PM	1	0	6	0	0	0	0	0	0	67	1	0	12	61	0	0	148
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	6	0	131	0	0	0	0	0	0	501	12	0	110	634	0	0	1394
	4.38%	0.00%	95.62%	0.00%					0.00%	97.66%	2.34%	0.00%	14.78%	85.22%	0.00%	0.00%	
<b>PEAK HR :</b>	01:00 PM - 02:00 PM																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	2	0	26	0	0	0	0	0	0	201	6	0	44	243	0	0	522
<b>PEAK HR FACTOR :</b>	0.500	0.000	0.591	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.750	0.000	0.846	0.832	0.000	0.000	0.882
			0.583							0.761				0.897			





# ALL TRAFFIC DATA

(916) 771-8700

[orders@aldtraffic.com](mailto:orders@aldtraffic.com)

File Name : 18-08584-001

Date : 11/03/2018

## Unshifted Count = All Vehicles & Uturns

START TIME	Sanborn Rd Southbound					CA 9/Congress Springs Rd Westbound					Sanborn Rd Northbound					CA 9/Congress Springs Rd Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
11:00	0	0	0	0	0	6	45	0	0	51	0	0	18	0	18	0	29	3	0	32	101	0
11:15	0	0	0	0	0	14	46	0	0	60	1	0	23	0	24	0	39	0	0	39	123	0
11:30	0	0	0	0	0	6	44	0	0	50	2	0	18	0	20	0	35	1	0	36	106	0
11:45	0	0	0	0	0	10	40	0	0	50	0	0	4	0	4	0	30	0	0	30	84	0
<b>Total</b>	0	0	0	0	0	36	175	0	0	211	3	0	63	0	66	0	133	4	0	137	414	0
12:00	0	0	0	0	0	12	53	0	0	65	0	0	22	0	22	0	47	2	0	49	136	0
12:15	0	0	0	0	0	2	65	0	0	67	0	0	7	0	7	0	35	0	0	35	109	0
12:30	0	0	0	0	0	12	53	0	0	65	1	0	9	0	10	0	50	0	0	50	125	0
12:45	0	0	0	0	0	4	45	0	0	49	0	0	4	0	4	0	35	0	0	35	88	0
<b>Total</b>	0	0	0	0	0	30	216	0	0	246	1	0	42	0	43	0	167	2	0	169	458	0
13:00	0	0	0	0	0	13	55	0	0	68	0	0	7	0	7	0	40	2	0	42	117	0
13:15	0	0	0	0	0	7	73	0	0	80	0	0	2	0	2	0	54	2	0	56	138	0
13:30	0	0	0	0	0	12	54	0	0	66	1	0	11	0	12	0	40	1	0	41	119	0
13:45	0	0	0	0	0	12	61	0	0	73	1	0	6	0	7	0	67	1	0	68	148	0
<b>Total</b>	0	0	0	0	0	44	243	0	0	287	2	0	26	0	28	0	201	6	0	207	522	0
<b>Grand Total</b>	0	0	0	0	0	110	634	0	0	744	6	0	131	0	137	0	501	12	0	513	1394	0
Apprch %	0.0%	0.0%	0.0%	0.0%		14.8%	85.2%	0.0%	0.0%		4.4%	0.0%	95.6%	0.0%		0.0%	97.7%	2.3%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	7.9%	45.5%	0.0%	0.0%	53.4%	0.4%	0.0%	9.4%	0.0%	9.8%	0.0%	35.9%	0.9%	0.0%	36.8%	100.0%	

