CC 12-12-2025

#2

Conduct Study Session on Mary Avenue Project

Written Communications

From:	Paul Krupka
To:	Public Comments
Cc:	Brian Avery; Lina Meng
Subject:	Public Comment – Special Meeting on December 12, 2025 – Study Session on the Mary Avenue Project ("Project")
Date:	Thursday, December 11, 2025 3:01:00 PM
Attachments:	krupka Georgia t 50.png Cupertino CC re Mary Avenue Villas 121125 f.pdf

Dear City Council Members:

Please accept and consider my attached public comment letter during your deliberations on December 12, 2025.

Thank you!

Sincerely,

Paul Krupka

Paul J. Krupka, PE
(he/him/his)
KRUPKA CONSULTING
Trusted Advisor | Transportation
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December 11, 2025

City Council Members
City of Cupertino
10300 Torre Avenue
Cupertino, CA 95014

by email only > publiccomment@cupertino.gov

RE: Public Comment – Special Meeting on December 12, 2025 – Study Session on the Mary Avenue Project ("Project")

Dear City Council Members:

I am supporting Brian Avery, owner of the Glenbrook Apartments, and Lina Meng, a neighbor, both of whom represent the Garden Gate Neighborhood Group, in providing transportation advisory services and a professional opinion on the Mary Avenue Villas Project. I offer the following information and comments for your consideration.

Qualifications

I am a registered Civil Engineer and Traffic Engineer in California and have over 40 years of diverse experience across all phases of project delivery, including preliminary assessment, conceptual planning, feasibility analysis, design, and construction. I have demonstrated expertise in transportation, traffic, and transit planning, engineering, and design related to transit-oriented development, transit facilities, parking facilities, roadway and highway improvements, large and small development projects, neighborhood, community, downtown, city, subarea, county, and sub-regional plans, and transit and highway corridors.

Comments

I have visited the Project site and surroundings, observed traffic and parking activities, surveyed peak parking occupancy on Mary Avenue and at Memorial Park, and reviewed recent photographic evidence of related parking conditions during Memorial Park events. I have reviewed the Transportation Study for Proposed Affordable Housing Project on Mary Avenue (Hexagon Transportation Consultants, Inc., November 13, 2025, the Memorial Park Specific Plan (City of Cupertino, February 2024), including the Memorial Park Parking Study (City of Cupertino, January 2024), the Westport Mixed-Use Project Environmental Impact Report Addendum No. 1 (PlaceWorks, December 2024), and information on current and planned development at De Anza College.

The Project will have a significant impact by removing 89 spaces of public on-street parking on Mary Avenue (95 spaces with recommended Project changes in the aforementioned Transportation Study), amid heavy observed demand for this parking (upwards of 60 percent occupied) during many major events at Memorial Park. This 37+% reduction in on-street parking supply will affect residents who rely on it, spreading parking demand further into residential neighborhoods. This impact was documented in the formal Project application in April 2025. It was acknowledged in the aforementioned Transportation Study. Still, it was seemingly dismissed with this simple conclusion – "With the Project, there would be 152 on-street

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parking spaces…, which would still provide enough spaces to meet the anticipated parking demand…along the project frontage." The anticipated parking demand noted was only 37 spaces, which reflects a non-Memorial Park event condition.

My peak parking occupancy survey on Saturday, November 1, 2025, found a demand of 42 spaces (17% occupied (42/241)) on Mary Avenue (total parking supply of 241 spaces). The photographic evidence I cited above indicated a demand of approximately 140 spaces (58% occupied) during Memorial Park events. **With the Project, this level of demand would equal 96% of the total parking supply (146 spaces).**

Other approved and planned developments will exacerbate this significant impact.

- **Memorial Park enhancements**, intended to serve existing and new patrons, *will increase parking demand in the neighborhood and on Mary Avenue*. While the aforementioned parking study did not include Mary Avenue, it cited "Maintain Current Parking Configuration along Mary Avenue" as a recommended management strategy.
- **Completion of the Westport Mixed-Use Project** will reduce residential and retail areas, associated vehicle trips, and the total parking supply, but *will require accommodating the resulting parking demand off-site along Mary Avenue*.
- **The replacement of the Flint Center at De Anza College** will enhance opportunities for public and on-campus entertainment and *increase public reliance on off-site parking on Mary Avenue*.

Conclusion

The project's significant impact has not been adequately studied to determine appropriate mitigations.

It is in your community's best interests that you strongly consider doing so.

I appreciate your consideration.

Sincerely,
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Owner

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Lina Meng

From: Hal and Janet Van Zoeren
To: Public Comments; City Council; City Clerk; Cupertino City Manager"s Office; bcc: Cupertino ForAll; Hal and Janet Van Zoeren; Connie Cunningham; Andy Lief; Saadati Louise; Kathy Robinson; Kiran Varshneya; Orrin Mahoney; Gia Pham HCC; Housing Choices
Subject: Mary Avenue Villas, a Cupertino community created project
Date: Thursday, December 11, 2025 11:19:51 AM

Dear Cupertino City Council Members,

As you most likely know, a few individuals have fired up a group of heartless NIMBYs by feeding them misinformation regarding the Mary Avenue Villas project and the characteristics of those it would benefit. In their quest to kill the project, these community members and their naive followers **keep trying to delay the project by adding to their numbers and falsely claiming**

- Mary Avenue will no longer be a safe place to
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It will not be possible to placate these false excuses for the supposed concerns of this NIMBY group. Those spreading these lies choose not to listen to the facts that dispute them. They simply do not want the Mary Avenue Villas project in their backyard or anywhere near it, and they continue using these false claims as ammunition to defeat it.

This is sad because the people who need affordable housing like this are members of our Cupertino community, many have family here, and may have grown up attending school here as well. They will benefit from continuing to live near their supportive families and friends and the local amenities that they use. It was also sad to hear one of the NIMBYs attempt to spread to others his fear of living near the people who might live in the villas if they are developed. Sad as well has been hearing the ignorant attempts of NIMBYs, who clearly lack familiarity with people who have IDD, to inappropriatly characterize people with IDD, how impaired their mobility is, and how dangerous it will be for others to live near people with IDD and how dangerous for the villas residents it will be for them to live on Mary Ave due to the unsafe traffic conditions this project will create.

People with IDD are members of our Cupertino Family at large. They attend our schools, live in our neighborhood, shop at our stores, go to our library, our churches, and our colleges. They walk our streets and ride our buses. As a representative of Cupertino, do you want to take the position that our community members with IDD are dangerous and unworthy of housing in this city? I find it hard to believe you want that, so please do not give in to this vocal minority group of troublemakers!

Finding a way to create housing in Cupertino to meet the needs of people with IDD has been an enormous task. Some of us began working on it for over 25 years! However, within the last 5 years or so, many Cupertino community members have united together to meet this challenge. The feasible plan they have developed has involved the cooperative efforts of the Housing Choices Coalition, the Cupertino Rotary, and Charities Housing Developers, who together have formed a leading partnership. They have received additional help and expertise from West Valley Community Services, several past Cupertino mayors and past city managers, several city staff members, and many other Cupertino citizens. The incredibly unique plan that has been developed is designed to create affordable housing well-needed by people with IDD and or with similar economic status in Cupertino. Our Cupertino community has worked together to do this!

Not only have these community members and groups found a way to make the project affordable, but they have identified a site that will meet other needs of Mary Avenue Villas' future residents as well, many of whom cannot drive and do not own cars. The villas will be near bus routes, grocery stores, drug stores, Quinlin Center, the Cupertino library, parklands, the senior center, West Valley Community Services, DeAnza Community College, and a bus route to The College of Adaptive Arts, located at West Valley Community College. In addition, many of the people living in the Mary Ave Villas will be able to receive services from West Valley Community Services and or the San Andreas Regional Center via the Housing Choices programs, the Independent Living Skill programs, or the Supported Living Services programs.

This community project will benefit the community at large by housing some of its most economically deprived residents. **Please do not allow the very vocal, self-centered members of our community to use their false claims to delay this project while they continue to seek a way to kill it.**

As Cupertino City Council members, you have shown your support for the IDD community by your recent presentation of awards to both the Parents Helping Parents and The Friends of Children with Special Needs organizations, and by awarding approximately 4 million dollars toward the community's Mary Avenue Villas project. Our community has very much appreciated this support! As a community, **we are also counting on you to keep this project moving forward in a timely fashion.**

Thank you for your support!

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Janet and Harold Van Zoeren

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From:	Jordan Clancy Behmke
To:	Public Comments
Subject:	Additional Objections To Mary Avenue Project
Date:	Friday, December 12, 2025 11:11:55 AM
Attachments:	December 12 2025 Objection to Mary Ave Cupertino Project 12 12 25 jcb.pdf

Dear Mayor Chao, Vice Mayor Moore, and Councilmembers:

Please note this item was recently changed on today's agenda to allow comment thus this submitted slightly after the meeting.

Jordan C. Behmke, Esq.
Attorney at Law
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6203 San Ignacio Avenue
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website: www.mosaiclawusa.com

Se Habla Español
Nous Parlons Français

Please follow up all voicemails with an email or text message.
Office Hours: By Appointment Only. Appointments are available at my office or in any location, of your choosing, in the Bay Area.

MOSAIC LAW, P.C.

December 12, 2025

VIA EMAIL (publiccomment@cupertino.gov)
Mayor Chao, Vice Mayor Moore and Councilmembers
City Council of Cupertino
CITY OF CUPERTINO
10300 Torre Avenue
Cupertino, CA 95014-3202

Re: **Objection to Mary Avenue Villas Project, Action Item 2**
Special Meeting on December 12, 2025 at 9:00 a.m.
APN: 326-27-053 (the "Property")

Dear Mayor Chao, Vice Mayor Moore, and Councilmembers:

Thank you for accepting my previous written and oral objections at the December 2, 2025 City Council meeting on the Mary Avenue Project. I represent Garden Gate Community Neighbors (my "Clients") and file this objection on their behalf to the proposed Mary Avenue Villas project (the "Project"), located in the Mary Avenue Right-of-Way, APN: 326-27-053 (the "Property"). While my Clients support the idea of the Project (which is to provide affordable housing for the disabled), my Clients oppose this Project at this site, for the reasons set forth below, and hereby request that the City vote no on this Project.

There are a couple of additional points I would like to highlight as the City Council considers voting on continuing this project and potentially assigning someone to negotiate the sale or lease of the land.

This letter is submitted slightly late as the status of this item was only changed to allow comments early this morning.

1. Negotiating the Sale or Lease of this Parcel Is Inappropriate at this time As The Right of Way Issues Have Not Been Addressed

This should be done before a negotiator is appointed, as it will equip the negotiator with a precise understanding of the parcel's boundaries, rights, and limitations—ensuring they can negotiate effectively and transparently without overpromising or facing unforeseen obstacles that could derail the deal or expose the City to legal risks.

Even the most skilled negotiator cannot succeed if placed in an untenable position, where the rights they describe during negotiations do not align with what can ultimately be delivered. To prevent this, the City must first complete the mandatory processes under Streets and Highways Code §8300 et seq., which explicitly require public hearings and opportunities for public comment on any changes to rights of way. Rushing to appoint a negotiator before fulfilling these steps not only violates procedural safeguards but also undermines the integrity of the negotiation process itself.

This Project demands rigorous adherence to the City's own municipal code and applicable state laws governing the vacation of public land (including the Surplus Land Act, Gov't Code §§54220-54234), alterations to rights of way (Streets and Highways Code §8300 et seq.), and the disposal of public property (Brown Act). These changes involve public land, rights of way, and the potential sale or lease of

City assets, making full compliance non-negotiable. Approving the Project or selecting a negotiator prematurely reverses the logical sequence—putting the cart before the horse—and severely limits meaningful public input, as the City would already be contractually committed, rendering subsequent hearings perfunctory at best.

By prioritizing the completion of the right of way process, the City upholds transparency, protects taxpayer interests, and maximizes the Project's long-term viability. Until these essential procedural requirements are fully satisfied, my Clients strongly urge the City Council to vote no on proceeding further, allowing time to conduct the necessary hearings, gather public feedback, and establish clear parameters before any negotiation begins.

2. <u>There are environmental risks to the disabled and the Community at this site which have not been addressed by the City or the Applicant.</u>

The site's documented contamination with hazardous substances renders it profoundly unsuitable for development, particularly as a housing project targeted at individuals with disabilities, who are disproportionately vulnerable to the insidious health effects of such toxins. Multiple expert reports confirm elevated levels of lead—exceeding both Residential and Construction Worker Environmental Screening Levels (ESLs)—along with arsenic above Construction Worker ESLs and detectable concentrations of pesticides 4,4-DDE and 4,4-DDT. The Subsurface Investigation Report, prepared by Intertek PSI and dated April 4 and 24, 2025 (collectively, the "Subsurface Investigation Report," attached as Exhibit A), explicitly classifies the site's soil as hazardous waste under California standards, stating on page 8 that "the soil represented by these samples would be classified as hazardous by the State of California." A subsequent peer review Memorandum from Baseline Environmental Consulting, dated May 16, 2025 (the "Memorandum," attached as Exhibit B), corroborates these findings, noting on page 2 that lead concentrations surpass safe thresholds for both residential occupants and workers, while affirming the soil's hazardous designation for disposal.

These contaminants pose severe, long-term risks that are amplified for people with disabilities, many of whom already contend with compromised immune systems, neurological sensitivities, or other vulnerabilities that heighten susceptibility to environmental toxins.

https://pmc.ncbi.nlm.nih.gov/articles/PMC3033466/

Lead, for instance, has no safe exposure level and is notorious for causing permanent intellectual disabilities, learning deficits, behavioral disorders, and IQ loss—even at low doses—through damage to the brain and central nervous system.

https://www.who.int/news-room/fact-sheets/detail/lead-poisoning-and-health

Children and adults exposed to lead often experience exacerbated developmental disabilities, including deficits in cognition, attention, memory, and executive function, with effects persisting into adulthood and increasing the likelihood of lifelong impairments.

https://pubmed.ncbi.nlm.nih.gov/28257404/

Arsenic compounds this threat by inducing cognitive dysfunction, memory impairment, and intellectual disabilities, with chronic exposure linked to reduced IQ, mental retardation, and a spectrum of developmental anomalies encompassing physical, psychological, sensory, and speech impairments.

https://pmc.ncbi.nlm.nih.gov/articles/PMC4321597/

While they were present in smaller concentrations the pesticides 4,4-DDE and 4,4-DDT, persistent breakdown products of banned insecticides, further endanger vulnerable groups by disrupting neurodevelopment, impairing cognitive performance, and affecting the central nervous system, immune function, and liver—potentially leading to increased infection susceptibility and chronic health adversities in those with pre-existing conditions.

https://www.ncbi.nlm.nih.gov/books/NBK590079/
https://pmc.ncbi.nlm.nih.gov/articles/PMC11404404/

For individuals with disabilities, these risks are not abstract; compromised immune systems—prevalent in many such populations—render them acutely susceptible to toxin-induced immunosuppression, heightening vulnerability to infections, chronic inflammation, and even cancer.

https://pmc.ncbi.nlm.nih.gov/articles/PMC8325494/

Heavy metals like lead and pesticides can directly impair white blood cell activity, disrupt hormonal balance, and trigger autoimmune responses, transforming low-level exposures into cascading health crises for those already managing fragile physiologies.

https://immusehealth.com/news/post/impact-environmental-toxins-immunity

The site's proximity to Highways 85 and 280 exacerbates this peril, as ongoing traffic emissions will likely deposit additional airborne pollutants, including particulate matter and hydrocarbons, that accumulate in soil and amplify toxin bioavailability—further straining residents' health and undermining any partial remediation efforts.

The Memorandum underscores the inadequacy of superficial measures, recommending comprehensive further testing and, at minimum, remedial actions such as soil capping and minimized excavation. Yet, as detailed on page 3, these steps alone are insufficient without robust engineering controls, institutional safeguards, and regulatory oversight to prevent exposure risks for future occupants. Critically, both reports mandate the preparation of a Soil Management Plan (SMP) and Site-Specific Health and Safety Plan (SSHSP) prior to redevelopment, alongside the Applicant's entry into a Remedial Action Agreement with the Santa Clara County Department of Environmental Health to oversee remediation. The Subsurface Investigation Report echoes this, emphasizing that "A SMP and a SSHSP should be prepared prior to site redevelopment to mitigate exposure of construction workers to the lead and arsenic in the soil." Alarmingly, none of these expert-recommended actions have been implemented, leaving construction workers, neighboring residents, and future disabled occupants exposed to immediate and enduring hazards during site disturbance and long-term habitation.

Given the project's emphasis on housing for people with disabilities—a group inherently more at risk from environmental toxins due to immunological and physiological vulnerabilities—the City must exercise utmost caution and mandate full compliance with these safeguards.

https://www.niehs.nih.gov/health/topics/agents/arsenic

Approving the lease and disposition agreement without first engaging the Department of Environmental Health to evaluate remediation feasibility for sensitive residential use would be irresponsible, potentially condemning residents to avoidable health deterioration. An environmental action plan must also address highway-adjacent pollutant accumulation to ensure holistic protection. Since the Applicant has failed to initiate these vital steps, my Clients implore the City to reject the agreement outright. At the very least,

postpone the decision and direct the Applicant to secure the required Remedial Action Agreement, thereby prioritizing public health over expediency and safeguarding this vulnerable community from preventable harm.

The City has a solemn duty—both moral and legal—to ensure that housing intended for individuals with disabilities is not only built on land that is demonstrably safe. Placing this vulnerable population on a site already classified as California hazardous waste, where lead levels exceed residential screening thresholds and remediation remains incomplete and unapproved, is the opposite of protective stewardship. Rather than force a compromised project forward on contaminated ground, the responsible path is to reject the current lease and disposition agreement and immediately redirect efforts toward identifying and securing an alternative, uncontaminated parcel elsewhere in Cupertino. Suitable vacant or underutilized sites exist within the City's inventory that do not require multi-year hazardous-waste oversight, soil export as hazardous material, or perpetual institutional controls. Prioritizing a clean site would allow the project to deliver truly affordable, accessible housing to disabled residents without exposing them to lifelong health risks, without burdening taxpayers with future remediation liabilities, and without undermining public trust. The needs of Cupertino's disabled community deserve a location that safeguards their health from day one—not one that gambles with it.

3. <u>There is a significant impact to traffic in the community which can lead to safety issues and a reduced quality of life for its existing residents.</u>

The City cannot responsibly approve this Project when the Transportation Assessment we are relying on—prepared by Hexagon Transportation Consultants and submitted November 13, 2025 (attached as Exhibit C)—is fundamentally inaccurate, outdated, and materially incomplete. That document entirely fails to analyze the imminent and dramatic change in parking behavior that will occur on January 6, 2026, when De Anza College eliminates free visitor parking and begins charging for all spaces (see https://www.deanza.edu/parking/#oneday and the College's official announcement at https://www.instagram.com/p/DPsXkeTERd-/). For decades, Mary Avenue and surrounding residential streets have served as the primary overflow parking area for thousands of De Anza students, staff, and visitors who currently park for free on campus. Once paid parking is enforced, the a non-negligible number of those vehicles will be displaced directly onto Mary Avenue and adjacent neighborhood streets—exactly the location where the Project now proposes to narrow the roadway, shrink the bike lane, and eliminate existing on-street parking spaces.

Although the Transportation Assessment was finalized while this policy change was publicly confirmed, it contains no modeling, no data, and no mitigation measures whatsoever for the thousands of additional vehicles that will soon compete for the very parking and roadway capacity the Project intends to remove. The Assessment's brief mention of "festival days" at De Anza is irrelevant and grossly inadequate; the new paid-parking regime will create festival-level congestion every single weekday and weekend alike. The result will potentially be chronic gridlock, illegal parking on sidewalks and lawns, blocked driveways, compromised emergency-vehicle access, and a sharply elevated risk of pedestrian and cyclist collisions—precisely in a neighborhood that is about to add dozens of new residents, many of whom rely on wheelchairs, walkers, or other mobility aids.