NOON PEAK START TIME	Sanborn Rd Southbound					CA 9/Congress Springs Rd Westbound					Sanborn Rd Northbound					CA 9/Congress Springs Rd Eastbound					Total	
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
Peak Hour Analysis From 13:00 to 14:00																						
Peak Hour For Entire Intersection Begins at 13:00																						
13:00	0	0	0	0	0	13	55	0	0	68	0	0	7	0	7	0	40	2	0	42	117	
13:15	0	0	0	0	0	7	73	0	0	80	0	0	2	0	2	0	54	2	0	56	138	
13:30	0	0	0	0	0	12	54	0	0	66	1	0	11	0	12	0	40	1	0	41	119	
13:45	0	0	0	0	0	12	61	0	0	73	1	0	6	0	7	0	67	1	0	68	148	
Total Volume	0	0	0	0	0	44	243	0	0	287	2	0	26	0	28	0	201	6	0	207	522	
% App Total	0.0%	0.0%	0.0%	0.0%		15.3%	84.7%	0.0%	0.0%		7.1%	0.0%	92.9%	0.0%		0.0%	97.1%	2.9%	0.0%			
PHF	.000	.000	.000	.000	.000	.846	.832	.000	.000	.897	.500	.000	.591	.000	.583	.000	.750	.750	.000	.761	.882	

A T T A C H M E N T B

SIGNAL WARRANT 1  
CALCULATION WORKSHEETS





EXISTING

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 10/23/2018 TUE  
 CALC FS DATE 5/01/19  
 CHK \_\_\_\_\_ DATE \_\_\_\_\_

DIST \_\_\_\_\_ CO \_\_\_\_\_ RTE \_\_\_\_\_ PM \_\_\_\_\_

Major St: HWY 9 Critical Approach Speed \_\_\_\_\_ mph  
 Minor St: SANBORN RD Critical Approach Speed \_\_\_\_\_ mph

Speed limit or critical speed on major street traffic > 40 mph.....  or  } **RURAL (R)**  
 In built up area of isolated community of < 10,000 population.....  } **URBAN (U)**

**WARRANT 1 - Eight Hour Vehicular Volume** SATISFIED YES  NO   
 (Condition A or Condition B or combination of A and B must be satisfied)

**Condition A - Minimum Vehicle Volume** 100% SATISFIED YES  NO   
 80% SATISFIED YES  NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				Hour							
	1		2 or More		7A	8A	9A	10A	11A	12P	1P	2P
	U	R	U	R								
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	229	219	177	133	174	169	143	172
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	17	16	15	7	18	18	10	17

**Condition B - Interruption of Continuous Traffic** 100% SATISFIED YES  NO   
 80% SATISFIED YES  NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				Hour							
	1		2 or More		7A	8A	9A	10A	11A	12P	1P	2P
	U	R	U	R								
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	229	219	177	133	174	169	143	172
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	17	16	15	7	18	18	10	17

**Combination of Conditions A & B** SATISFIED YES  NO

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal



*LOVE WASTE W/P*

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)**

COUNT DATE \_\_\_\_\_  
 CALC \_\_\_\_\_ DATE \_\_\_\_\_  
 CHK \_\_\_\_\_ DATE \_\_\_\_\_

DIST \_\_\_\_\_ CO \_\_\_\_\_ RTE \_\_\_\_\_ PM \_\_\_\_\_

Major St: HWY 9 Critical Approach Speed \_\_\_\_\_ mph  
 Minor St: SANBORN Critical Approach Speed \_\_\_\_\_ mph

Speed limit or critical speed on major street traffic > 40 mph.....  }  
 or } **RURAL (R)**  
 In built up area of isolated community of < 10,000 population.....  }  
 **URBAN (U)**

**WARRANT 1 - Eight Hour Vehicular Volume** SATISFIED YES  NO   
 (Condition A or Condition B or combination of A and B must be satisfied)

**Condition A - Minimum Vehicle Volume** 100% SATISFIED YES  NO   
 80% SATISFIED YES  NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				Hour							
	1		2 or More		7a	8a	9a	10a	11a	12p	1p	2p
	U	R	U	R								
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	599	573	463	348	455	442	374	450
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	139	139	139	139	139	139	139	139

**Condition B - Interruption of Continuous Traffic** 100% SATISFIED YES  NO   
 80% SATISFIED YES  NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				Hour							
	1		2 or More		7a	8a	9a	10a	11a	12p	1p	2p
	U	R	U	R								
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	599	573	463	348	455	442	374	450
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	139	139	139	139	139	139	139	139

**Combination of Conditions A & B** SATISFIED YES  NO

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

A T T A C H M E N T   C

SIGNAL WARRANT 2  
CALCULATION WORKSHEETS

.....



**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)**

**WARRANT 2 - Four Hour Vehicular Volume**

SATISFIED\* YES  NO

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES			Hour			
	One	2 or More	7A	8A	9A	10A
Both Approaches - Major Street	X		229	299	177	133
Higher Approach - Minor Street	X		17	16	15	7

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

**WARRANT 3 - Peak Hour  
 (Part A or Part B must be satisfied)**

SATISFIED YES  NO

**PART A**

SATISFIED YES  NO

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

**PART B**

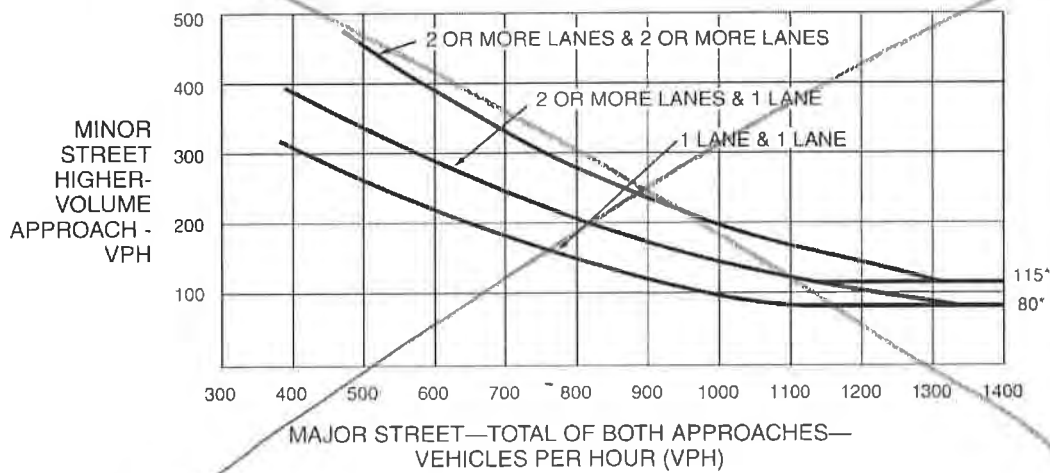
SATISFIED YES  NO

APPROACH LANES			Hour
	One	2 or More	
Both Approaches - Major Street			
Higher Approach - Minor Street			

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

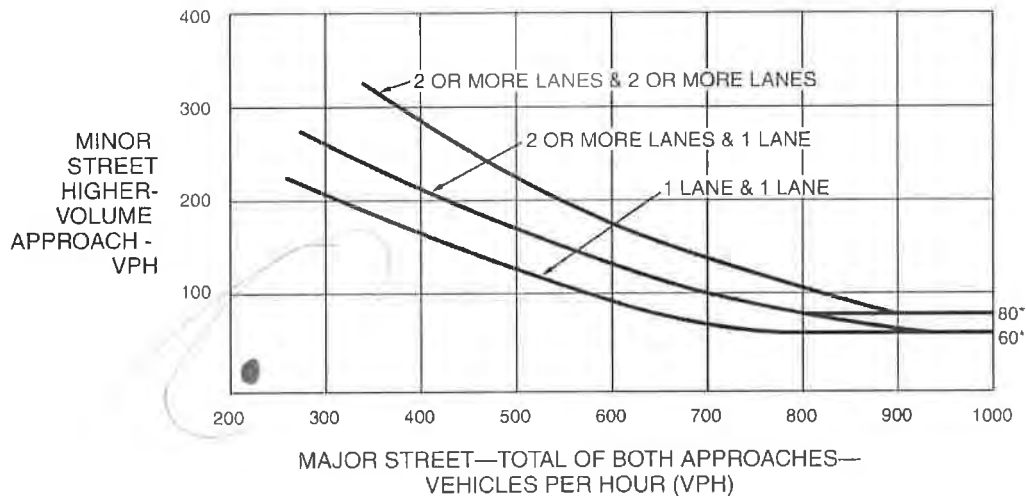
**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)**