Approving the lease or sale of the lot on the strength of a traffic study that is already demonstrably obsolete would be indefensible. It would expose the City to legitimate claims of arbitrary and capricious decision-making, violate basic principles of CEQA and the City's own General Plan circulation policies, and place existing residents and future disabled tenants in harm's way. My clients therefore urge the Council to reject the Project outright until a revised, post-January 2026 traffic impact analysis—

incorporating actual observed parking displacement from the new De Anza policy—has been prepared, publicly circulated, and independently peer-reviewed. Anything less is not caution; it is recklessness.

Residents who use wheelchairs, power scooters, or have severe mobility, visual, or cognitive impairments typically require far more frequent paratransit shuttles (such as VTA ACCESS and Outreach), private accessible vans, non-emergency medical transport, ride-hailing vehicles equipped with ramps, and delivery services for groceries, medical supplies, and oxygen tanks. Each of these vehicles requires extended curbside dwell time—often 10–20 minutes or more—to safely load and unload passengers and equipment. The Project's proposal to eliminate existing on-street parking and narrow Mary Avenue will leave zero legal space for these essential vehicles can use without blocking travel lanes, bike lanes, or neighboring driveways.

4. We Again Urge the City to Consider Any Appearance of Self-Dealing and Recuse Themselves if Necessary

Finally, out of an abundance of caution and to avoid the appearance of impropriety and self-dealing, council members who are part of the Rotary Association, which is associating or promoting this Project, should recuse themselves from voting on this Project. All laws related to conflicts of interest should be adhered to and any city council member who has a conflict of interest must recuse themselves from voting on this Project.

5. Council member should vote No on this Project

While affordable housing with reserved spaces for the disabled is a celebrated project for the City, this Project at this site is not the right place for this neighborhood. The City must vote no on approving the lease and disposition agreement with the Applicant. The City and the Applicant should find a better site with less impact to the health and safety of neighbors, construction workers, and its future residences and a site that improves, not hurts, the quality of life of its surrounding neighborhood.

If the City is not willing to vote no at this time, then the City must delay the vote at this meeting and set a future meeting and require in the interim that the Applicant:

1. Enter into a Remedial Action Agreement with the Department of Environmental Health;
2. Conduct a further traffic assessment to determine the impact to traffic and parking on this street due to incoming parking changes at De Anza College
3. Consider finding an alternative and safer site for this project.

Additionally, in the interim, the City must initiate the procedural requirements for vacationing the right of way and public land, and disposition of public land so that these requirements are met and open for public comment before the Project is approved. The City must also investigate whether there is a better suited site in the City that won't pose an environmental danger to its constituents or decrease the quality of life of the neighborhood by increasing traffic and reducing the safety.

All of this must be completed before we consider appointing a negotiator to sell or lease this parcel.

Based on the foregoing, my Clients respectfully and vehemently urge the councilmembers to vote no or implement an alternative action plan as set forth above.

Sincerely,

Jordan Behmke, Esq.
Principal Attorney

Enc.
Exhibit A Subsurface Investigation Report
Exhibit B- Memorandum
Exhibit C- Transportation Assessment

cc. Clients

Exhibit A

Subsurface Investigation Report

Proposed Multi-Family Residential Development
Mary Avenue
Cupertino, California

Prepared for

Charities Housing
1400 Parkmoor Avenue, Suite 190
San Jose, California 95116

Prepared by

Professional Service Industries, Inc.
4703 Tidewater Avenue, Suite B
Oakland, California 94601

April 24, 2025

PSI Project Number: 0575-2869

TABLE OF CONTENTS

FIGURES

FIGURE

APPENDICES

STATEMENT OF LIMITATIONS AND PROFESSIONAL CERTIFICATION

The information provided in this Subsurface Investigation Report prepared by Professional Service Industries, Inc. (PSI), Project Number 0575-2869, is intended exclusively for Charities Housing for the evaluation of soil, as it pertains to the subject property in Cupertino, California at the time the activities were conducted. No unnamed third party shall have the right to rely on this report without the express written consent of PSI. The professional services provided have been performed in accordance with practices generally accepted by other environmental professionals, geologists, hydrologists, hydrogeologists, engineers, and environmental scientists practicing in this field. No other warranty, either expressed or implied, is made. As with all subsurface investigations, there is no guarantee that the work conducted has identified any and all sources or locations of hazardous substances or chemicals in the soil.

This report is issued with the understanding that Charities Housing is responsible for ensuring that the information contained in this report is brought to the attention of the appropriate regulatory agency. This report has been reviewed by a geologist who is registered in the State of California and whose signature and license number appear below.

Brand Burfield, PG 6986
Project Geologist

Frank R. Poss
Department Manager
Principal Consultant

1.0 INTRODUCTION

Professional Service Industries, Inc. (PSI) was retained by Charities Housing to evaluate the possible impact to the near surface soils at the subject property associated with the former agricultural use of the subject property and the proximity to a highway.

1.1 SITE LOCATION AND DESCRIPTION

The subject property is located on the west side of Mary Avenue, at its intersection with Parkwood Drive in Cupertino California (see Figure 1 - Site Location Map). The subject property does not currently have an address but can be identified as a portion of Santa Clara County Assessor Parcel Number 326-27-030.

The site is a relatively level, roughly rectangular-shaped property that measures about 0.79 acres in plan area and is bounded by Mary Avenue to the east and Highway 85 to the west. At the time of our study, the subject property existed as undeveloped land, landscaping, and asphalt-paved parking (see Figure 2 - Site Plan and Vicinity Map).

1.2 PROPOSED DEVELOPMENT

Redevelopment of the subject property will include grading of the berm in front of the Caltrans Highway 85 soundwall along with removal of trees and vegetation. The subject property will include two buildings, each consisting of two stories and twenty (20) units, as well as a parking lot with approximately twenty-two (22) spaces including accessible and EV charging spaces.

1.3 PROJECT UNDERSTANDING

A Phase I Environmental Site Assessment (ESA) prepared for the subject property (PSI, June 11, 2024), indicates that the property was historically used for agricultural purposes from at least 1939 through the late 1960s. Additionally, the subject property is adjacent to a freeway that may have impacted the subject property with aerially deposited lead (ADL). The ESA did not identify any recognized environmental conditions (RECs), historical RECs, or controlled RECS on the subject property and PSI recommended no further investigation for the subject property. However, PSI did identify the historical agricultural use and the ADL as environmental concerns for possible redevelopment of the subject property. Based on the proposed redevelopment of the property, Charities Housing determined that a subsurface investigation was prudent and contracted PSI to complete this investigation.

2.0 SOIL INVESTIGATION

2.1 PURPOSE AND SCOPE OF WORK

The soil investigation at the site was performed to evaluate the nature and extent of potential lead and/or pesticide impact in the surface and near-surface soil that may have resulted from aerially deposited lead and from historical agricultural site use and the potential threat to human health associated with the intrusive, groundbreaking work that is proposed as part of the site development.

Our scope of work included advancing six soil borings, sampling of soil from each boring at 0.5 and 2 feet below the ground surface (bgs), analysis of samples, and preparation of this report. All field work was performed under the supervision of a State of California Professional Geologist. A detailed description of the scope of work and methodology used is presented in the sections below. The scope of work, including the number and location of samples and the analyses performed, was in general accordance with the DTSC 2008 Interim Guidance for Sampling Agricultural Properties.

2.2 PRE-FIELD ACTIVITIES

At least 2 days prior to the commencement of drilling activities, PSI staked the proposed boring locations, marked the site with white paint and contacted Underground Service Alert (USA), a public utility locating service, to locate public utilities on or adjacent to the subject site. The USA inquiry identification number (or Ticket Number) for the utility locate request is #2025031202827.

Additionally, PSI obtained an encroachment permit from the City of Cupertino to complete the borings within the public right-of-way (Permit Number PW-2025-0143). A copy of the permit is presented in Appendix A.

2.3 SUBSURFACE EXPLORATION

Soil Borings

On March 18, 2025, six soil borings were advanced to a depth of 2 feet bgs by PSI personnel using a 3-inch diameter hand auger mounted on a T-bar handle. Three borings (B1 through B3) were advanced within soil-surfaced landscaped areas, and three (B4 through B6) were advanced in paved areas of the existing parking lot. Where required (in the 3 paved areas), Safe2Core Inc., a paving and coring contractor, was utilized to remove the asphalt pavement section to allow access for our hand-auger and sampling equipment. The locations of the soil boring are presented in Figure 2.

Due to elevated lead concentrations detected in the soil sample from B2 at 2 feet, PSI returned to the subject property on April 11, 2025 to determine if those elevated concentrations are a localized condition. Two additional soil borings, B7 and B8, were advanced to a depth of 2 feet bgs within the soil-surfaced landscaped area approximately 10 feet north and south of B2, respectively. The borings were advanced by PSI personnel using a 3-inch diameter hand auger mounted on a T-bar handle. A description of the soil sampling, equipment decontamination, and backfill of the eight borings is presented in the following sections.

Soil Sampling

Soil samples were collected from the surface and subsurface at each boring, at depths of 0.5 and 2 feet bgs, respectively. Once a boring was advanced to the desired sample depth, a grab sample was collected from the auger bucket into a new 2-inch diameter, 6-inch-long stainless-steel soil tube. Once the sample tube was filled, the ends of the tube were sealed with Teflon sheets and capped with polyethylene end caps. PSI personnel wore nitrile gloves during sample collection, changing to a new pair for each sample collected. The samples were immediately labeled and then placed in a chilled cooler, pending delivery to the laboratory for analysis.

Groundwater was not encountered in any of the borings, with the Phase I ESA report for the property indicating that the depth to groundwater is approximately 60 to 100 feet bgs.

Equipment Decontamination

Decontamination procedures were implemented to maintain sample integrity and to prevent cross-contamination between sampling locations. The hand-auger bucket and T-bar were decontaminated before sampling, between samples and between boring locations by washing with a non-phosphate detergent and rinsing with de-ionized water.

Backfill of Borings

At the completion of sampling at each hand-auger boring, PSI backfilled the five holes located in the landscaped areas with hand-compacted soil cuttings to match the adjacent surface grades. Safe2Core Inc. backfilled the three holes in the paved areas and restored the pavement surfaces in accordance with the City of Cupertino encroachment permit requirements. To avoid leaving any holes open that could cause damage or injury to vehicles, pedestrians or animals, the cores and borings were backfilled within a day of drilling. On April 21, 2025, PSI received email notification from the City of Cupertino Public Works Department that their inspector signed off on the pavement restoration.

3.0 ANALYTICAL RESULTS AND DISCUSSION

The soil samples were submitted to SunStar Laboratories, Inc. of Lake Forest, California, a California certified environmental laboratory, under strict chain-of-custody protocol. Soil samples were delivered to the laboratory within two days of sample collection.

3.1 SOIL ANALYTICAL RESULTS AND DISCUSSION

The soil samples collected from each boring (a total of 12 soil samples) were submitted for analyses for the following:

- Organochlorine pesticides according to EPA Method 8081
- Lead and arsenic according to EPA Method 6010

Four additional soil samples were analyzed only for lead according to EPA Method 6010.

A summary of the soil analytical results are as follows:

- Arsenic was detected in three soil samples with concentrations ranging from 3.51 to 7.25 milligrams per kilogram (mg/kg).
- Lead was detected in eleven of the soil samples with concentrations ranging from 5.07 to 680 mg/kg. The lead concentrations are typical of background conditions with the exception of the soil sample collected from B2 at 2 feet.
- 4,4-DDE was detected in two soil samples (B3-0.5 and B3-2) at concentrations of 0.047 and 0.061 mg/kg, respectively.
- 4,4-DDT was detected in two soil samples (B3-0.5 and B3-2) at concentrations of 0.0089 and 0.020 mg/kg, respectively.

A copy of the laboratory analytical reports are included in Appendix B and the analysis results are summarized in Table 1.

The soil sample results were compared to the San Francisco Bay Regional Water Quality Board Environmental Screening Levels for Residential – Shallow Soil Exposure (ESL-R) and to the RWQCB-ESL for Construction Workers (ESL-CW). None of the concentrations of the tested constituents were detected at greater than their respective ESL-R or ESL-CW with the exception of the following.

- The arsenic concentrations detected were below established background arsenic concentration for Santa Clara Valley of up to 20 mg/kg (“Establishing Background Arsenic in

Soil of the Urbanized San Francisco Bay Region," by Dylan Duverge, December 2011). Based on this information, Arsenic is not considered a contaminant of concern at the subject property. The detected arsenic concentrations were above the ESL-CW, so a Soil Management Plan (SMP) and a Site Specific Health and Safety Plan (SSHSP) should be prepared prior to conducting any soil excavation as part of redevelopment of the subject property.

- Only one of the lead concentrations was above the ESL-R (B2-2). The results from the soil samples collected from borings B7 and B8, which show background concentrations of lead, effectively bound the elevated detections at B2, indicating that the B2 result as a localized condition. If not below a proposed building, as the new building will create a cap to eliminate contact with lead impacted soil, the soil represented by this sample should be excavated and removed from the property. For the proposed redevelopment, a SMP and SSHSP should be prepared that have appropriate stipulations associated with the lead impacted soil.

To evaluate soil disposal, should the soil be defined as a waste, the results of the soil analyses were compared to California Code of Regulations Title 22 List of Inorganic, Persistent, and Bioaccumulative Toxic Substances and their soluble threshold limit concentrations (STLC) and total threshold limit concentrations (TTLC) values. None of these samples had a concentration greater than their respective TTLC. However, the total lead concentration in soil sample B2-2 (680 mg/kg) was greater than the screening criteria of ten times the STLC of 5 milligrams per liter (mg/l). Therefore, a waste extraction test (WET) and Toxicity Characteristic Leaching Potential (TCLP) were performed on this sample to determine its soluble lead concentration. The results of the analyses indicated that the soluble lead concentration was greater than the STLC after a WET, but below the soluble lead concentration after a TCLP. The soil represented by these samples would be classified as hazardous by the State of California upon excavation and classification as a waste material.

4.0 CONCLUSIONS AND RECOMMENDATIONS

The results of the subsurface investigation are summarized below.

- Low concentrations of lead, arsenic, and organochlorine pesticides were found across the subject property with one soil sample having elevated lead concentrations. Based on the concentrations detected, arsenic and organochlorine pesticides are not contaminants of concern, while lead is considered to be a contaminant of concern.

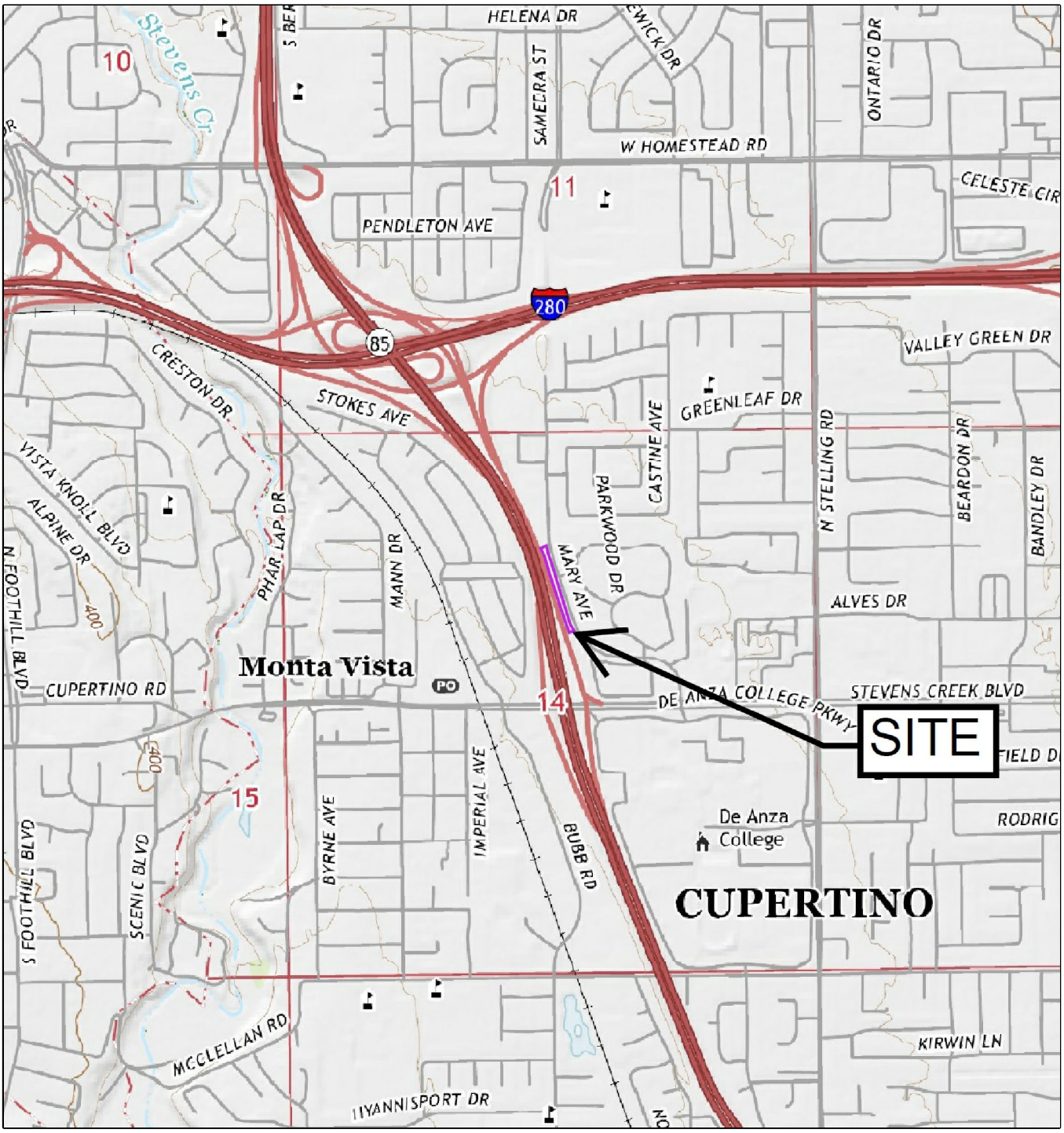
- Only one soil sample had a total lead concentration above the ESL-R (B2-2). If not below a proposed building, as the new building will create a cap to eliminate contact with lead impacted soil, the soil represented by this sample should be excavated and removed from the property. Lead in one soil sample and arsenic in three soil samples were above the ESL-CW. A SMP and a SSHSP should be prepared prior to site redevelopment to mitigate exposure of construction workers to the lead and arsenic in soil.

- To evaluate whether the soil represented by soil sample B2-2 would be a hazardous waste, when excavated, the soil sample was analyzed for soluble lead by the WET and TCLP methods. The results of the analyses indicated that the soluble lead concentration was greater than the STLC after a WET, but below the soluble lead concentration after a TCLP. The soil represented by this sample would be classified as hazardous by the State of California upon excavation and classification as a waste material.

FIGURES

NORTH

Not to Scale



REFERENCE

U.S.G.S. CUPERTINO, CALIFORNIA, 7.5 MINUTE SERIES TOPOGRAPHIC MAP, DATED 2021.

intertek psi
Total Quality. Assured.

4703 Tidewater Avenue, Suite B
Oakland, California 94601
(510) 434-9200

Project Name:	Drawn By:	Date:	File No.:	Figure No.:
PROPOSED RESIDENTIAL DEVELOPMENT West of Mary Ave. at Parkwood Dr., Cupertino, CA	B.B.	4/2025	2869-1-1	1
Title: SITE LOCATION MAP	**Approved By:** F.P.	**Project No.:** 575-2869		

LEGEND

- SUBJECT PROPERTY BOUNDARY
- BORING (LANDSCAPED AREA)
- BORING (PAVED AREA)

0 120 240

APPROXIMATE SCALE IN FEET

NOTES

1. BASE MAP TAKEN FROM GOOGLE EARTH AERIAL PHOTO (8/30/23).
2. ALL LOCATIONS ARE APPROXIMATE.

intertek psi
Total Quality. Assured.