**WARRANT 2 - Four Hour Vehicular Volume**

SATISFIED\* YES  NO

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One		2 or More		Hour			
	16	17	18	19	20	21	22	23
Both Approaches - Major Street	✓		455	442	321	450		
Higher Approach - Minor Street	✓		139	139	139	139		

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

**WARRANT 3 - Peak Hour  
 (Part A or Part B must be satisfied)**

SATISFIED YES  NO

**PART A**

SATISFIED YES  NO

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

**PART B**

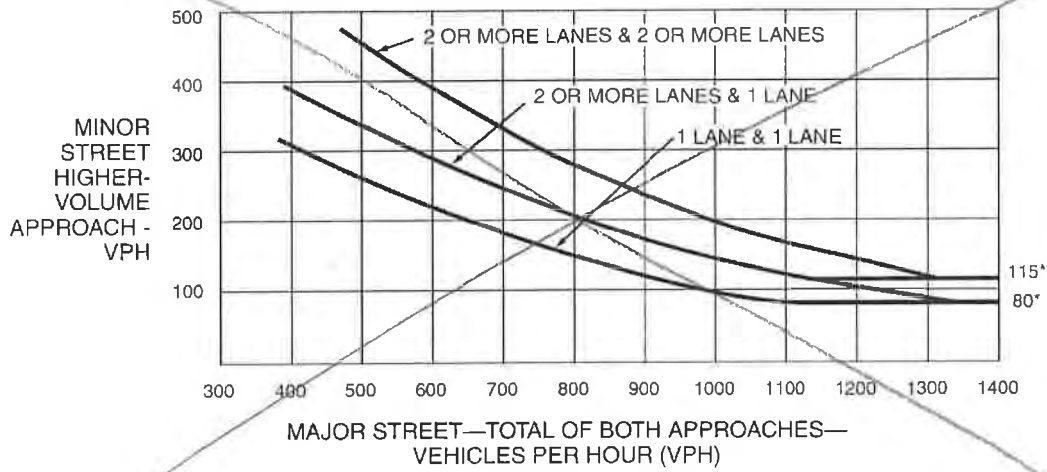
SATISFIED YES  NO

APPROACH LANES	One		2 or More		Hour			
	16	17	18	19	20	21	22	23
Both Approaches - Major Street								
Higher Approach - Minor Street								

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

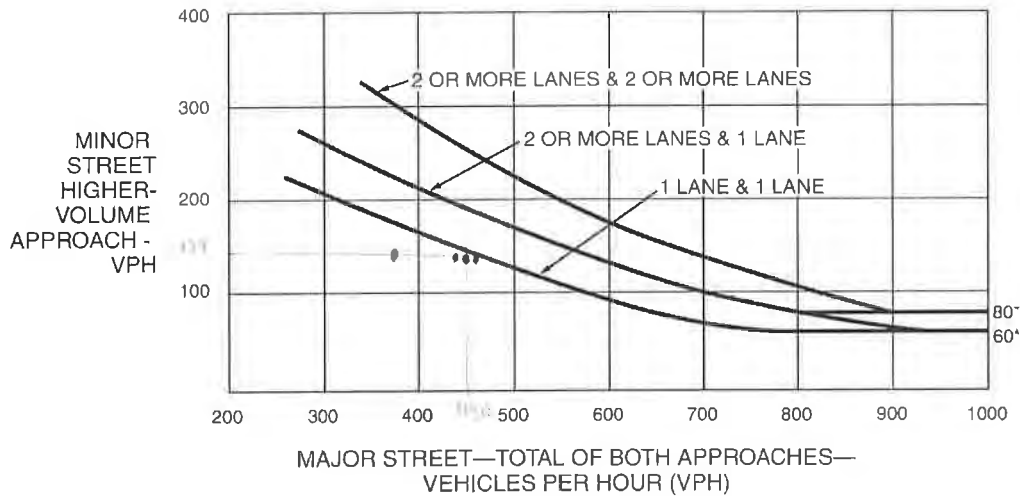
**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