4703 Tidewater Avenue, Suite B
Oakland, California 94601
(510) 434-9200

Project Name:	Drawn By:	Date:	File No.:	Figure No.:
PROPOSED RESIDENTIAL DEVELOPMENT West of Mary Ave. at Parkwood Dr., Cupertino, CA	B.B.	4/2025	2869-1-2	2
Title: SITE PLAN AND BORING LOCATION MAP	Approved By: F.P.	Project No.: 575-2869		

TABLE

TABLE 1

SUMMARY OF ANALYTICAL RESULTS - SOIL

Boring Number	Sample Depth (feet)	Arsenic	Lead	gamma Chlordane	alpha Chlordane	Dieldrin	4,4'-DDE	4,4'-DDD	4,4'-DDT
B1	0.5	***7.25***	**10.4**	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
	2	<2.0	**6.59**	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B2	0.5	***3.93***	**31.0**	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
	2	***3.51***	***680 (18) {1.1}***	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B3	0.5	<2.0	**22.8**	<0.005	<0.005	<0.005	**0.047**	<0.005	**0.0089**
	2	<2.0	**10.3**	<0.005	<0.005	<0.005	**0.061**	<0.005	**0.020**
B4	0.5	<2.0	<3.0	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
	2	<2.0	<3.0	<0.005	<0.005	<0.005	<0.005	<0.005	<0.005
B5	0.5	<4.0	<6.0	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05
	2	<4.0	<6.0	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05
B6	0.5	<4.0	<6.0	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05
	2	<4.0	**5.07**	<0.05	<0.05	<0.05	<0.05	<0.05	<0.05
B7	0.5	NA	**8.0**	NA	NA	NA	NA	NA	NA
	2	NA	**5.4**	NA	NA	NA	NA	NA	NA
B8	0.5	NA	**7.0**	NA	NA	NA	NA	NA	NA
	2	NA	**5.5**	NA	NA	NA	NA	NA	NA
RWQCB ESLs									
Residential		**0.067**	**80**	**0.48**	**0.48**	**0.037**	**1.8**	**2.7**	**1.9**
Commercial		**0.31**	**320**	**2.2**	**2.2**	**0.16**	**8.3**	**12**	**8.5**
Construction Worker		**2.0**	**160**	**14**	**14**	**1.1**	**57**	**81**	**57**

Notes: All samples from borings B1-B6 collected on March 18, 2025. Alls samples from borings B7 and B8 collected on April 11, 2025
All concentrations are reported in milligrams per kilogram (mg/kg) with the exception of the WET and TCLP results, which are in milligrams per liter (mg/L).
(18) = Soluble lead concentration after a WET; {1.1} = Soluble lead concentration after a TCLP.
NA - Not Analyzed
< = Not detected above the reporting limit indicated.
RWQCB ESLs = Regional Water Quality Control Board Environmental Screening Levels (January 2019, rev. 2).
Detections are indicated in bold. Concentrations that exceed the residential ESL are shaded.
Boring Locations are presented in Figure 2.

APPENDIX A

CITY OF CUPERTINO ENCROACHMENT PERMIT

PUBLIC WORKS DEPARTMENT

10300 TORRE AVENUE • CUPERTINO, CA 95014-3255
TELEPHONE: (408)777-3354 • FAX: (408)777-3333

CUPERTINO

ENCROACHMENT PERMIT APPLICATION

Permit # PW-2025-0143 ☐R1 ☐R2 ☐R3 ☐R4

INSTRUCTIONS: Complete the front page only.
Submit the application and the following supporting documents to encroachmentpermits@cupertino.gov

1) Written Description of Work
2) Engineer's Cost Estimate
3) Detailed Traffic Control Plan including plan of existing pavement delineation (traffic stripes, pavement markings, and pavement markers) and signs
4) Project Plans and Specifications
5) Contractors Insurance Certificate (Insurance requirements listed on reverse)

Location of Work: W side of Mary Avenue at Parkwood Drive
Building Permit # (If Applicable): N/A

TYPE OF WORK: check all that apply

☐ Sidewalk ☐ Driveway Approach ☐ Curb & Gutter ☐ Street Light ☐ Curb Ramp
☐ Paving ☐ Utility Trench ☐ Monitoring Well ☐ Fiber Cable
☒ Other: SOIL BORINGS (6) - SEE WORK PLAN FOR DETAILS

PERMITTEE:

Name: Intertek - PSI
Address: 4703 Tidewater Ave, Ste. B, Oakland CA
Phone: (510) 750-3366
Email: brand.burfield@intertek.com
Start Date: SEE WORK PLAN
# of Working days: 1

CONTRACTOR:

Company Name: Safe2core Inc.
Contact Name: Antonio Guzman
Address: 3801 Charter Park Court, Suite A, San Jose
24 hr. Contact Name: Antonio Guzman
24 hr. Email: contactus@safe2core.com
24 hr. Phone Number: 408-639-1325
Contractor's Lic. No.: 940453
City Business Lic. No.: 35082
Certificate of Insurance Expiration Date: 3.1.2025

Permittee Signature: _____ Date: 2/24/2025

Contractor Signature: Antonio Guzman Date: 2/19/2025

(CITY USE ONLY) **EXPIRATION:** 9/10/25

Permit Fee $ 643.26 Bond $ 1,000 Type of Bond: ☐ Cash ☐ Paper ☐ Certificate of Deposit

Receipt #: 355581 R1 Receipt #: _____ R2 Receipt #: _____ R3 Receipt #: _____ R4 Receipt #: _____

Bond Retention Schedule: _____

Approved By: Jo Anne Johnson Date: 3/14/25

SEE REVERSE FOR PERMIT CONDITIONS

Revised 5/2024

SPECIAL CONDITIONS:

☒ Work hours limited to Monday – Friday: ☐ 7:00 a.m. ☒ 8:00 a.m. to ☒ 4:30 p.m. ☐ 6:00 p.m.

☒ Work hours in pavement limited to: ☒ 8:00 a.m. ☐ 9:30 a.m. to ☐ 3:30 p.m. ☒ 4:30 p.m.

☒ Any violation of working hours shall result in "STOP WORK" notice

☒ Two lanes of traffic to be maintained at all times

☒ Permanent paving must be installed **WITHIN 5 WORKING DAYS** after completion, Traffic markings and bike lane markings to be replaced within 5 days of pavement restoration.

☒ Pavement delineation or signs damaged during construction shall be replaced in kind

☒ Pavement section shall match existing

☐ Street Cut Moratorium Applies (CMC 14.08.040)

☐ Slurry Seal Required ☐ Half Width ☐ Full Width ☐ ▯2ó▯▯▯à▯ú▯È▯ó▯▯Ì▯Õ▯Ð▯Ù▯Ì▯▯Ì▯ß▯Ê▯È▯Ý▯È▯Ù▯Ð▯Ö▯Õ▯▯È▯Õ▯Ë▯▯l▯Í▯Û▯▯É▯Ì▯à▯Ö▯Õ▯Ë▯▯Ö▯Õ▯▯È▯Ó▯ú▯Ù▯Ð▯Ë▯Ì▯Ú▯▯Ö▯Í▯entire excavation in sheets.

☒ All trenching shall be backfilled to a minimum of 95% relative compaction

☐ Trench plates in the travel way shall be traffic rated, properly secured and shall be recessed upon request. See counter-sink steel plate requirements attached.

☐ If trench is 3' of less from Lip of Gutter, contractor shall repave to Lip of Gutter.

☒ Jobsite shall be properly posted 48 hours in advance. Parking may not be restricted on Saturday or Sunday. **No-Parking signs may not be posted more than 5 days before the start of work, may not refer to towing away, must be removed after the project is completed, and must not cover a period of more than 3 weeks. No-Parking signs must include the project's permit number, construction dates, project description, and contact information for the responsible party.**

☒ BMP Sheet Attached

☒ Potholes and bore pits shall be filled to grade with cutback at end of each work day. "**Top hat" plates may not be used on public streets.**

☐ Other:

GENERAL CONDITIONS:

1) **The Public Works Inspector of the City of Cupertino, (408) 205-6326 or (408) 777-3354**, shall be notified at least 48 hours prior to beginning work in the public Right-of-Way or requesting inspection of work. After the work is completed, notify the Public Works Inspector to schedule a final inspection.
2) A copy of this permit must be kept on the job site.
3) The applicant shall notify County Communications, (408) 299-2501, at least 24 hours prior to any work in the traveled way section of a street.
4) Permittee shall employ construction best management practices which will prevent pollutants such as mud, silt, chemical residue, and washings from concrete saw-cutting from entering storm drains. Any spills or discharges that could potentially or actually enter a storm drain or receiving water, must be immediately reported to the City (408-777-3354). See Construction Best Management practices attachment.
5) The applicant agrees that if the encroachment for which this permit is issued which shall at any time in the future interfere with the use, repair, improvement, widening, or change of grade of any street, roadway, highway, sidewalk, curb, drain, or Right-of-Way, applicant or his successor or assigns, shall within 14 days after receipt of written notice from the Director of Public Works to do so, at its own expense either remove such encroachment subject to approval from the Director, or relocate to a site which may be designated by the Director. Any encroachment removed by the City will not be replaced.
6) To the fullest extent allowed by law, PERMITEE and CONTRACTOR shall indemnify and hold harmless CITY, its City Council, boards and commissions, officers, officials, agents, employees, servants, consultants and volunteers (hereinafter, "Indemnitees") from and against any liability, loss, damage, expense, and cost (including reasonable legal fees and costs of litigation or arbitration), resulting from injury to or death of any person, damage to property, or liability for other claims, stop notices, demands, causes of actions and actions, arising out of or in any way related to Contractor's performance or nonperformance of his/her duties under this Agreement, or from negligent acts or omissions or willful misconduct of Contractor, its agents, employees, or subcontractors. Contractor shall, at his/her own cost and expense, defend any and all claims, actions, suits or legal proceedings that may be brought against the City or any of the Indemnitees (with council acceptable to City) in connection with this Permit or arising out of Developer's performance or nonperformance of his/her duties and obligations hereunder, except to the extent any of the foregoing is caused by the negligence or willful misconduct of the CITY or the CITY'S agents, employees and independent contractors.
7) Should the Permittee provide services which are subject to the City's Franchise ordinance, Permittee agrees to pay any applicable City franchise fee.
8) This encroachment permit shall be terminable at the sole discretion of the City upon 30 days written notice to the Permittee.
9) The applicant's contractor shall carry at all times commercial general liability insurance with a combined single limit of $2.0 million per occurrence;$4.0 million aggregate; and provide a Certificate of Insurance and Endorsement naming the City as Additional Insured. Insurers must be licensed to do business within the State of California and have a current Best's Guide Rating of A, Class VII or better or that is otherwise acceptable to the City.
   Insurance shall be primary and non-contributory.
10) All work within the public Right of Way must be completed by a contractor who holds a current Class A or appropriate Class C license and a current City of Cupertino business license.
11) Permittee and Contractor shall comply with Chapter 11.32 of the Cupertino Municipal Code "Truck Traffic Routes" (***See attached Truck Traffic Restrictions Map***). **No person shall operate or drive any truck that exceeds a gross weight of three tons between the hours of 7:00 a.m. and 9:30 am or 2:00 p.m. and 4:00 p.m. on the following roadway segments:**

    a. **any roadway which runs contiguous to and is within 500 feet of any public school (excluding Homestead Rd and Bollinger Rd)**
    b. **McClellan Road, between Stelling Road and Bubb Road.**

APPENDIX B

LABORATORY REPORT

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

01 April 2025

Frank Poss
PSI -- Oakland
4703 Tidewater Ave Ste B
Oakland, CA 94601

RE: Charities - Cupertino

Enclosed are the results of analyses for samples received by the laboratory on 03/20/25 10:44. If you have any questions concerning this report, please feel free to contact me.

Sincerely,

Lena Davidkov
Project Manager

SunStar Laboratories, Inc.
Providing Quality Analytical Services Nationwide

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

PSI -- Oakland	Project: Charities - Cupertino	
4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

ANALYTICAL REPORT FOR SAMPLES

Sample ID	Laboratory ID	Matrix	Date Sampled	Date Received
B1-0.5	T251304-01	Soil	03/18/25 08:24	03/20/25 10:44
B1-2	T251304-02	Soil	03/18/25 08:32	03/20/25 10:44
B2-0.5	T251304-03	Soil	03/18/25 08:50	03/20/25 10:44
B2-2	T251304-04	Soil	03/18/25 08:58	03/20/25 10:44
B3-0.5	T251304-05	Soil	03/18/25 09:25	03/20/25 10:44
B3-2	T251304-06	Soil	03/18/25 09:30	03/20/25 10:44
B4-0.5	T251304-07	Soil	03/18/25 09:48	03/20/25 10:44
B4-2	T251304-08	Soil	03/18/25 10:00	03/20/25 10:44
B5-0.5	T251304-09	Soil	03/18/25 10:38	03/20/25 10:44
B5-2	T251304-10	Soil	03/18/25 10:50	03/20/25 10:44
B6-0.5	T251304-11	Soil	03/18/25 11:47	03/20/25 10:44
B6-2	T251304-12	Soil	03/18/25 12:00	03/20/25 10:44

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PSI -- Oakland	Project: Charities - Cupertino	
4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

DETECTIONS SUMMARY

Sample ID: B1-0.5 **Laboratory ID:** T251304-01

Analyte	Result	Reporting Limit	Units	Method	Notes
Arsenic	**7.25**	2.00	mg/kg	EPA 6010b	
Lead	**10.4**	3.00	mg/kg	EPA 6010b	

Sample ID: B1-2 **Laboratory ID:** T251304-02

Analyte	Result	Reporting Limit	Units	Method	Notes
Lead	**6.59**	3.00	mg/kg	EPA 6010b	

Sample ID: B2-0.5 **Laboratory ID:** T251304-03

Analyte	Result	Reporting Limit	Units	Method	Notes
Arsenic	**3.93**	2.00	mg/kg	EPA 6010b	
Lead	**31.0**	3.00	mg/kg	EPA 6010b	

Sample ID: B2-2 **Laboratory ID:** T251304-04

Analyte	Result	Reporting Limit	Units	Method	Notes
Arsenic	**3.51**	2.00	mg/kg	EPA 6010b	
Lead	**680**	3.00	mg/kg	EPA 6010b	
Lead	**1.1**	0.10	mg/l	EPA 1311	
Lead	**18**	0.025	mg/l	STLC Waste Extraction T	

Sample ID: B3-0.5 **Laboratory ID:** T251304-05

Analyte	Result	Reporting Limit	Units	Method	Notes
Lead	**22.8**	3.00	mg/kg	EPA 6010b	
4,4′-DDE	**47**	5.0	ug/kg	EPA 8081A	
4,4′-DDT	**8.9**	5.0	ug/kg	EPA 8081A	

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Sample ID: B3-2 **Laboratory ID:** T251304-06

Analyte	Result	Reporting Limit	Units	Method	Notes
Lead	**10.3**	3.00	mg/kg	EPA 6010b	
4,4´-DDE	**61**	5.0	ug/kg	EPA 8081A	
4,4´-DDT	**20**	5.0	ug/kg	EPA 8081A	

Sample ID: B4-0.5 **Laboratory ID:** T251304-07

No Results Detected

Sample ID: B4-2 **Laboratory ID:** T251304-08

No Results Detected

Sample ID: B5-0.5 **Laboratory ID:** T251304-09

No Results Detected

Sample ID: B5-2 **Laboratory ID:** T251304-10

No Results Detected

Sample ID: B6-0.5 **Laboratory ID:** T251304-11

No Results Detected

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Sample ID: B6-2 **Laboratory ID:** T251304-12

Analyte	Result	Reporting Limit	Units	Method	Notes
Lead	**5.07**	3.00	mg/kg	EPA 6010b	

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4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

B1-0.5

T251304-01 (Soil)

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Metals by EPA 6010B									
Arsenic	**7.25**	2.00	mg/kg	1	25C0360	03/20/25	03/21/25	EPA 6010b	
Lead	**10.4**	3.00	"	"	"	"	"	"	
Organochlorine Pesticides by EPA Method 8081A									
alpha-BHC	ND	5.0	ug/kg	1	25C0358	03/25/25	03/26/25	EPA 8081A	
gamma-BHC (Lindane)	ND	5.0	"	"	"	"	"	"	
beta-BHC	ND	5.0	"	"	"	"	"	"	
delta-BHC	ND	5.0	"	"	"	"	"	"	
Heptachlor	ND	5.0	"	"	"	"	"	"	
Aldrin	ND	5.0	"	"	"	"	"	"	
Heptachlor epoxide	ND	5.0	"	"	"	"	"	"	
gamma-Chlordane	ND	5.0	"	"	"	"	"	"	
alpha-Chlordane	ND	5.0	"	"	"	"	"	"	
Endosulfan I	ND	5.0	"	"	"	"	"	"	
4,4´-DDE	ND	5.0	"	"	"	"	"	"	
Dieldrin	ND	5.0	"	"	"	"	"	"	
Endrin	ND	5.0	"	"	"	"	"	"	
4,4´-DDD	ND	5.0	"	"	"	"	"	"	
Endosulfan II	ND	5.0	"	"	"	"	"	"	
4,4´-DDT	ND	5.0	"	"	"	"	"	"	
Endrin aldehyde	ND	5.0	"	"	"	"	"	"	
Endosulfan sulfate	ND	5.0	"	"	"	"	"	"	
Methoxychlor	ND	5.0	"	"	"	"	"	"	
Endrin ketone	ND	5.0	"	"	"	"	"	"	
Toxaphene	ND	20	"	"	"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*52.8 %*	*35-140*		"	"	"	"	
Surrogate: Decachlorobiphenyl		*18.3 %*	*35-140*		"	"	"	"	*S-GC*

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4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

B1-2

T251304-02 (Soil)

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Metals by EPA 6010B									
Arsenic	ND	2.00	mg/kg	1	25C0360	03/20/25	03/21/25	EPA 6010b	
Lead	**6.59**	3.00	"	"	"	"	"	"	
Organochlorine Pesticides by EPA Method 8081A									
alpha-BHC	ND	5.0	ug/kg	1	25C0358	03/25/25	03/26/25	EPA 8081A	
gamma-BHC (Lindane)	ND	5.0	"	"	"	"	"	"	
beta-BHC	ND	5.0	"	"	"	"	"	"	
delta-BHC	ND	5.0	"	"	"	"	"	"	
Heptachlor	ND	5.0	"	"	"	"	"	"	
Aldrin	ND	5.0	"	"	"	"	"	"	
Heptachlor epoxide	ND	5.0	"	"	"	"	"	"	
gamma-Chlordane	ND	5.0	"	"	"	"	"	"	
alpha-Chlordane	ND	5.0	"	"	"	"	"	"	
Endosulfan I	ND	5.0	"	"	"	"	"	"	
4,4´-DDE	ND	5.0	"	"	"	"	"	"	
Dieldrin	ND	5.0	"	"	"	"	"	"	
Endrin	ND	5.0	"	"	"	"	"	"	
4,4´-DDD	ND	5.0	"	"	"	"	"	"	
Endosulfan II	ND	5.0	"	"	"	"	"	"	
4,4´-DDT	ND	5.0	"	"	"	"	"	"	
Endrin aldehyde	ND	5.0	"	"	"	"	"	"	
Endosulfan sulfate	ND	5.0	"	"	"	"	"	"	
Methoxychlor	ND	5.0	"	"	"	"	"	"	
Endrin ketone	ND	5.0	"	"	"	"	"	"	
Toxaphene	ND	20	"	"	"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*38.2 %*	*35-140*		"	"	"	"	
Surrogate: Decachlorobiphenyl		*15.7 %*	*35-140*		"	"	"	"	*S-GC*

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Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

B2-0.5

T251304-03 (Soil)

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Metals by EPA 6010B									
Arsenic	**3.93**	2.00	mg/kg	1	25C0360	03/20/25	03/21/25	EPA 6010b	
Lead	**31.0**	3.00	"	"	"	"	"	"	
Organochlorine Pesticides by EPA Method 8081A									
alpha-BHC	ND	5.0	ug/kg	1	25C0358	03/25/25	03/26/25	EPA 8081A	
gamma-BHC (Lindane)	ND	5.0	"	"	"	"	"	"	
beta-BHC	ND	5.0	"	"	"	"	"	"	
delta-BHC	ND	5.0	"	"	"	"	"	"	
Heptachlor	ND	5.0	"	"	"	"	"	"	
Aldrin	ND	5.0	"	"	"	"	"	"	
Heptachlor epoxide	ND	5.0	"	"	"	"	"	"	
gamma-Chlordane	ND	5.0	"	"	"	"	"	"	
alpha-Chlordane	ND	5.0	"	"	"	"	"	"	
Endosulfan I	ND	5.0	"	"	"	"	"	"	
4,4´-DDE	ND	5.0	"	"	"	"	"	"	
Dieldrin	ND	5.0	"	"	"	"	"	"	
Endrin	ND	5.0	"	"	"	"	"	"	
4,4´-DDD	ND	5.0	"	"	"	"	"	"	
Endosulfan II	ND	5.0	"	"	"	"	"	"	
4,4´-DDT	ND	5.0	"	"	"	"	"	"	
Endrin aldehyde	ND	5.0	"	"	"	"	"	"	
Endosulfan sulfate	ND	5.0	"	"	"	"	"	"	
Methoxychlor	ND	5.0	"	"	"	"	"	"	
Endrin ketone	ND	5.0	"	"	"	"	"	"	
Toxaphene	ND	20	"	"	"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*46.0 %*	*35-140*		*"*	*"*	*"*	*"*	
Surrogate: Decachlorobiphenyl		*13.6 %*	*35-140*		*"*	*"*	*"*	*"*	*S-GC*

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4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

B2-2

T251304-04 (Soil)

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Metals by EPA 6010B									
Arsenic	**3.51**	2.00	mg/kg	1	25C0360	03/20/25	03/21/25	EPA 6010b	
Lead	**680**	3.00	"	"	"	"	"	"	
TCLP Metals by 6000/7000 Series Methods									
Lead	**1.1**	0.10	mg/l	1	25C0499	03/28/25	03/31/25	EPA 1311	
STLC Metals by 6000/7000 Series Methods									
Lead	**18**	0.025	mg/l	1	25C0502	03/28/25	03/31/25	STLC Waste Extraction Test	
Organochlorine Pesticides by EPA Method 8081A									
alpha-BHC	ND	50	ug/kg	10	25C0358	03/25/25	03/26/25	EPA 8081A	R-07
gamma-BHC (Lindane)	ND	50	"	"	"	"	"	"	R-07
beta-BHC	ND	50	"	"	"	"	"	"	R-07
delta-BHC	ND	50	"	"	"	"	"	"	R-07
Heptachlor	ND	50	"	"	"	"	"	"	R-07
Aldrin	ND	50	"	"	"	"	"	"	R-07
Heptachlor epoxide	ND	50	"	"	"	"	"	"	R-07
gamma-Chlordane	ND	50	"	"	"	"	"	"	R-07
alpha-Chlordane	ND	50	"	"	"	"	"	"	R-07
Endosulfan I	ND	50	"	"	"	"	"	"	R-07
4,4´-DDE	ND	50	"	"	"	"	"	"	R-07
Dieldrin	ND	50	"	"	"	"	"	"	R-07
Endrin	ND	50	"	"	"	"	"	"	R-07
4,4´-DDD	ND	50	"	"	"	"	"	"	R-07
Endosulfan II	ND	50	"	"	"	"	"	"	R-07
4,4´-DDT	ND	50	"	"	"	"	"	"	R-07
Endrin aldehyde	ND	50	"	"	"	"	"	"	R-07
Endosulfan sulfate	ND	50	"	"	"	"	"	"	R-07
Methoxychlor	ND	50	"	"	"	"	"	"	R-07
Endrin ketone	ND	50	"	"	"	"	"	"	R-07
Toxaphene	ND	200	"	"	"	"	"	"	R-07
Surrogate: Tetrachloro-meta-xylene		*47.0 %*	*35-140*		"	"	"	"	*R-07*

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4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

B2-2

T251304-04 (Soil)

SunStar Laboratories, Inc.

Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Surrogate: Decachlorobiphenyl	*19.3 %*	*35-140*			*25C0358*	*03/25/25*	*03/26/25*	*EPA 8081A*	*R-07, S-GC*

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4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

B3-0.5

T251304-05 (Soil)

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Metals by EPA 6010B									
Arsenic	ND	2.00	mg/kg	1	25C0360	03/20/25	03/21/25	EPA 6010b	
Lead	**22.8**	3.00	"	"	"	"	"	"	
Organochlorine Pesticides by EPA Method 8081A									
alpha-BHC	ND	5.0	ug/kg	1	25C0358	03/25/25	03/26/25	EPA 8081A	
gamma-BHC (Lindane)	ND	5.0	"	"	"	"	"	"	
beta-BHC	ND	5.0	"	"	"	"	"	"	
delta-BHC	ND	5.0	"	"	"	"	"	"	
Heptachlor	ND	5.0	"	"	"	"	"	"	
Aldrin	ND	5.0	"	"	"	"	"	"	
Heptachlor epoxide	ND	5.0	"	"	"	"	"	"	
gamma-Chlordane	ND	5.0	"	"	"	"	"	"	
alpha-Chlordane	ND	5.0	"	"	"	"	"	"	
Endosulfan I	ND	5.0	"	"	"	"	"	"	
4,4´-DDE	**47**	5.0	"	"	"	"	"	"	
Dieldrin	ND	5.0	"	"	"	"	"	"	
Endrin	ND	5.0	"	"	"	"	"	"	
4,4´-DDD	ND	5.0	"	"	"	"	"	"	
Endosulfan II	ND	5.0	"	"	"	"	"	"	
4,4´-DDT	**8.9**	5.0	"	"	"	"	"	"	
Endrin aldehyde	ND	5.0	"	"	"	"	"	"	
Endosulfan sulfate	ND	5.0	"	"	"	"	"	"	
Methoxychlor	ND	5.0	"	"	"	"	"	"	
Endrin ketone	ND	5.0	"	"	"	"	"	"	
Toxaphene	ND	20	"	"	"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*32.0 %*	*35-140*		"	"	"	"	*S-03*
Surrogate: Decachlorobiphenyl		*7.11 %*	*35-140*		"	"	"	"	*S-03*

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Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

B3-2

T251304-06 (Soil)

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Metals by EPA 6010B									
Arsenic	ND	2.00	mg/kg	1	25C0360	03/20/25	03/21/25	EPA 6010b	
Lead	**10.3**	3.00	"	"	"	"	"	"	
Organochlorine Pesticides by EPA Method 8081A									
alpha-BHC	ND	5.0	ug/kg	1	25C0358	03/25/25	03/26/25	EPA 8081A	
gamma-BHC (Lindane)	ND	5.0	"	"	"	"	"	"	
beta-BHC	ND	5.0	"	"	"	"	"	"	
delta-BHC	ND	5.0	"	"	"	"	"	"	
Heptachlor	ND	5.0	"	"	"	"	"	"	
Aldrin	ND	5.0	"	"	"	"	"	"	
Heptachlor epoxide	ND	5.0	"	"	"	"	"	"	
gamma-Chlordane	ND	5.0	"	"	"	"	"	"	
alpha-Chlordane	ND	5.0	"	"	"	"	"	"	
Endosulfan I	ND	5.0	"	"	"	"	"	"	
4,4´-DDE	**61**	5.0	"	"	"	"	"	"	
Dieldrin	ND	5.0	"	"	"	"	"	"	
Endrin	ND	5.0	"	"	"	"	"	"	
4,4´-DDD	ND	5.0	"	"	"	"	"	"	
Endosulfan II	ND	5.0	"	"	"	"	"	"	
4,4´-DDT	**20**	5.0	"	"	"	"	"	"	
Endrin aldehyde	ND	5.0	"	"	"	"	"	"	
Endosulfan sulfate	ND	5.0	"	"	"	"	"	"	
Methoxychlor	ND	5.0	"	"	"	"	"	"	
Endrin ketone	ND	5.0	"	"	"	"	"	"	
Toxaphene	ND	20	"	"	"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*42.3 %*	*35-140*		"	"	"	"	
Surrogate: Decachlorobiphenyl		*20.2 %*	*35-140*		"	"	"	"	*S-GC*

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PSI -- Oakland	Project: Charities - Cupertino	
4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

B4-0.5

T251304-07 (Soil)

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Metals by EPA 6010B									
Arsenic	ND	2.00	mg/kg	1	25C0360	03/20/25	03/21/25	EPA 6010b	
Lead	ND	3.00	"	"	"	"	"	"	
Organochlorine Pesticides by EPA Method 8081A									
alpha-BHC	ND	5.0	ug/kg	1	25C0358	03/25/25	03/26/25	EPA 8081A	
gamma-BHC (Lindane)	ND	5.0	"	"	"	"	"	"	
beta-BHC	ND	5.0	"	"	"	"	"	"	
delta-BHC	ND	5.0	"	"	"	"	"	"	
Heptachlor	ND	5.0	"	"	"	"	"	"	
Aldrin	ND	5.0	"	"	"	"	"	"	
Heptachlor epoxide	ND	5.0	"	"	"	"	"	"	
gamma-Chlordane	ND	5.0	"	"	"	"	"	"	
alpha-Chlordane	ND	5.0	"	"	"	"	"	"	
Endosulfan I	ND	5.0	"	"	"	"	"	"	
4,4´-DDE	ND	5.0	"	"	"	"	"	"	
Dieldrin	ND	5.0	"	"	"	"	"	"	
Endrin	ND	5.0	"	"	"	"	"	"	
4,4´-DDD	ND	5.0	"	"	"	"	"	"	
Endosulfan II	ND	5.0	"	"	"	"	"	"	
4,4´-DDT	ND	5.0	"	"	"	"	"	"	
Endrin aldehyde	ND	5.0	"	"	"	"	"	"	
Endosulfan sulfate	ND	5.0	"	"	"	"	"	"	
Methoxychlor	ND	5.0	"	"	"	"	"	"	
Endrin ketone	ND	5.0	"	"	"	"	"	"	
Toxaphene	ND	20	"	"	"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*68.8 %*	*35-140*		*"*	*"*	*"*	*"*	
Surrogate: Decachlorobiphenyl		*58.2 %*	*35-140*		*"*	*"*	*"*	*"*	

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PSI -- Oakland	Project: Charities - Cupertino	
4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

B4-2

T251304-08 (Soil)

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Metals by EPA 6010B									
Arsenic	ND	2.00	mg/kg	1	25C0360	03/20/25	03/21/25	EPA 6010b	
Lead	ND	3.00	"	"	"	"	"	"	
Organochlorine Pesticides by EPA Method 8081A									
alpha-BHC	ND	5.0	ug/kg	1	25C0358	03/25/25	03/26/25	EPA 8081A	
gamma-BHC (Lindane)	ND	5.0	"	"	"	"	"	"	
beta-BHC	ND	5.0	"	"	"	"	"	"	
delta-BHC	ND	5.0	"	"	"	"	"	"	
Heptachlor	ND	5.0	"	"	"	"	"	"	
Aldrin	ND	5.0	"	"	"	"	"	"	
Heptachlor epoxide	ND	5.0	"	"	"	"	"	"	
gamma-Chlordane	ND	5.0	"	"	"	"	"	"	
alpha-Chlordane	ND	5.0	"	"	"	"	"	"	
Endosulfan I	ND	5.0	"	"	"	"	"	"	
4,4´-DDE	ND	5.0	"	"	"	"	"	"	
Dieldrin	ND	5.0	"	"	"	"	"	"	
Endrin	ND	5.0	"	"	"	"	"	"	
4,4´-DDD	ND	5.0	"	"	"	"	"	"	
Endosulfan II	ND	5.0	"	"	"	"	"	"	
4,4´-DDT	ND	5.0	"	"	"	"	"	"	
Endrin aldehyde	ND	5.0	"	"	"	"	"	"	
Endosulfan sulfate	ND	5.0	"	"	"	"	"	"	
Methoxychlor	ND	5.0	"	"	"	"	"	"	
Endrin ketone	ND	5.0	"	"	"	"	"	"	
Toxaphene	ND	20	"	"	"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*72.2 %*		*35-140*	"	"	"	"	
Surrogate: Decachlorobiphenyl		*29.2 %*		*35-140*	"	"	"	"	*S-GC*

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4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

B5-0.5

T251304-09 (Soil)

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Metals by EPA 6010B									
Arsenic	ND	4.00	mg/kg	2	25C0360	03/20/25	03/21/25	EPA 6010b	R-01
Lead	ND	6.00	"	"	"	"	"	"	R-01
Organochlorine Pesticides by EPA Method 8081A									
alpha-BHC	ND	50	ug/kg	10	25C0358	03/25/25	03/26/25	EPA 8081A	R-07
gamma-BHC (Lindane)	ND	50	"	"	"	"	"	"	R-07
beta-BHC	ND	50	"	"	"	"	"	"	R-07
delta-BHC	ND	50	"	"	"	"	"	"	R-07
Heptachlor	ND	50	"	"	"	"	"	"	R-07
Aldrin	ND	50	"	"	"	"	"	"	R-07
Heptachlor epoxide	ND	50	"	"	"	"	"	"	R-07
gamma-Chlordane	ND	50	"	"	"	"	"	"	R-07
alpha-Chlordane	ND	50	"	"	"	"	"	"	R-07
Endosulfan I	ND	50	"	"	"	"	"	"	R-07
4,4´-DDE	ND	50	"	"	"	"	"	"	R-07
Dieldrin	ND	50	"	"	"	"	"	"	R-07
Endrin	ND	50	"	"	"	"	"	"	R-07
4,4´-DDD	ND	50	"	"	"	"	"	"	R-07
Endosulfan II	ND	50	"	"	"	"	"	"	R-07
4,4´-DDT	ND	50	"	"	"	"	"	"	R-07
Endrin aldehyde	ND	50	"	"	"	"	"	"	R-07
Endosulfan sulfate	ND	50	"	"	"	"	"	"	R-07
Methoxychlor	ND	50	"	"	"	"	"	"	R-07
Endrin ketone	ND	50	"	"	"	"	"	"	R-07
Toxaphene	ND	200	"	"	"	"	"	"	R-07
Surrogate: Tetrachloro-meta-xylene		*77.1 %*		*35-140*	"	"	"	"	*R-07*
Surrogate: Decachlorobiphenyl		*67.7 %*		*35-140*	"	"	"	"	*R-07*

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Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

B5-2

T251304-10 (Soil)

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Metals by EPA 6010B									
Arsenic	ND	2.00	mg/kg	1	25C0360	03/20/25	03/21/25	EPA 6010b	
Lead	ND	3.00	"	"	"	"	"	"	
Organochlorine Pesticides by EPA Method 8081A									
alpha-BHC	ND	50	ug/kg	10	25C0358	03/25/25	03/26/25	EPA 8081A	R-07
gamma-BHC (Lindane)	ND	50	"	"	"	"	"	"	R-07
beta-BHC	ND	50	"	"	"	"	"	"	R-07
delta-BHC	ND	50	"	"	"	"	"	"	R-07
Heptachlor	ND	50	"	"	"	"	"	"	R-07
Aldrin	ND	50	"	"	"	"	"	"	R-07
Heptachlor epoxide	ND	50	"	"	"	"	"	"	R-07
gamma-Chlordane	ND	50	"	"	"	"	"	"	R-07
alpha-Chlordane	ND	50	"	"	"	"	"	"	R-07
Endosulfan I	ND	50	"	"	"	"	"	"	R-07
4,4´-DDE	ND	50	"	"	"	"	"	"	R-07
Dieldrin	ND	50	"	"	"	"	"	"	R-07
Endrin	ND	50	"	"	"	"	"	"	R-07
4,4´-DDD	ND	50	"	"	"	"	"	"	R-07
Endosulfan II	ND	50	"	"	"	"	"	"	R-07
4,4´-DDT	ND	50	"	"	"	"	"	"	R-07
Endrin aldehyde	ND	50	"	"	"	"	"	"	R-07
Endosulfan sulfate	ND	50	"	"	"	"	"	"	R-07
Methoxychlor	ND	50	"	"	"	"	"	"	R-07
Endrin ketone	ND	50	"	"	"	"	"	"	R-07
Toxaphene	ND	200	"	"	"	"	"	"	R-07
Surrogate: Tetrachloro-meta-xylene		*90.2 %*		*35-140*	"	"	"	"	*R-07*
Surrogate: Decachlorobiphenyl		*80.7 %*		*35-140*	"	"	"	"	*R-07*

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Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

B6-0.5

T251304-11 (Soil)

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Metals by EPA 6010B									
Arsenic	ND	4.00	mg/kg	2	25C0360	03/20/25	03/21/25	EPA 6010b	R-01
Lead	ND	6.00	"	"	"	"	"	"	R-01
Organochlorine Pesticides by EPA Method 8081A									
alpha-BHC	ND	50	ug/kg	10	25C0358	03/25/25	03/26/25	EPA 8081A	R-07
gamma-BHC (Lindane)	ND	50	"	"	"	"	"	"	R-07
beta-BHC	ND	50	"	"	"	"	"	"	R-07
delta-BHC	ND	50	"	"	"	"	"	"	R-07
Heptachlor	ND	50	"	"	"	"	"	"	R-07
Aldrin	ND	50	"	"	"	"	"	"	R-07
Heptachlor epoxide	ND	50	"	"	"	"	"	"	R-07
gamma-Chlordane	ND	50	"	"	"	"	"	"	R-07
alpha-Chlordane	ND	50	"	"	"	"	"	"	R-07
Endosulfan I	ND	50	"	"	"	"	"	"	R-07
4,4´-DDE	ND	50	"	"	"	"	"	"	R-07
Dieldrin	ND	50	"	"	"	"	"	"	R-07
Endrin	ND	50	"	"	"	"	"	"	R-07
4,4´-DDD	ND	50	"	"	"	"	"	"	R-07
Endosulfan II	ND	50	"	"	"	"	"	"	R-07
4,4´-DDT	ND	50	"	"	"	"	"	"	R-07
Endrin aldehyde	ND	50	"	"	"	"	"	"	R-07
Endosulfan sulfate	ND	50	"	"	"	"	"	"	R-07
Methoxychlor	ND	50	"	"	"	"	"	"	R-07
Endrin ketone	ND	50	"	"	"	"	"	"	R-07
Toxaphene	ND	200	"	"	"	"	"	"	R-07
Surrogate: Tetrachloro-meta-xylene		*80.2 %*		*35-140*	"	"	"	"	*R-07*
Surrogate: Decachlorobiphenyl		*58.1 %*		*35-140*	"	"	"	"	*R-07*

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4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

B6-2

T251304-12 (Soil)

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Metals by EPA 6010B									
Arsenic	ND	2.00	mg/kg	1	25C0360	03/20/25	03/21/25	EPA 6010b	
Lead	**5.07**	3.00	"	"	"	"	"	"	
Organochlorine Pesticides by EPA Method 8081A									
alpha-BHC	ND	5.0	ug/kg	1	25C0358	03/25/25	03/26/25	EPA 8081A	
gamma-BHC (Lindane)	ND	5.0	"	"	"	"	"	"	
beta-BHC	ND	5.0	"	"	"	"	"	"	
delta-BHC	ND	5.0	"	"	"	"	"	"	
Heptachlor	ND	5.0	"	"	"	"	"	"	
Aldrin	ND	5.0	"	"	"	"	"	"	
Heptachlor epoxide	ND	5.0	"	"	"	"	"	"	
gamma-Chlordane	ND	5.0	"	"	"	"	"	"	
alpha-Chlordane	ND	5.0	"	"	"	"	"	"	
Endosulfan I	ND	5.0	"	"	"	"	"	"	
4,4´-DDE	ND	5.0	"	"	"	"	"	"	
Dieldrin	ND	5.0	"	"	"	"	"	"	
Endrin	ND	5.0	"	"	"	"	"	"	
4,4´-DDD	ND	5.0	"	"	"	"	"	"	
Endosulfan II	ND	5.0	"	"	"	"	"	"	
4,4´-DDT	ND	5.0	"	"	"	"	"	"	
Endrin aldehyde	ND	5.0	"	"	"	"	"	"	
Endosulfan sulfate	ND	5.0	"	"	"	"	"	"	
Methoxychlor	ND	5.0	"	"	"	"	"	"	
Endrin ketone	ND	5.0	"	"	"	"	"	"	
Toxaphene	ND	20	"	"	"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		*72.8 %*	*35-140*		"	"	"	"	
Surrogate: Decachlorobiphenyl		*59.2 %*	*35-140*		"	"	"	"	