A T T A C H M E N T   D

SIGNAL WARRANT 3  
CALCULATION WORKSHEETS





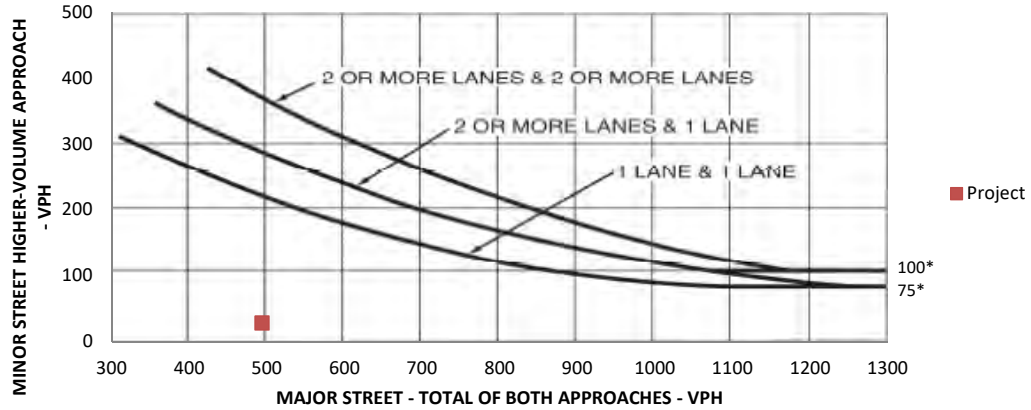


## Warrant 3, Peak Hour (70% Factor)

Traffic Conditions: Existing

Major Street Name: <u>Route 9 (Big Basin Way)</u>	Total of Both Approaches (VPH) = 494
Saturday - Midday	Number of Approach Lanes = 1

Minor Street Name: <u>Sanborn Road</u>	High Volume Approach (VPH) = 28
Saturday - Midday	Number of Approach Lanes = 1



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

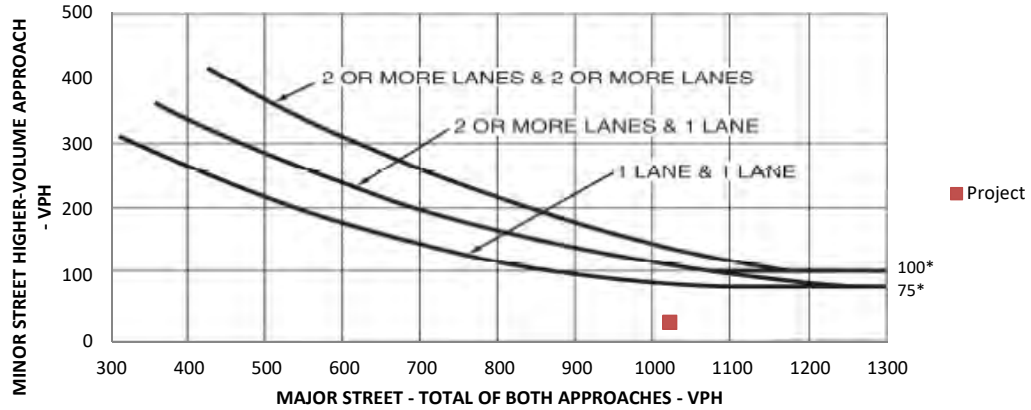
Source: California Manual on Uniform Traffic Control Devices 2014 Edition  
 VPH - Vehicles Per Hour

## Warrant 3, Peak Hour (70% Factor)

Traffic Conditions: Future Without Project Weekends

Major Street Name: <u>Route 9 (Big Basin Way)</u> Saturday - Midday	Total of Both Approaches (VPH) = 1019 Number of Approach Lanes = 1
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Minor Street Name: <u>Sanborn Road</u> Saturday - Midday	High Volume Approach (VPH) = 29 Number of Approach Lanes = 1
---	---