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Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

Metals by EPA 6010B - Quality Control

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 25C0360 - EPA 3050B										
Blank (25C0360-BLK1)				Prepared: 03/20/25 Analyzed: 03/21/25						
Arsenic	ND	2.00	mg/kg							
Lead	ND	3.00	"							
LCS (25C0360-BS1)				Prepared: 03/20/25 Analyzed: 03/21/25						
Arsenic	101	2.00	mg/kg	100		101	80-120			
Lead	107	3.00	"	100		107	80-120			
Matrix Spike (25C0360-MS1)	**Source: T251304-01**			Prepared: 03/20/25 Analyzed: 03/21/25						
Arsenic	75.0	2.00	mg/kg	100	7.25	67.7	75-125			QM-07
Lead	74.8	3.00	"	100	10.4	64.4	75-125			QM-07
Matrix Spike Dup (25C0360-MSD1)	**Source: T251304-01**			Prepared: 03/20/25 Analyzed: 03/21/25						
Arsenic	73.3	2.00	mg/kg	100	7.25	66.0	75-125	2.27	20	QM-07
Lead	74.0	3.00	"	100	10.4	63.6	75-125	1.15	20	QM-07

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4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

TCLP Metals by 6000/7000 Series Methods - Quality Control

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 25C0499 - TCLP Metals										
Blank (25C0499-BLK1)				Prepared: 03/28/25 Analyzed: 03/31/25						
Lead	ND	0.10	mg/l							
LCS (25C0499-BS1)				Prepared: 03/28/25 Analyzed: 03/31/25						
Lead	1.82	0.10	mg/l	2.00		91.1	75-125			
Matrix Spike (25C0499-MS1)	**Source: T251281-22**			Prepared: 03/28/25 Analyzed: 03/31/25						
Lead	1.91	0.10	mg/l	2.00	0.00979	94.8	75-125			
Matrix Spike Dup (25C0499-MSD1)	**Source: T251281-22**			Prepared: 03/28/25 Analyzed: 03/31/25						
Lead	1.93	0.10	mg/l	2.00	0.00979	95.9	75-125	1.14	30	

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4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

STLC Metals by 6000/7000 Series Methods - Quality Control

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 25C0502 - STLC Leachate										
Blank (25C0502-BLK1)				Prepared: 03/28/25 Analyzed: 03/31/25						
Lead	0.0994	0.025	mg/l							QB-01
LCS (25C0502-BS1)				Prepared: 03/28/25 Analyzed: 03/31/25						
Lead	38.5	0.025	mg/l	40.0		96.1	75-125			
Matrix Spike (25C0502-MS1)	**Source: T251281-13**			Prepared: 03/28/25 Analyzed: 03/31/25						
Lead	35.2	0.025	mg/l	40.0	0.211	87.5	75-125			
Matrix Spike Dup (25C0502-MSD1)	**Source: T251281-13**			Prepared: 03/28/25 Analyzed: 03/31/25						
Lead	35.1	0.025	mg/l	40.0	0.211	87.3	75-125	0.224	30	

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PSI -- Oakland	Project: Charities - Cupertino	
4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

Organochlorine Pesticides by EPA Method 8081A - Quality Control

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 25C0358 - EPA 3550B Soil										
Blank (25C0358-BLK1)				Prepared: 03/20/25 Analyzed: 03/26/25						
alpha-BHC	ND	5.0	ug/kg							
gamma-BHC (Lindane)	ND	5.0	"							
beta-BHC	ND	5.0	"							
delta-BHC	ND	5.0	"							
Heptachlor	ND	5.0	"							
Aldrin	ND	5.0	"							
Heptachlor epoxide	ND	5.0	"							
gamma-Chlordane	ND	5.0	"							
alpha-Chlordane	ND	5.0	"							
Endosulfan I	ND	5.0	"							
4,4´-DDE	ND	5.0	"							
Dieldrin	ND	5.0	"							
Endrin	ND	5.0	"							
4,4´-DDD	ND	5.0	"							
Endosulfan II	ND	5.0	"							
4,4´-DDT	ND	5.0	"							
Endrin aldehyde	ND	5.0	"							
Endosulfan sulfate	ND	5.0	"							
Methoxychlor	ND	5.0	"							
Endrin ketone	ND	5.0	"							
Toxaphene	ND	20	"							
Surrogate: Tetrachloro-meta-xylene	*9.06*		*"*	*10.0*		*90.6*	*35-140*			
Surrogate: Decachlorobiphenyl	*4.48*		*"*	*10.0*		*44.8*	*35-140*			
LCS (25C0358-BS1)				Prepared: 03/20/25 Analyzed: 03/26/25						
gamma-BHC (Lindane)	45.5	5.0	ug/kg	40.4		113	40-120			
Heptachlor	45.6	5.0	"	40.0		114	40-120			
Aldrin	40.9	5.0	"	40.0		102	40-120			
Dieldrin	46.0	5.0	"	40.2		114	40-120			
Endrin	47.1	5.0	"	40.2		117	40-120			
4,4´-DDT	50.3	5.0	"	40.4		125	33-147			
Surrogate: Tetrachloro-meta-xylene	*8.92*		*"*	*10.0*		*89.2*	*35-140*			
Surrogate: Decachlorobiphenyl	*8.07*		*"*	*10.0*		*80.7*	*35-140*			

SunStar Laboratories, Inc.

The results in this report apply to the samples analyzed in accordance with the chain of custody document. This analytical report must be reproduced in its entirety.

Lena Davidkov, Project Manager

SunStar Laboratories, Inc.
Providing Quality Analytical Services Nationwide

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

PSI -- Oakland	Project: Charities - Cupertino	
4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

Organochlorine Pesticides by EPA Method 8081A - Quality Control

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 25C0358 - EPA 3550B Soil										
Matrix Spike (25C0358-MS1)	**Source: T251304-01**			Prepared: 03/20/25 Analyzed: 03/26/25						
gamma-BHC (Lindane)	37.8	5.0	ug/kg	40.4	ND	93.7	30-120			
Heptachlor	30.0	5.0	"	40.0	ND	75.0	30-120			
Aldrin	24.8	5.0	"	40.0	ND	62.1	30-120			
Dieldrin	34.2	5.0	"	40.2	ND	85.0	30-120			
Endrin	35.3	5.0	"	40.2	ND	87.9	30-120			
4,4´-DDT	26.2	5.0	"	40.4	ND	64.9	30-120			
Surrogate: Tetrachloro-meta-xylene	*5.34*		*"*	*10.0*		*53.4*	*35-140*			
Surrogate: Decachlorobiphenyl	*2.53*		*"*	*10.0*		*25.3*	*35-140*			*S-GC*
Matrix Spike Dup (25C0358-MSD1)	**Source: T251304-01**			Prepared: 03/20/25 Analyzed: 03/26/25						
gamma-BHC (Lindane)	36.0	5.0	ug/kg	40.4	ND	89.1	30-120	4.99	30	
Heptachlor	27.5	5.0	"	40.0	ND	68.8	30-120	8.58	30	
Aldrin	21.5	5.0	"	40.0	ND	53.8	30-120	14.3	30	
Dieldrin	31.5	5.0	"	40.2	ND	78.4	30-120	8.03	30	
Endrin	33.0	5.0	"	40.2	ND	82.0	30-120	6.84	30	
4,4´-DDT	23.3	5.0	"	40.4	ND	57.7	30-120	11.7	30	
Surrogate: Tetrachloro-meta-xylene	*5.13*		*"*	*10.0*		*51.3*	*35-140*			
Surrogate: Decachlorobiphenyl	*5.11*		*"*	*10.0*		*51.1*	*35-140*			

SunStar Laboratories, Inc.

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Lena Davidkov, Project Manager

SunStar Laboratories, Inc.
Providing Quality Analytical Services Nationwide

25712 Commercentre Drive
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949.297.5020 Phone
949.297.5027 Fax

PSI -- Oakland	Project: Charities - Cupertino	
4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/01/25 15:24

Notes and Definitions

S-GC	Surrogate recovery outside of established control limits. The data was accepted based on valid recovery of the remaining surrogate(s).
S-03	The surrogate recovery was below acceptance criteria in the sample because of a possible matrix effect. The surrogate recovery was within acceptance criteria in the method blank and LCS.
R-07	Reporting limit for this compound(s) has been raised to account for dilution necessary due to high levels of interfering compound(s) and/or matrix effect.
R-01	The Reporting Limit has been raised to account for dilution necessary due to matrix interference.
QM-07	The spike recovery and/or RPD was outside acceptance limits for the MS and/or MSD. The batch was accepted based on acceptable LCS recovery.
QB-01	The method blank contains analyte at a concentration above the MRL; however, concentration is less than 10% of the sample result, which is negligible according to method criteria.
DET	Analyte DETECTED
ND	Analyte NOT DETECTED at or above the reporting limit
NR	Not Reported
dry	Sample results reported on a dry weight basis
RPD	Relative Percent Difference

SunStar Laboratories, Inc.

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Lena Davidkov, Project Manager

SunStar Laboratories, Inc.

PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

25712 Commercentre Drive, Lake Forest, CA 92630
949-297-5020

Chain of Custody Record

Client: InTerTek / PSI
Address: 4703 Tidewater Ave Suite B, Oakland CA 94601
Phone: (510) 434-9200 Fax:
Project Manager: Frank Poss

Date: 3/18/2025 Page: 1 Of 1
Project Name: Charities - Cupertino
Collector: Jorge Balde Client Project #: 575-2869
Batch #: T251b4 EDF #:

	Sample ID	Date Sampled	Time	Sample Type	Container Type	8260	8260 + OXY	8260 BTEX, OXY only	8270	8021 BTEX	8015M (gasoline)	8015M (diesel)	8015M Ext./Carbon Chain	6010 7000 Title 22 Metals (LEAD, ARSENIC)	6020 ICP-MS Metals	8081 (PEST)			Laboratory ID #	Comments/Preservative	Total # of containers
01	B1-0.5	3/18/25	8:24	Soil	Ring									X		X					
02	B1-2		8:32											X		X					
03	B2-0.5		8:50											X		X					
04	B2-2		8:58											X		X					
05	B3-0.5		9:25											X		X					
06	B3-2		9:30											X		X					
07	B4-0.5		9:48											X		X					
08	B4-2		10:00											X		X					
09	B5-0.5		10:38											X		X					
10	B5-2		10:50											X		X					
11	B6-0.5		11:47											X		X					
12	B6-2		12:00											X		X					

Relinquished by: (signature)	Date / Time	Received by: (signature)	Date / Time
Jorge Balde	3/19/25 10:58	Ed Stevens	3/19/2025, 1058
Ed Stevens	3/19/2025, 1545	GLS/Matthew	
GLS		Paul Burns	3/20/25 10:44

Total # of containers
Chain of Custody seals Y/N/NA: Y
Seals intact? Y/N/NA: Y
Received good condition/cold: 1.5°

Turn around time: STD

Notes
* 6010 for Lead and Arsenic.

Sample disposal Instructions: Disposal @ $2.00 each ____ Return to client ____ Pickup ____

COC 161927

SunStar Laboratories, Inc.
Providing Quality Analytical Services Nationwide

Receiving Form 001A

SAMPLE RECEIVING REVIEW SHEET

Batch/Work Order #: T251304

Client Name: Intertek / PSI Project: Charities - Cupertino

Delivered by: ☐ Client ☐ SunStar Courier ☑ GLS ☐ FedEx ☐ Other

If Courier, Received by: _____ Date/Time Courier Received: _____

Lab Received by: Paul Date/Time Lab Received: 3/20/25 10:44

Total number of coolers received: 1 Thermometer ID: SC-1 Calibration due: 11/19/2025

Temperature: Cooler #1	1.4 °C +/- the CF (+ 0.1°C)	=	1.5 °C	corrected temperature
Temperature: Cooler #2	°C +/- the CF (+ 0.1°C)	=	°C	corrected temperature
Temperature: Cooler #3	°C +/- the CF (+ 0.1°C)	=	°C	corrected temperature

Temperature criteria = ≤ 6°C (no frozen containers)	Within criteria?	☑ **Yes** ☐ **No** ☐ **N/A**
If NO:		
Samples received on ice?	☐ Yes	☐ **No → Complete Non-Conformance Sheet**
If on ice, samples received same day collected?	☐ Yes → Acceptable	☐ **No → Complete Non-Conformance Sheet**

Custody seals intact on cooler/sample	☑ Yes	☐ No*	☐ N/A
Sample containers intact	☑ Yes	☐ No*	
Sample labels match Chain of Custody IDs	☑ Yes	☐ No*	
Total number of containers received match COC	☑ Yes	☐ No*	
Proper containers received for analyses requested on COC	☑ Yes	☐ No*	
Proper preservative indicated on COC/containers for analyses requested	☐ Yes	☐ No*	☑ N/A
Complete shipment received in good condition with correct temperatures, containers, labels, volumes preservatives and within method specified holding times	☑ **Yes**	☐ **No***	

* Complete Non-Conformance Receiving Sheet if checked Cooler/Sample Review - Initials and date: PB 3/20/25

Comments:

(949) 297-5020 ■ www.sunstarlabs.com ■ 25712 Commercentre Drive ■ Lake Forest, CA 92630

GLS.

800-322-5555
www.gls-us.com

Ship From
SUN STAR LABS
WEST SACRAMENTO OFFICE
3140 BEACON BLVD
SUITE A
WEST SACRAMENTO, CA 95691

Ship To
SUNSTAR LABORATORIES-SOUTH
SAMPLE RECEIVING
25712 COMMERCENTRE DR.
LAKE FOREST, CA 92630

COD: $0.00
Weight: 0 lb(s)
Reference:

Delivery Instructions:

Signature Type: NOT REQUIRED

Tracking #: 562730926

PDS

LAKE FOREST

S16025E

27402130

NWK CA906-GD0

Print Date: 3/7/2025 2:22 PM

Package 8 of 25

LABEL INSTRUCTIONS:

Do not copy or reprint this label for additional shipments - each package must have a unique barcode.
Step 1: Use the "Print Label" button on this page to print the shipping label on a laser or inkjet printer.
Step 2: Fold this page in half.
Step 3: Securely attach this label to your package and do not cover the barcode.

TERMS AND CONDITIONS:

By giving us your shipment to deliver, you agree to all of the General Logistics Systems US, Inc. (GLS) service terms & conditions including, but not limited to; limits of liability, declared value conditions, and claim procedures which are available on our website at www.gls-us.com.

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

WORK ORDER

T251304

Client:	**PSI -- Oakland**	**Project Manager:**	**Lena Davidkov**
Project:	**Charities - Cupertino**	**Project Number:**	**575-2869**

Report To:

PSI -- Oakland
Frank Poss
4703 Tidewater Ave Ste B
Oakland, CA 94601

Date Due:	03/27/25 17:00 (5 day TAT)		
Received By:	Paul Berner	Date Received:	03/20/25 10:44
Logged In By:	Angel Aguirre	Date Logged In:	03/20/25 11:28

Samples Received at:	**1.5°C**		
Custody Seals	Yes	Received On Ice	Yes
Containers Intact	Yes		
COC/Labels Agree	Yes		
Preservation Confirme	No		

Analysis	Due	TAT	Expires	Comments
T251304-01 B1-0.5 [Soil] Sampled 03/18/25 08:24 (GMT-08:00) Pacific Time (US &				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 08:24	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 08:24	
T251304-02 B1-2 [Soil] Sampled 03/18/25 08:32 (GMT-08:00) Pacific Time (US &				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 08:32	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 08:32	
T251304-03 B2-0.5 [Soil] Sampled 03/18/25 08:50 (GMT-08:00) Pacific Time (US &				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 08:50	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 08:50	
T251304-04 B2-2 [Soil] Sampled 03/18/25 08:58 (GMT-08:00) Pacific Time (US &				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 08:58	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 08:58	
T251304-05 B3-0.5 [Soil] Sampled 03/18/25 09:25 (GMT-08:00) Pacific Time (US &				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 09:25	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 09:25	

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

WORK ORDER

T251304

Client:	**PSI -- Oakland**	**Project Manager:**	**Lena Davidkov**
Project:	**Charities - Cupertino**	**Project Number:**	**575-2869**

Analysis	Due	TAT	Expires	Comments
**T251304-06 B3-2 [Soil] Sampled 03/18/25 09:30 (GMT-08:00) Pacific Time (US & **				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 09:30	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 09:30	
**T251304-07 B4-0.5 [Soil] Sampled 03/18/25 09:48 (GMT-08:00) Pacific Time (US & **				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 09:48	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 09:48	
**T251304-08 B4-2 [Soil] Sampled 03/18/25 10:00 (GMT-08:00) Pacific Time (US & **				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 10:00	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 10:00	
**T251304-09 B5-0.5 [Soil] Sampled 03/18/25 10:38 (GMT-08:00) Pacific Time (US & **				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 10:38	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 10:38	
**T251304-10 B5-2 [Soil] Sampled 03/18/25 10:50 (GMT-08:00) Pacific Time (US & **				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 10:50	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 10:50	
**T251304-11 B6-0.5 [Soil] Sampled 03/18/25 11:47 (GMT-08:00) Pacific Time (US & **				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 11:47	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 11:47	
**T251304-12 B6-2 [Soil] Sampled 03/18/25 12:00 (GMT-08:00) Pacific Time (US & **				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 12:00	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 12:00	

Reviewed By

Date

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

WORK ORDER

T251304

Client:	**PSI -- Oakland**	**Project Manager:**	**Lena Davidkov**
Project:	**Charities - Cupertino**	**Project Number:**	**575-2869**

Report To:

PSI -- Oakland
Frank Poss
4703 Tidewater Ave Ste B
Oakland, CA 94601

Date Due:	03/27/25 17:00 (5 day TAT)		
Received By:	Paul Berner	Date Received:	03/20/25 10:44
Logged In By:	Angel Aguirre	Date Logged In:	03/20/25 11:28

Samples Received at:	**1.5°C**		
Custody Seals	Yes	Received On Ice	Yes
Containers Intact	Yes		
COC/Labels Agree	Yes		
Preservation Confirme	No		

Analysis	Due	TAT	Expires	Comments
T251304-01 B1-0.5 [Soil] Sampled 03/18/25 08:24 (GMT-08:00) Pacific Time (US &				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 08:24	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 08:24	
T251304-02 B1-2 [Soil] Sampled 03/18/25 08:32 (GMT-08:00) Pacific Time (US &				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 08:32	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 08:32	
T251304-03 B2-0.5 [Soil] Sampled 03/18/25 08:50 (GMT-08:00) Pacific Time (US &				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 08:50	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 08:50	
T251304-04 B2-2 [Soil] Sampled 03/18/25 08:58 (GMT-08:00) Pacific Time (US &				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 08:58	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 08:58	
STLC Pb	04/01/25 15:00	2	09/14/25 08:58	
STLC Leaching Procedure Metals	04/01/25 15:00	2	09/14/25 08:58	
TCLP Leaching Procedure Metals	04/01/25 15:00	2	09/14/25 08:58	
TCLP Pb	04/01/25 15:00	2	09/14/25 08:58	

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

WORK ORDER

T251304

Client:	**PSI -- Oakland**	**Project Manager:**	**Lena Davidkov**
Project:	**Charities - Cupertino**	**Project Number:**	**575-2869**

Analysis	Due	TAT	Expires	Comments
T251304-05 B3-0.5 [Soil] Sampled 03/18/25 09:25 (GMT-08:00) Pacific Time (US &				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 09:25	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 09:25	
T251304-06 B3-2 [Soil] Sampled 03/18/25 09:30 (GMT-08:00) Pacific Time (US &				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 09:30	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 09:30	
T251304-07 B4-0.5 [Soil] Sampled 03/18/25 09:48 (GMT-08:00) Pacific Time (US &				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 09:48	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 09:48	
T251304-08 B4-2 [Soil] Sampled 03/18/25 10:00 (GMT-08:00) Pacific Time (US &				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 10:00	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 10:00	
T251304-09 B5-0.5 [Soil] Sampled 03/18/25 10:38 (GMT-08:00) Pacific Time (US &				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 10:38	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 10:38	
T251304-10 B5-2 [Soil] Sampled 03/18/25 10:50 (GMT-08:00) Pacific Time (US &				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 10:50	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 10:50	
T251304-11 B6-0.5 [Soil] Sampled 03/18/25 11:47 (GMT-08:00) Pacific Time (US &				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 11:47	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 11:47	
T251304-12 B6-2 [Soil] Sampled 03/18/25 12:00 (GMT-08:00) Pacific Time (US &				
6010 Individual Metals	03/27/25 15:00	5	09/14/25 12:00	Pb and As Only
8081 Pesticides	03/27/25 15:00	5	04/01/25 12:00	

Reviewed By

Date

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

18 April 2025

Frank Poss
PSI -- Oakland
4703 Tidewater Ave Ste B
Oakland, CA 94601

RE: Charities - Cupertino

Enclosed are the results of analyses for samples received by the laboratory on 04/15/25 11:11. If you have any questions concerning this report, please feel free to contact me.

Sincerely,

Lena Davidkov
Project Manager

SunStar Laboratories, Inc.
Providing Quality Analytical Services Nationwide

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

PSI -- Oakland	Project: Charities - Cupertino	
4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/18/25 15:21

ANALYTICAL REPORT FOR SAMPLES

Sample ID	Laboratory ID	Matrix	Date Sampled	Date Received
B7-0.5	T251707-01	Soil	04/11/25 10:17	04/15/25 11:11
B7-2	T251707-02	Soil	04/11/25 10:27	04/15/25 11:11
B8-0.5	T251707-03	Soil	04/11/25 11:34	04/15/25 11:11
B8-2	T251707-04	Soil	04/11/25 11:42	04/15/25 11:11

SunStar Laboratories, Inc.

Lena Davidkov, Project Manager

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Providing Quality Analytical Services Nationwide

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Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

PSI -- Oakland	Project: Charities - Cupertino	
4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/18/25 15:21

DETECTIONS SUMMARY

Sample ID: B7-0.5 **Laboratory ID:** T251707-01

Analyte	Result	Reporting Limit	Units	Method	Notes
Lead	**8.0**	3.0	mg/kg	EPA 6010b	

Sample ID: B7-2 **Laboratory ID:** T251707-02

Analyte	Result	Reporting Limit	Units	Method	Notes
Lead	**5.4**	3.0	mg/kg	EPA 6010b	

Sample ID: B8-0.5 **Laboratory ID:** T251707-03

Analyte	Result	Reporting Limit	Units	Method	Notes
Lead	**7.0**	3.0	mg/kg	EPA 6010b	

Sample ID: B8-2 **Laboratory ID:** T251707-04

Analyte	Result	Reporting Limit	Units	Method	Notes
Lead	**5.5**	3.0	mg/kg	EPA 6010b	

SunStar Laboratories, Inc.

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Lena Davidkov, Project Manager

SunStar Laboratories, Inc.
Providing Quality Analytical Services Nationwide

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Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

PSI -- Oakland	Project: Charities - Cupertino	
4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/18/25 15:21

B7-0.5

T251707-01 (Soil)

SunStar Laboratories, Inc.

Metals by EPA 6010B

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Lead	**8.0**	3.0	mg/kg	1	25D0236	04/15/25	04/17/25	EPA 6010b	

SunStar Laboratories, Inc.
Providing Quality Analytical Services Nationwide

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

PSI -- Oakland	Project: Charities - Cupertino	
4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/18/25 15:21

B7-2

T251707-02 (Soil)

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
SunStar Laboratories, Inc.									
Metals by EPA 6010B									
Lead	**5.4**	3.0	mg/kg	1	25D0236	04/15/25	04/17/25	EPA 6010b	

SunStar Laboratories, Inc.

Lena Davidkov, Project Manager

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SunStar Laboratories, Inc.
Providing Quality Analytical Services Nationwide

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

PSI -- Oakland	Project: Charities - Cupertino	
4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/18/25 15:21

B8-0.5

T251707-03 (Soil)

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Metals by EPA 6010B									
Lead	**7.0**	3.0	mg/kg	1	25D0236	04/15/25	04/17/25	EPA 6010b	

SunStar Laboratories, Inc.

The results in this report apply to the samples analyzed in accordance with the chain of custody document. This analytical report must be reproduced in its entirety.

Lena Davidkov, Project Manager

SunStar Laboratories, Inc.
Providing Quality Analytical Services Nationwide

25712 Commercentre Drive
Lake Forest, California 92630
949.297.5020 Phone
949.297.5027 Fax

PSI -- Oakland	Project: Charities - Cupertino	
4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/18/25 15:21

B8-2

T251707-04 (Soil)

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
Metals by EPA 6010B									
Lead	**5.5**	3.0	mg/kg	1	25D0236	04/15/25	04/17/25	EPA 6010b	

SunStar Laboratories, Inc.

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949.297.5027 Fax

PSI -- Oakland	Project: Charities - Cupertino	
4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/18/25 15:21

Metals by EPA 6010B - Quality Control

SunStar Laboratories, Inc.

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Notes
Batch 25D0236 - EPA 3050B										
Blank (25D0236-BLK1)				Prepared: 04/15/25 Analyzed: 04/17/25						
Lead	ND	3.0	mg/kg							
LCS (25D0236-BS1)				Prepared: 04/15/25 Analyzed: 04/17/25						
Lead	91.3	3.0	mg/kg	100		91.3	75-125			
Matrix Spike (25D0236-MS1)	**Source: T251701-01**			Prepared: 04/15/25 Analyzed: 04/17/25						
Lead	70.2	3.0	mg/kg	100	4.02	66.2	75-125			QM-07
Matrix Spike Dup (25D0236-MSD1)	**Source: T251701-01**			Prepared: 04/15/25 Analyzed: 04/17/25						
Lead	70.7	3.0	mg/kg	100	4.02	66.7	75-125	0.653	20	QM-07

SunStar Laboratories, Inc.

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Lena Davidkov, Project Manager

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

25712 Commercentre Drive
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949.297.5020 Phone
949.297.5027 Fax

PSI -- Oakland	Project: Charities - Cupertino	
4703 Tidewater Ave Ste B	Project Number: 575-2869	**Reported:**
Oakland CA, 94601	Project Manager: Frank Poss	04/18/25 15:21

Notes and Definitions

QM-07	The spike recovery and/or RPD was outside acceptance limits for the MS and/or MSD. The batch was accepted based on acceptable LCS recovery.
DET	Analyte DETECTED
ND	Analyte NOT DETECTED at or above the reporting limit
NR	Not Reported
dry	Sample results reported on a dry weight basis
RPD	Relative Percent Difference

SunStar Laboratories, Inc.

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Lena Davidkov, Project Manager

SunStar Laboratories, Inc.

PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

25712 Commercentre Drive, Lake Forest, CA 92630
949-297-5020

Chain of Custody Record

Client: InterTek - PSI
Address: 4703 Tidewater Ave Suite B, Oakland CA 94601
Phone: (415) 525-0560 Fax:
Project Manager: Frank Ross

Date: 4/11/2025 Page: 1 Of 1
Project Name: Charities Housing - Mary Cupertino
Collector: Jorge Salde Client Project #: 575-2869
Batch #: T251709 EDF #:

	Sample ID	Date Sampled	Time	Sample Type	Container Type	8260	8260 + OXY	8260 BTEX, OXY only	8270	8021 BTEX	8015M (gasoline)	8015M (diesel)	8015M Ext./Carbon Chain	6010/~~7000 Title 22 Metals~~ Lead Only	6020 ICP-MS Metals				Laboratory ID #	Comments/Preservative	Total # of containers
01	B7-0.5	4/11/25	10:17	Soil	Ring									X							
02	B7-2		10:27											X							
03	B8-0.5		11:34											X							
04	B8-2		11:42											X						"Hold"	
05	B9-0.5		10:44																		
06	B9-2		10:57																		
07	B10-0.5		12:09																		
08	B10-2		12:21																		
09	B11-0.5		11:07																		
10	B11-2		11:17																		
11	B12-0.5		12:36																		
12	B12-2		12:45																		

Relinquished by: (signature)	Date / Time	Received by: (signature)	Date / Time
[signature]	4/14/25 10:02	E. Stevens	4/14/25; 10:02
Relinquished by: (signature)	Date / Time	Received by: (signature)	Date / Time
E. Stevens	4/14/2025; 15:45	GLS/Matthew	
Relinquished by: (signature)	Date / Time	Received by: (signature)	Date / Time
GLS		Pat Dunn	4/15/25 11:11

Total # of containers
Chain of Custody seals (Y)/N/NA: Y
Seals intact? (Y)/N/NA: Y
Received good condition/cold: 4.2°
Turn around time: STD.

Notes: "Hold Testing for Samples B9-B12"

Sample disposal Instructions: Disposal @ $2.00 each ___ Return to client ___ Pickup ___

COC 161928

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

SAMPLE RECEIVING REVIEW SHEET

Batch/Work Order #: T251701

Client Name: Intertek PSI Project: Charities Housing - Mary Cupertino

Delivered by: ☐ Client ☐ SunStar Courier ☒ GLS ☐ FedEx ☐ Other

If Courier, Received by: _____ Date/Time Courier Received: _____

Lab Received by: Paul Date/Time Lab Received: 4.15.25 11:11

Total number of coolers received: 1 Thermometer ID: SC-1 Calibration due: 11/19/2025

Temperature:	Cooler #1	4.1 °C +/- the CF (+ 0.1°C) =	4.2	°C corrected temperature
Temperature:	Cooler #2	°C +/- the CF (+ 0.1°C) =		°C corrected temperature
Temperature:	Cooler #3	°C +/- the CF (+ 0.1°C) =		°C corrected temperature

Temperature criteria = ≤ 6°C (no frozen containers)	Within criteria?	☒ **Yes** ☐ **No** ☐ **N/A**
If NO:		
Samples received on ice?	☐ Yes	☐ **No → Complete Non-Conformance Sheet**
If on ice, samples received same day collected?	☐ Yes → Acceptable	☐ **No → Complete Non-Conformance Sheet**

Custody seals intact on cooler/sample	☒ Yes	☐ No*	☐ N/A
Sample containers intact	☒ Yes	☐ No*	
Sample labels match Chain of Custody IDs	☒ Yes	☐ No*	
Total number of containers received match COC	☒ Yes	☐ No*	
Proper containers received for analyses requested on COC	☒ Yes	☐ No*	
Proper preservative indicated on COC/containers for analyses requested	☐ Yes	☐ No*	☒ N/A
Complete shipment received in good condition with correct temperatures, containers, labels, volumes preservatives and within method specified holding times	☒ **Yes**	☐ **No***	

* Complete Non-Conformance Receiving Sheet if checked

Cooler/Sample Review - Initials and date: BS 4.15.25

Comments:

(949) 297-5020 ■ www.sunstarlabs.com ■ 25712 Commercentre Drive ■ Lake Forest, CA 92630

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

WORK ORDER

T251707

Client:	**PSI -- Oakland**	**Project Manager:**	**Lena Davidkov**
Project:	**Charities - Cupertino**	**Project Number:**	**575-2869**

Report To:

PSI -- Oakland
Frank Poss
4703 Tidewater Ave Ste B
Oakland, CA 94601

Date Due:	04/22/25 17:00 (5 day TAT)		
Received By:	Paul Berner	Date Received:	04/15/25 11:11
Logged In By:	Alexis Marroquin	Date Logged In:	04/15/25 15:46

Samples Received at:	**4.2°C**		
Custody Seals	Yes	Received On Ice	Yes
Containers Intact	Yes		
COC/Labels Agree	Yes		
Preservation Confirme	Yes		

Analysis	Due	TAT	Expires	Comments
T251707-01 B7-0.5 [Soil] Sampled 04/11/25 10:17 (GMT-08:00) Pacific Time (US &				
6010 Pb	04/22/25 15:00	5	10/08/25 10:17	
T251707-02 B7-2 [Soil] Sampled 04/11/25 10:27 (GMT-08:00) Pacific Time (US &				
6010 Pb	04/22/25 15:00	5	10/08/25 10:27	
T251707-03 B8-0.5 [Soil] Sampled 04/11/25 11:34 (GMT-08:00) Pacific Time (US &				
6010 Pb	04/22/25 15:00	5	10/08/25 11:34	
T251707-04 B8-2 [Soil] Sampled 04/11/25 11:42 (GMT-08:00) Pacific Time (US &				
6010 Pb	04/22/25 15:00	5	10/08/25 11:42	
T251707-05 B9-0.5 [Soil] Sampled 04/11/25 10:44 (GMT-08:00) Pacific Time (US &				**Hold**
[NO ANALYSES]				
T251707-06 B9-2 [Soil] Sampled 04/11/25 10:57 (GMT-08:00) Pacific Time (US &				**Hold**
[NO ANALYSES]				
T251707-07 B10-0.5 [Soil] Sampled 04/11/25 12:09 (GMT-08:00) Pacific Time (US &				**Hold**
[NO ANALYSES]				

SunStar Laboratories, Inc.
PROVIDING QUALITY ANALYTICAL SERVICES NATIONWIDE

WORK ORDER

T251707

Client:	**PSI -- Oakland**	**Project Manager:**	**Lena Davidkov**
Project:	**Charities - Cupertino**	**Project Number:**	**575-2869**

Analysis	Due	TAT	Expires	Comments
T251707-08 B10-2 [Soil] Sampled 04/11/25 12:21 (GMT-08:00) Pacific Time (US &				**Hold**
[NO ANALYSES]				
T251707-09 B11-0.5 [Soil] Sampled 04/11/25 11:07 (GMT-08:00) Pacific Time (US &				**Hold**
[NO ANALYSES]				
T251707-10 B11-2 [Soil] Sampled 04/11/25 11:17 (GMT-08:00) Pacific Time (US &				**Hold**
[NO ANALYSES]				
T251707-11 B12-0.5 [Soil] Sampled 04/11/25 12:36 (GMT-08:00) Pacific Time (US &				**Hold**
[NO ANALYSES]				
T251707-12 B12-2 [Soil] Sampled 04/11/25 12:45 (GMT-08:00) Pacific Time (US &				**Hold**
[NO ANALYSES]				

Reviewed By

Date

Exhibit B

BASELINE ENVIRONMENTAL CONSULTING

MEMORANDUM

Date: 16 May 2025 **Job No.:** 23308-04

To: Gian Martire, Senior Planner, City of Cupertino

From: Cem Atabek, Baseline Environmental Consulting

Subject: **Peer Review of Subsurface Investigation Reports, Undeveloped Land West of Mary Avenue and Parkwood Drive, Cupertino, California**

Baseline Environmental Consulting (Baseline) has performed a peer review on behalf of the City of Cupertino (City) for the Draft Subsurface Investigation Report dated 4 April 2025 and the Subsurface Investigation Report dated 24 April 2025, both prepared by Intertek PSI, for the undeveloped land west of Mary Avenue and Parkwood Drive identified as Santa Clara County Assessor's Parcel Number 326-27-030 in Cupertino, California (Site). Baseline's peer review presented below was performed to evaluate the adequacy of the Additional Phase II to ensure compliance with the requirements of Section 17.04.040(B) of the City's Municipal Code. The Site is currently developed with a landscaped area and paved parking area and is proposed to be redeveloped for residential land use (the project).

DRAFT SUBSURFACE INVESTIGATION REPORT

The Draft Subsurface Investigation Report describes sampling and analysis of soil that was performed at the Site to evaluate potential contamination from aerially deposited lead (ADL) and past agricultural use of the Site. Soil samples were collected from three borings (B1 to B3) located within the landscaped area and three borings (B4 to B6) located within the paved parking area of the Site. Soil samples were collected from depths of 0.5 and 2 feet below the ground surface (bgs), and the samples were analyzed for organochlorine pesticides (OCPs), arsenic, and lead. Soluble lead was also analyzed in one sample based on the elevated concentration of total lead detected in the sample, as discussed further below. Based on our review of the Draft Subsurface Investigation Report, it appears that appropriate soil sampling and laboratory analytical methods were performed.

The soil sample results were compared to the San Francisco Bay Regional Water Quality Board Environmental Screening Levels (ESLs) for Residential Exposure (Residential ESLs) and Construction Workers Exposure (Construction Worker ESLs) and hazardous waste thresholds. Baseline notes that the Construction Worker ESL for arsenic presented in Table 1 of the Draft Subsurface Investigation Report is 2.0 milligrams per kilogram (mg/kg); however, this ESL is based on cancer risk and there is a lower Construction Worker ESL for arsenic (0.98 mg/kg)

which is based on the non-cancer hazard. Typically, the lower of the ESLs for cancer risk and non-cancer hazard is referenced as the appropriate ESL.

The Draft Subsurface Investigation Report indicates that arsenic concentrations detected at the Site were below established background arsenic concentrations for Santa Clara Valley of up to 20 mg/kg and references the December 2011 background arsenic study titled *Establishing Background Arsenic in Soil of the Urbanized San Francisco Bay Region* by Dylan Duverge. Baseline notes that this 2011 background arsenic study lists a range of arsenic concentrations detected in the northern Santa Clara Valley as being up to 20 mg/kg; however, it concludes that 11 mg/kg is an appropriate upper estimate (99th percentile) of regional background concentrations of arsenic, and 11 mg/kg is typically referred to as a screening level for naturally occurring background arsenic in the Bay Area. The concentration of arsenic detected at the Site range from 3.51 to 7.25 mg/kg, and therefore these arsenic concentrations appear to be naturally occurring background concentrations.

The Draft Subsurface Investigation Report indicates that based on the concentrations detected, arsenic and OCPs are not contaminants of concern, while lead is considered to be a contaminant of concern. Lead was detected in seven of the soil samples with concentrations that are typical of background conditions with the exception of the soil sample collected from boring B2 (near the center of the landscaped area on the Site) at 2 feet (sample ID B2-2), which was reported to contain 680 mg/kg of lead, exceeding the Residential ESL (80 mg/kg) and Construction Worker ESL (160 mg/kg). To evaluate whether the soil represented by sample B2-2 would be a hazardous waste, when excavated, the sample was analyzed for soluble lead by the Waste Extraction Test (WET) and Toxicity Characteristic Leaching Potential (TCLP) methods. Soluble lead analyzed by the WET method was detected at a concentration of 18 milligrams per liter (mg/L), which exceeds the Soluble Threshold Limit Concentration (STLC) of 5 mg/L. Soluble lead analyzed by the TCLP method was detected at a concentration of 1.1 mg/L, which is below the TCLP threshold of 5 mg/L. Based on the total and soluble lead results, the soil represented by sample B2-2 would be classified as non-Resource Conservation and Recovery Act (non-RCRA) hazardous waste (or California hazardous waste) for waste disposal purposes.

The Draft Subsurface Investigation Report recommended additional soil sampling in the area of boring B2 prior to Site redevelopment to further define the extent of lead impacted soil and minimize the volume of soil being removed from the property as a California hazardous waste. The Draft Subsurface Investigation Report recommended that if soil represented by sample B2-2 would not be below a proposed building, as the new building would create a cap to eliminate contact with lead impacted soil, the soil represented by this sample should be excavated and removed from the property.

Baseline notes that while capping of lead impacted soil beneath buildings would reduce the likelihood of exposure for future Site occupants, this remedial approach is not adequate without appropriate engineering controls, institutional controls, and regulatory oversight to ensure that the lead impacted soil would not create an exposure concern for future Site occupants or construction/maintenance workers. For situations where contaminated soil is capped, regulatory agencies typically require the establishment of a deed restriction and implementation of operation and maintenance activities to ensure that future Site occupants and construction/maintenance workers are aware of the remedial cap and contaminated soil conditions, and to ensure that the contaminated soil would remain capped and not be disturbed without appropriate precautions.