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

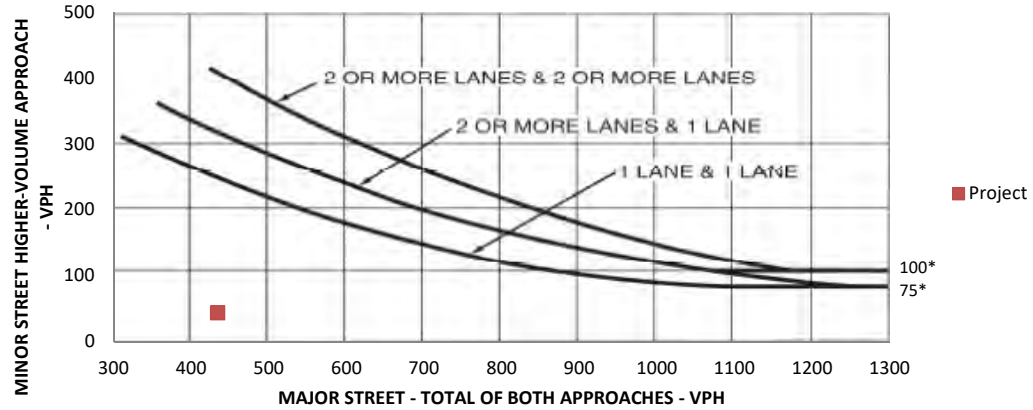
Source: California Manual on Uniform Traffic Control Devices 2014 Edition  
VPH - Vehicles Per Hour

## Warrant 3, Peak Hour (70% Factor)

Traffic Conditions: Future With Project Weekdays

Major Street Name: <u>Route 9 (Big Basin Way)</u> Saturday - Midday	Total of Both Approaches (VPH) = 434 Number of Approach Lanes = 1
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Minor Street Name: <u>Sanborn Road</u> Saturday - Midday	High Volume Approach (VPH) = 43 Number of Approach Lanes = 1
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\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

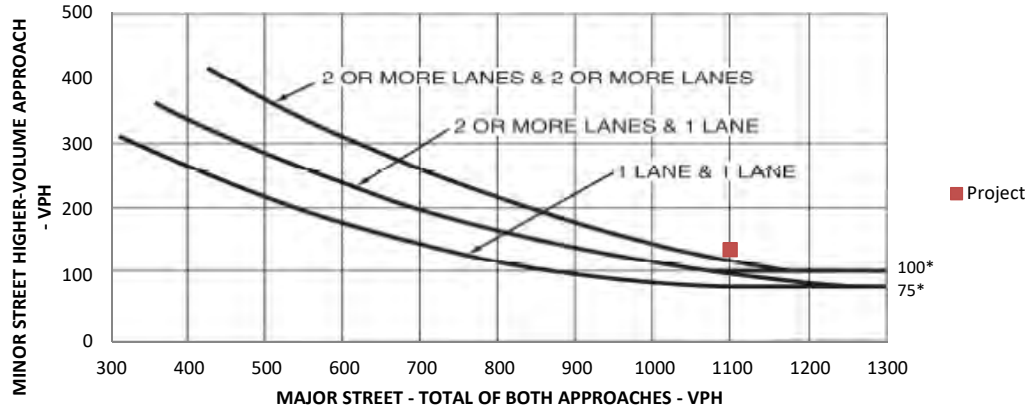
Source: California Manual on Uniform Traffic Control Devices 2014 Edition  
VPH - Vehicles Per Hour

## Warrant 3, Peak Hour (70% Factor)

Traffic Conditions: Future With Project Weekdays

Major Street Name: <u>Route 9 (Big Basin Way)</u> Saturday - Midday	Total of Both Approaches (VPH) = 1097 Number of Approach Lanes = 1
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Minor Street Name: <u>Sanborn Road</u> Saturday - Midday	High Volume Approach (VPH) = 139 Number of Approach Lanes = 1
---	--



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices 2014 Edition  
VPH - Vehicles Per Hour