The Draft Subsurface Investigation Report also recommends that a Soil Management Plan (SMP) and a Site-Specific Health and Safety Plan (SSHSP) be prepared prior to conducting any soil excavation as part of redevelopment of the subject property due to the detected concentrations of arsenic and lead. Baseline generally agrees with these recommendations; however, Baseline notes that response actions such as preparation and implementation of an SMP are typically not performed (or required by regulatory agencies) to address naturally occurring background concentrations of metals. The health and safety of construction workers is ultimately the responsibility of the contractor. The project applicant should provide the project contractor with the results of all soil sampling performed at the Site, and the contractor must prepare and implement an appropriate SSHSP that addresses potential exposure to soil as required by California Code of Regulations Title 8.

Subsurface Investigation Report

The Subsurface Investigation Report describes sampling and analysis of soil that was performed at the Site including the sampling and analytical results discussed in the Draft Subsurface Investigation Report, and additional sampling performed to evaluate the extent of lead impacted soil identified by sample B2-2. Two borings, B7 and B8, were advanced approximately 10 feet north and south of boring B2, respectively. Soil samples were collected from depths of 0.5 and 2 feet bgs, and the samples were analyzed for lead. Based on our review of the Subsurface Investigation Report, it appears that appropriate soil sampling and laboratory analytical methods were performed.

The analytical results from the soil samples collected from borings B7 and B8 revealed background concentrations of lead, indicating that the elevated lead is a localized condition in the area of boring B-2. The Subsurface Investigation Report also recommended that if soil represented by sample B2-2 would not be below a proposed building, the soil represented by this sample should be excavated and removed from the property. The Subsurface Investigation Report recommended that an SMP and SSHSP should be prepared for the proposed project that have appropriate stipulations associated with the lead impacted soil.

Baseline notes that the lateral extent of lead impacted soil appears to have been defined to the north and south of boring B-2, however the vertical extent of lead impacted soil in the area of boring B2 has not been defined. Lead contamination from ADL is typically confined to the upper few feet of soil, and excavation of lead impacted soil at the Mary Avenue Dog Park (located adjacent to the north of the Site) extended to a maximum depth of below 2 feet bgs,[1] which suggests that the impacts from lead at the Site may also be limited to the upper few feet of soil. The lateral extent of lead impacted soil was also not defined to the east or west of boring B-2, however boring B-2 was located very close to the western Site boundary, and the east-west dimension of the Site is relatively narrow (approximately 50 to 60 feet).

Baseline considers the detection of lead at a concentration exceeding the Residential ESL and Construction Worker ESL in sample B2-2 to be a potentially unacceptable health risk for construction workers and future residential occupants of the Site. Section 17.04.050(B) of the City's Municipal Code indicates:

> *If a Focused or other Phase II ESA, as required pursuant to Section 17.04.040(B)(1), identifies an unacceptable or a potentially unacceptable health risk, the project applicant shall, depending on the contaminant, contact either the Environmental Protection Agency (EPA), Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB) or local Certified Unified Program Agency (CUPA). The project applicant shall enter into a regulatory agency oversight program with an appropriate regulatory agency, or an established voluntary oversight program alternative with an appropriate regulatory agency, as determined by the City, and follow the regulatory agency's recommended response actions until the agency reaches a no further action determination, prior to issuance of any permit for a project that allows ground disturbing activity.*

Based on the requirements of the City's Municipal Code, Baseline recommends that the project applicant enter into a Remedial Action Agreement with the Santa Clara County Department of Environmental Health as an appropriate regulatory agency to oversee soil remediation at the Site.

Baseline recommends approval of the permit application for the project from a hazardous materials contamination standpoint, with the following conditions:

Remediation of lead impacted soil at the Site should be performed in accordance with an SMP prepared and implemented under regulatory agency oversight. The SMP should be prepared and certified by a qualified Environmental Professional, and should be submitted to the City

[1] TRC, 2013. Environmental Services, Soil Removal Completion Report, Cupertino Dog Park, Cupertino, California, December 18.

and the regulatory oversight agency for review and approval. The SMP should include the following:

- A description of the precise extent of proposed contaminated soil removal, proposed remediation goals, and detailed procedures for soil handling, soil characterization for off-Site disposal or on-Site re-use, confirmation sampling and analysis, and importing of clean fill material.

- Measures to prevent potential exposure of the surrounding public to contaminants that could be released in fugitive dust (e.g., dust control procedures, air monitoring protocols, and air monitoring action levels) during the removal of contaminated soil and other construction activities, in addition to preventing potential exposure of future Site occupants to contaminated soil.

- Notification procedures and response actions that would be taken if previously unidentified soil contamination or underground features of environmental concern (e.g., sumps, underground storage tanks) are identified during project construction activities.

- A requirement that all remedial excavation and contaminated soil handling and disposal activities be overseen by a qualified Environmental Professional, and that all confirmation and waste characterization soil sampling be performed by a qualified Environmental Professional.

The excavation and off-Site disposal of contaminated soil and confirmation sampling results should be documented in a Completion Report prepared and certified by a qualified Environmental Professional which should be submitted to the regulatory oversight agency for review and approval, and the project applicant should provide the City with written evidence that the regulatory oversight agency has issued a no further action determination for the Site prior to the City issuing any permits that would allow other ground disturbing activity (beyond soil remediation) at the Site.

Exhibit C

Hexagon Transportation Consultants, Inc.

Memorandum

Date: November 13, 2025

To: Mr. Andy Lief, Charities Housing

From: Kai-Ling Kuo, Andrea Lin

Subject: Transportation Study for Proposed Affordable Housing Project on Mary Avenue in Cupertino, California

Hexagon Transportation Consultants, Inc. has completed a transportation study for the proposed affordable housing project on Mary Avenue in Cupertino, California. The project proposes affordable housing between the SR 85 soundwall and Mary Avenue. The project proposes constructing 2 two-story buildings with a total of 40 dwelling units (19 affordable disabled housing units and 21 affordable housing units) and 20 on-site parking spaces (18 regular spaces and 2 accessible spaces) on a 0.8-acre site. Access to the buildings would be provided via 2 two-way driveways on Mary Avenue. The project site location and site plan are shown in Figure 1 and Figure 2, respectively.

Scope of Study

This study was conducted for the purpose of identifying the potential transportation impacts and operational issues related to the proposed development. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of Cupertino's Transportation Study (TS) Guidelines (January 2025). This study consists of a California Environmental Quality Act (CEQA) vehicle miles traveled (VMT) analysis and a transportation analysis per the TS Guidelines.

As discussed below, the project would result in an increase in net vehicle trip generation of 163 daily trips, which is within the definition of a Tier 2 project (projects with trip generation between 110 and 1,000 daily vehicle trips and less than 100 peak hour trips). Based on the City's TS Guidelines, a Tier 2 transportation analysis requires an off-site intersection operations analysis, review of General Plan consistency, a parking supply evaluation, a site access and circulation assessment, and a safety assessment. The intersection operations analysis includes an analysis of weekday AM and PM peak-hour traffic conditions at the intersection of Mary Avenue and Stevens Creek Boulevard.

VMT Analysis

Transportation impacts under CEQA are measured using VMT. The City of Cupertino TS Guidelines provide VMT exemption screening criteria for development projects. If a project meets the City's screening criteria, the project is expected to result in a less-than-significant VMT impact and a detailed CEQA VMT analysis is not required.

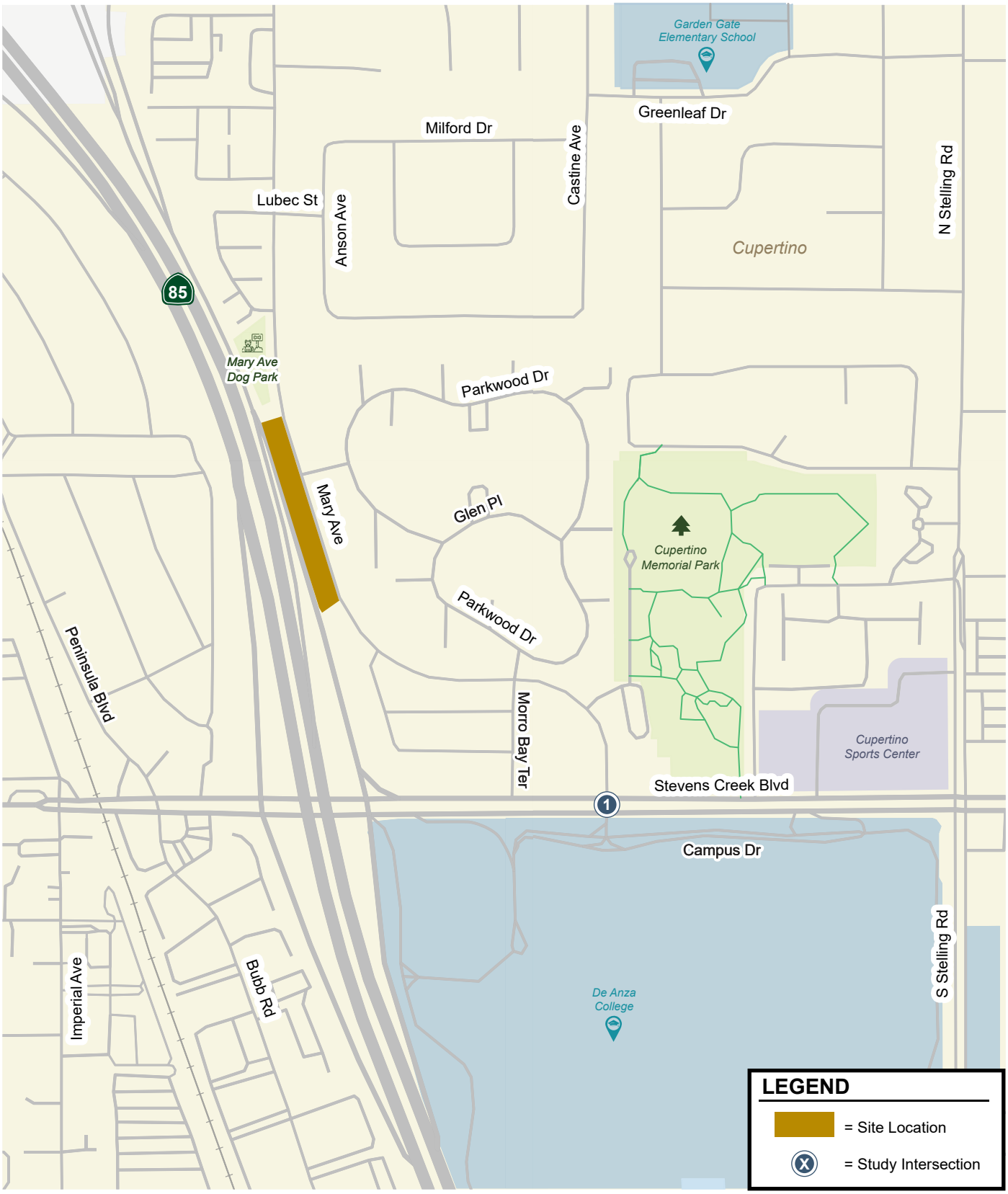


Figure 1
Site Location and Study Intersection

NORTH
Not to Scale

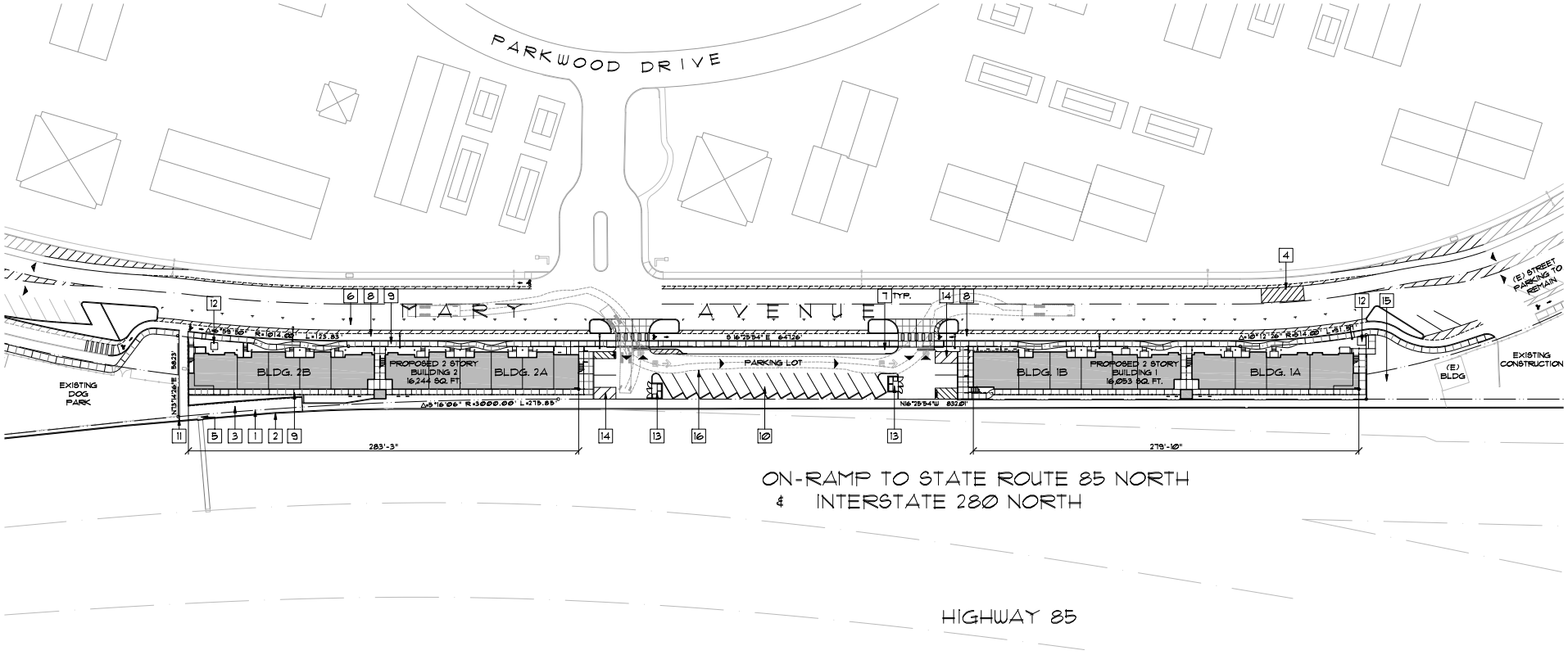


Figure 2
Site Circulation Plan

NORTH
Not to Scale

Per the TS Guidelines, a project may be screened out if it meets one or more of the following criteria: (1) a project located within one-quarter mile of a High-Quality Transit Corridor or transit stop as defined by CEQA; (2) local-serving retail of 50,000 square feet or less; or (3) land-use projects consisting of 100% affordable housing. The project would provide 100% affordable housing; thus, it is expected to result in a less-than-significant VMT impact and would not require detailed VMT analysis.

Existing Transportation System

The existing transportation system in the project study area is described below. Included are descriptions of the existing roadway network, pedestrian and bicycle facilities, and transit services.

Existing Roadway Network

Regional access to the project site is provided via SR 85. Local access to the site is provided via Stevens Creek Boulevard, Stelling Road, and Mary Avenue. These facilities are described below.

SR 85 is a six-lane freeway with two mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction in the vicinity of the project site. SR 85 extends north through Mountain View, connecting with US 101, and south through San Jose, connecting again with US 101. Access to the project site is provided via its interchange with Stevens Creek Boulevard.

Stevens Creek Boulevard is an east-west roadway classified as a boulevard (arterial) in the City's General Plan. It extends from Ridgeway Drive in the west to Bascom Avenue in the east. In the vicinity of the project site, Stevens Creek Boulevard has 6 lanes with left turn/U-turn pockets at intersections, a landscaped median, buffered bike lanes in each direction, and sidewalks along both sides of the roadway. On-street parking is prohibited on both sides of the roadway, and the posted speed limit is 35 miles per hour (mph). Access to the project site is provided via its intersection with Mary Avenue/Campus Drive.

Stelling Road is a north-south roadway classified as an avenue (major collector) in the City's General Plan. It extends past Homestead Road in the north and past Prospect Road to the south. In the vicinity of the project site, Stelling Road has 4 lanes with left turn/U-turn pockets at intersections, a landscaped median, sidewalks along both sides of the roadway, and striped bike lanes in each direction. On-street parking is prohibited on both sides of the street. The posted speed limit is 35 mph. Access to the project site is provided via its intersection with Stevens Creek Boulevard.

Mary Avenue is a two-lane north-south local street classified as a neighborhood connector in the City's General Plan. It extends from Meteor Drive in the north to Campus Drive in the south. Mary Avenue has sidewalks on the east side of the street and on the west side of the street for the most part, except along the project frontage. It has buffered and protected (Class IV) bike lanes on both sides of the roadway. On-street parking is allowed on both sides of the street north of Morro Bay Terrace. The parking is diagonal on the west side and parallel on the east side. The project would remove parking on the east side and change the west side to parallel parking. The posted speed limit is 30 mph. Mary Avenue provides direct access to the project site.

Existing Transit Services

Existing transit service to the City of Cupertino is provided by the Santa Clara Valley Transportation Authority (VTA). The VTA bus routes in the project vicinity and the bus stops near the project site are summarized in Table 1 and shown in Figure 3.

The closest bus stop is located about 2,100 feet away near the intersection of Mary Avenue and Stevens Creek Boulevard. The nearby bus stop located at De Anza College is about 2,600 feet from the project site. The bus stops on Stevens Creek Boulevard at Stelling Road are more than a half mile from the project site.

Table 1
Existing Transit Services

Route	Route Description	Weekday Hours of Operation	Headways[1] (minutes)	Nearby Bus Stops	Walking Distance from Nearest Stop to Project Site (feet)
Local Routes					
Route 51	Moffett Field/Ames Research Center - West Valley College	5:50 AM to 8:00 PM	30	Mary Ave at Stevens Creek Boulevard	2,100
Route 55	Old Ironsides Station - De Anza College	5:20 AM to 10:50 PM	30	Stelling Road at Stevens Creek Boulevard	3,600
Route 25[2]	De Anza College - Alum Rock via Valley Medical Center	5:45 AM to 10:30 PM	30	Stelling Road at Stevens Creek Boulevard	3,700
Frequent Routes					
Route 23	De Anza College - Alum Rock via Stevens Creek Boulevard	4:50 AM to 1:30 AM	15	De Anza College (Campus Road)	2,600
Rapid 523	San Jose State University - Lockheed Martin via De Anza Boulevard	5:20 AM to 11:30 PM	20	Stelling Road at Stevens Creek Boulevard	3,700

Notes:

1. Headways during weekday peak periods as of October 2025.

2. Route 25 provides frequent service between Alum Rock Station and Santa Clara Valley Medical Center and less frequent service between Alum Rock Station and De Anza College.

Existing Bicycle Facilities

The bicycle facilities that exist in the project vicinity (see Figure 4) include bike lanes and bike routes. Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes are signed bike routes where bicyclists share a travel lane with motorists.

Bike lanes are present on Mary Avenue (Class IV parking-protected on a portion of the west side between Lubec Street and Morro Bay Terrace and on a portion of the east side between the north end of Mary Avenue Dog Park and the Cupertino Memorial Park parking lot entrance, and Class IIB buffered lanes on the rest of the street), Stevens Creek Boulevard (Class II), Bubb Road (Class IV), and Stelling Road (Class II). A bike route in the area connects the project to local schools like Garden Gate Elementary school. In the project vicinity, the route is present along Lubec Street (east of Mary Avenue), Anson Avenue (north of Lubec Street) Milford Drive, Castine Avenue (north of Milford Drive) and Greenleaf Drive.

Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks, ADA compliant curb ramps, and crosswalks at many of the nearby intersections. In the vicinity of the project site, continuous sidewalks exist along the east side of Mary Avenue and both sides of Stevens Creek Boulevard, Campus Drive, and Stelling Road. There is no sidewalk on the west side of Mary Avenue along the project frontage and the Dog Park. There are two high-visibility crosswalks across Mary Avenue at unsignalized intersections along the street: one at Lubec Street north of the site and the other at the driveway for the Cupertino Memorial Park parking lot, south of the site, with rapid rectangular flashing beacons (RRFB). At the signalized intersection of Mary Avenue and Stevens Creek Boulevard, high-visibility crosswalks are provided across the north, south, east and west legs of the intersection.

Figure 3
Existing Transit Services

Figure 4
Existing Bicycle Facilities

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear were estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic traveling to and from the proposed residential development was estimated for the AM and PM peak hours. As part of the project trip distribution and assignment, directions to and from which the project trips would travel were estimated and project trips generated were assigned to specific streets and intersections. These procedures are described below:

Trip Generation

Through empirical research, data have been collected that show trip generation rates for many types of land uses. The data are published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual,* 12th Edition. ITE does not have a category for developmentally disabled housing. The closest category for estimating trips generated by this land use is "Senior Adult Housing" as most residents of the project would likely not own cars and care takers or assistants would generate most of the trips. Using this category to represent the developmentally disabled housing units is likely a slight over-estimate of generated traffic because residents would not have cars.

Thus, trips that would be generated by the project were estimated using the ITE average trip rates for "Senior Adult Housing - Multifamily" (ITE Land Use 252) for the developmentally disabled units and "Affordable Housing" (ITE Land Use 223) for the proposed affordable housing units.

The proposed project is estimated to generate 163 daily vehicle trips, with 12 trips (3 inbound and 9 outbound) during the AM peak hour and 15 trips (9 inbound and 6 outbound) during the PM peak hour (see Table 2).

Table 2
Project Trip Generation Estimates

Land Use	Size	Daily Rate[1]	Daily Trips	AM Peak Hour				PM Peak Hour			
				Rate	In	Out	Total	Rate	In	Out	Total
Proposed											
Disabled Housing [1]	19 d.u.	3.25	62	0.19	1	3	4	0.25	3	2	5
Affordable Housing [2]	21 d.u.	4.81	101	0.36	2	6	8	0.46	6	4	10
Total Project Trips			***163***		***3***	***9***	***12***		***9***	***6***	***15***

Notes
d.u. = dwelling units
[1] Trip generation rate for the proposed housing for the developmentally disabled is based on the ITE's *Trip Generation Manual, 12th Edition* rates for Land Use Code 252 "Senior Adult Housing - Multifamily."
[2] Trip generation rate for the proposed affordable are based on the ITE's *Trip Generation Manual, 12th Edition* rates for Land Use Code 223 "Affordable Housing."

Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on the existing travel patterns on the surrounding roadway network and the locations of complementary land uses. The peak-hour trips generated by the project were assigned to the roadway system based on the trip distribution pattern, directions of approach and departure, and the roadway network connections. Project trip distribution and trip assignment are shown in Figure 5. For a conservative analysis, it is assumed that all trips from the project site would pass through the study intersection at Mary Avenue and Stevens Creek Boulevard.

Figure 5
Project Trip Distribution and Assignment

Intersection Traffic Operations

This section presents the methods used to determine traffic conditions at the study intersection and the traffic effects of the project.

Scope of Analysis

This study analyzes the traffic effects of the project at the Mary Avenue/Campus Drive and Stevens Creek Boulevard intersection during the weekday AM and PM peak hours of commute traffic. Traffic conditions at the study location were analyzed for the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak hours of commute traffic. These periods represent the most congested traffic conditions on the surrounding street network during a typical weekday.

Intersection traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak-hour traffic volumes were obtained from new turning movement counts conducted on a typical weekday, October 7, 2025 (see Appendix A).
- ***Existing Plus Project Conditions.*** Existing plus project traffic volumes were estimated by adding to the existing traffic volumes the additional traffic generated by the project (see Figure 5). Existing plus project conditions were evaluated relative to existing conditions to determine potential project adverse effects.

Intersection Level of Service Analysis Methodology

Traffic conditions at the study intersection were evaluated using level of service (LOS). Level of service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

The City of Cupertino evaluates level of service at signalized intersections based on the latest *Highway Capacity Manual (HCM)* level of service methodology. For the study, the intersection levels of service were analyzed using Synchro software in accordance with the *HCM 7th Edition* methodology. The HCM method evaluates signalized intersection operations based on average control delay time for all vehicles at an intersection. The correlation between average control delay and level of service is shown in Table 3.

Signalized study intersections are typically subject to the local municipalities' level of service standards. The City's TS Guidelines (2025) do not provide level of service standards for signalized intersections. For this study, an LOS D standard was applied to the study intersection based on the 2021 TS Guidelines.

Definition of Adverse Intersection Operational Effects

For most major intersections, a development is said to create an adverse effect on traffic conditions at a study intersection if for either hour, any of the following conditions occur:

1. The level of service at signalized intersections degrades from an acceptable level (LOS D or better) under no-project conditions to an unacceptable LOS E or F under project conditions.
2. The project would deteriorate already unacceptable operations at a signalized intersection by increasing the average critical delay by four or more seconds and increasing the critical volume-to-capacity (v/c) ratio by 0.01 or more; **or** increase the v/c ratio by 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e. decreases). This can occur if the critical movements change.

Table 3
Signalized Intersection Level of Service Definitions Based on Average Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay.	greater than 80.0

Source: Transportation Research Board, *Highway Capacity Manual, 7th Edition* (Washington, D.C.,2022)

The 2025 TS Guidelines also provide a deficiency criterion for intersection vehicle queuing as part of evaluating the project's effect on traffic operations. An adverse effect on signalized intersection operations would occur if for either peak hour:

1. The project traffic would cause 95th percentile vehicle queues to exceed the existing or planned length of a turn pocket, or
2. Where a queue exceeds the available storage without the project, project traffic would increase the queue by more than 50 feet.

Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections are shown on Figure 6.

The traffic volumes for the existing conditions and existing plus project conditions are shown in Figure 6 and described above for the analysis scenarios.

Figure 6
Existing Lane Configuration and Study Traffic Volumes

NORTH
Not to Scale

Intersection Levels of Service

The results of the intersection level of service analysis (see Table 4) show that the study intersection would operate at an acceptable level of service under existing and existing plus project conditions. The intersection level of service calculation report is included in Appendix B.

Table 4
Intersection Level of Service Summary

#	Intersection	LOS Standard	Control	Peak Hour	Existing Delay[1] (sec)	Existing LOS	Existing plus Project Delay[1] (sec)	Existing plus Project LOS	Change in Delay
1	Mary Ave/Campus Dr & Stevens Creek Blvd	D	Signal	AM	31.6	C	31.6	C	0.0
				PM	27.0	C	27.2	C	0.2

Notes:
1. Average delay (seconds per vehicle) is reported for signalized intersections.

Intersection Queuing Analysis

Typically, vehicle queuing analysis is done for high-demand movements at intersections where the project would add a substantial number of trips to the left-turn movements (10 or more peak hour vehicle trips per lane). The project would not be adding 10 or more peak hour vehicle trips per lane to any turning movement (see Figure 5). Thus, it is not expected that the addition of the project would negatively affect the existing queuing conditions.

General Plan Consistency

The project is located on Mary Avenue, which is a local street. This street is not identified on the City's High Injury Network. The project would not conflict with the General Plan policies because the project would not affect access to roadways, transit, bicycle, or pedestrian facilities.

Pedestrian Facilities

The existing pedestrian facilities in the project vicinity provide good connectivity with continuous sidewalks from the project site to nearby points of interest, including bus stops, schools, and parks. High-visibility crosswalks across Mary Avenue are provided at the unsignalized intersections at Lubec Street to the north and at Cupertino Memorial Park driveway to the south.

There is currently no sidewalk along the project frontage. The project would construct a new 4.5-foot-wide sidewalk along its frontage on Mary Avenue to connect to the existing sidewalk to the south and the dog park to the north. The new sidewalk is consistent with the existing sidewalk configuration within the adjacent neighborhood. The sidewalk would be buffered from traffic by a 5-foot-wide bike lane, 2.5-foot buffer, and parallel street parking. Walkways from the street frontage would provide direct access to the buildings.

The project would not affect the existing pedestrian access in the area. The project would provide adequate pedestrian facilities on site connecting pedestrians to the rest of the City's pedestrian facilities.

Bicycle Facilities

The project proposes re-aligning the existing bike lane along the project frontage and converting the angled street-parking spaces to parallel street-parking spaces. The proposed bike lane would be 5 feet wide, which meets the minimum recommendation of 5 feet for lateral clearance of bike lanes listed in the VTA bicycle technical guidelines. The bike lane would be protected from vehicular traffic by 8-foot-wide parallel parking spaces and a 2.5 foot striped buffer between the bike lane and the

parking spaces. The project would introduce two driveways along the west side of Mary Avenue that would cross the bike lane. The project proposes using a different paving material to signal to drivers to slow down and look out for cyclists and pedestrians. The landscaping planters and curb islands next to the driveways would also provide adequate line of sights for cyclists and pedestrians.

The project proposes two pairs of reverse curves to create a lateral shift of the bike lane at the north and south ends of the project site to connect the proposed bike lane to the existing bike lane. The National Association of City Transportation Officials (NACTO) design guidelines for Bike Transitions, which are adapted from the *Urban Bikeway Design Guide, Third Edition,* was used to evaluate the proposed reverse curves. For an urban street, a design speed of 10 mph could be assumed for protected bike lanes. For an approach speed of 10 mph, NACTO recommends a minimum edge radius of 18 feet. At the north end of the site, the curve radii are less than 18 feet, which cannot accommodate a travel speed of 10 mph. At the south end of the site, the curve radii are greater than 18 feet.

Recommendation: To accommodate a design speed of 10 mph for the bike lane per NACTO's guidelines, the turn radii of the reserve curves on the north end of the project site should be a minimum of 18 feet and signage should be added ahead of the curves to inform cyclists to slow down to 10 mph.

The proposed bicycle lane would connect to the existing bicycle lane on Mary Avenue; thus the proposed project would not conflict with any planned facilities identified in the City of Cupertino 2016 Bicycle Transportation Plan.

Transit Services

As previously stated, the closest bus stop serves Local Route 51 and is located about 2,100 feet away at the intersection of Mary Avenue and Stevens Creek Boulevard. The nearby bus stop for Frequent Route 23 is located at De Anza College and is about 2,600 feet from the project site. The bus stops in both directions can be accessed via the existing pedestrian network. Any small increase in transit trips is expected to be accommodated by the existing transit capacity.

Parking

Vehicle Parking

The City of Cupertino minimum parking requirement for medium density multi-family housing per the City's Zoning Code (Table 19.124.040(A)) is two parking spaces per dwelling unit. Because the project would provide 100% affordable housing, the project can qualify for the State Density Bonus Law. Per public Resources Code Section 65915(p)(2), the City may not impose minimum vehicular parking ratios for developments that include at least 20% low-income units that exceed 0.5 spaces per unit.

Therefore, for the proposed 40 dwelling units, the project would be required to provide 20 parking spaces per the State Density Bonus Law. Additionally, approximately half of the dwelling units provided by the project would be for developmentally disabled residents that would not own cars or drive. The project proposes a total of 20 parking spaces in an on-site parking lot. Thus, the project meets the State Density Bonus Law parking requirements.

Bicycle Parking

The City's zoning code requires medium density multi-family developments to provide one long-term (Class I Facility) bicycle parking space per 2 residential units and one short-term (Class II Facility) bicycle parking space per 10 residential units. For the proposed 40 units, the project would be required to provide 20 long-term and 4 short-term bicycle parking spaces. The project proposes 16 inverted-U bike racks (which provide 2 bicycle parking spaces per inverted-U bike rack): 4 bike racks

in front of Building 1 near the community room, 3 bike racks north of Building 1, 1 rack in front of Building 2 near the manager's office, 4 bike racks behind Building 1 near the elevators, and 4 bike racks behind Building 2 near the elevators. The 8 proposed bike racks in front of buildings would provide 16 short-term parking spaces for public use, which would meet the short-term bicycle parking requirement. The 8 bike racks behind the buildings near the elevators could provide 16 parking spaces for residents. However, these spaces are not protected. Thus, the project does not meet the minimum requirements for long-term bicycle parking spaces.

Recommendation: To meet the city's requirements, the project should provide 20 long-term bicycle parking spaces. These long-term bicycle parking spaces should be provided in bicycle lockers (fully enclosed space accessible only by the owner of the bicycle), restricted access rooms (locked room or enclosure accessible only to the owners), or enclosed cages (chain link enclosures with a lock).

Removal of On-Street Parking

The project would convert the angled street-parking spaces to parallel street-parking spaces on its frontage along Mary Avenue and remove the parallel street-parking spaces on the east side of the street across from the project frontage. This would remove 84 angled street-parking spaces on the west side and 38 parallel street-parking spaces on the east side (approximately 950 feet) and add 33 parallel parking spaces to the west side of Mary Avenue, which would result in a net loss of 89 street-parking spaces.

Hexagon previously conducted a parking study (see Appendix C) to identify the current parking supply and demand of the on-street parking on Mary Avenue between Lubec Street and Stevens Creek Boulevard. There are currently 171 diagonal parking spaces provided along the west side and 70 parallel parking spaces provided on the east side, for a total of 241 on-street parking spaces. The parking study found the existing peak parking demand was 37 parking spaces (26 spaces on the west side of Mary Avenue and 11 spaces on the east side of Mary Avenue) with 7 occupied spaces along the project frontage.

As stated previously, the project meets the vehicular parking requirements per the State Density Bonus Law with the proposed parking on site. Additionally, approximately half of the dwelling units provided by the project would be for developmentally disabled residents that would not own cars or drive. Therefore, the project is not expected to increase parking demand for on street parking.

With the project, there would be 152 on-street parking spaces (with 33 parallel parking spaces along the project frontage), which would still provide enough spaces to meet the anticipated parking demand (37 total spaces and 7 spaces along the project frontage).

Site Access and Circulation

A review of the project site plan was performed to identify the adequacy of site access and on-site circulation. This review is based on the site plan dated May 9, 2025 (see Figure 2 and Figure 7). Vehicle access to the site would be provided via two driveways along Mary Avenue.

Driveway Design and Operations

The project proposes two driveways on Mary Avenue: one located opposite Parkwood Drive and the other about 180 feet south of that driveway. Two driveways are necessary because the project proposes angled on-site parking. The site is not wide enough to provide 90-degree parking.

Per the City's Standard Details 1-20, driveway width for commercial/high density residential should be between 24 and 32 feet. The driveway to the north (near Building 2) would be 24 feet wide and the driveway to the south (near Building 1) would be 26 feet wide, which meets the City's requirements for driveway width.

The project-generated trips that are estimated to access both driveways are 12 trips during the AM peak hour (3 inbound and 9 outbound) and 15 trips during the PM peak hour (9 inbound and 6 outbound). Due to the low number of AM and PM peak hour project-generated trips, operational issues related to vehicle queuing or delays, or with potential pedestrian or bicycle traffic would be minimal at the project driveways.

The distance between the first 90-degree parking stall and the street edge for both of the driveways is 24 feet. Thus, there is enough room for one inbound vehicle to queue in the driveway without blocking the traffic on Mary Avenue. The maximum number of vehicles that would enter a driveway is 9 inbound vehicles during the PM peak hour, which is equivalent to approximately one vehicle every 6 minutes. Thus, no inbound queuing issues are expected at the project driveways.

Driveway Sight Distance

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling along Mary Avenue. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site and turning onto Mary Avenue. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway and provides drivers with the ability to locate sufficient gaps in traffic.

The project proposes trees that would be planted along the Mary Avenue frontage near the driveways. Per the City's Standard Details 7-2, the canopies of the trees should be at least 8.5 feet in height so that they do not impede the view of exiting drivers. If additional frontage improvements, such as signage or additional landscaping, are proposed, they should be located so that the view of exiting drivers is not impeded or not exceed 3.5 feet in height, per the City's Standard Details 7-2.

The minimum acceptable sight distance is considered the Caltrans stopping sight distance. Sight distance requirements vary depending on roadway speeds. Mary Avenue has a speed limit of 30 mph, so the Caltrans stopping sight distance is 250 feet (based on a design speed of 35 mph). Accordingly, a driver must be able to see 250 feet along Mary Avenue to stop and avoid a collision. Based on the site plan and narrow travel lanes on Mary Avenue, on-street parking next to the project driveways would potentially block the line of sight of exiting drivers (see Figure 8).

Recommendation: To ensure drivers exiting the project driveways have adequate lines of sight, it is recommended that two parallel parking spaces on the north side of each driveway and one parking space on the south side of the project driveways be removed. If the driveways are changed to one-way as recommended below, only the parking spaces next to the outbound driveway (south driveway) need to be removed. The on-street parking supply would still be adequate with the reduction of these six parallel parking spaces.

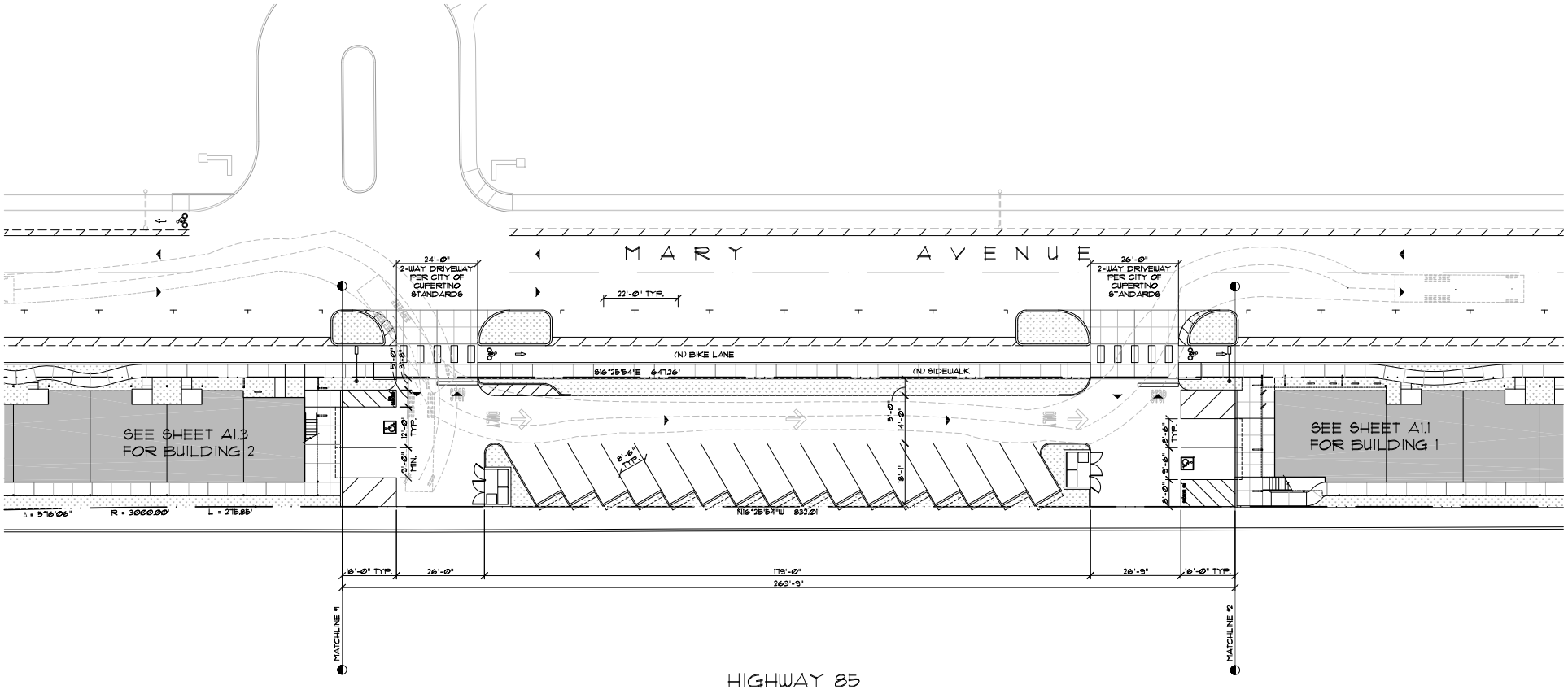
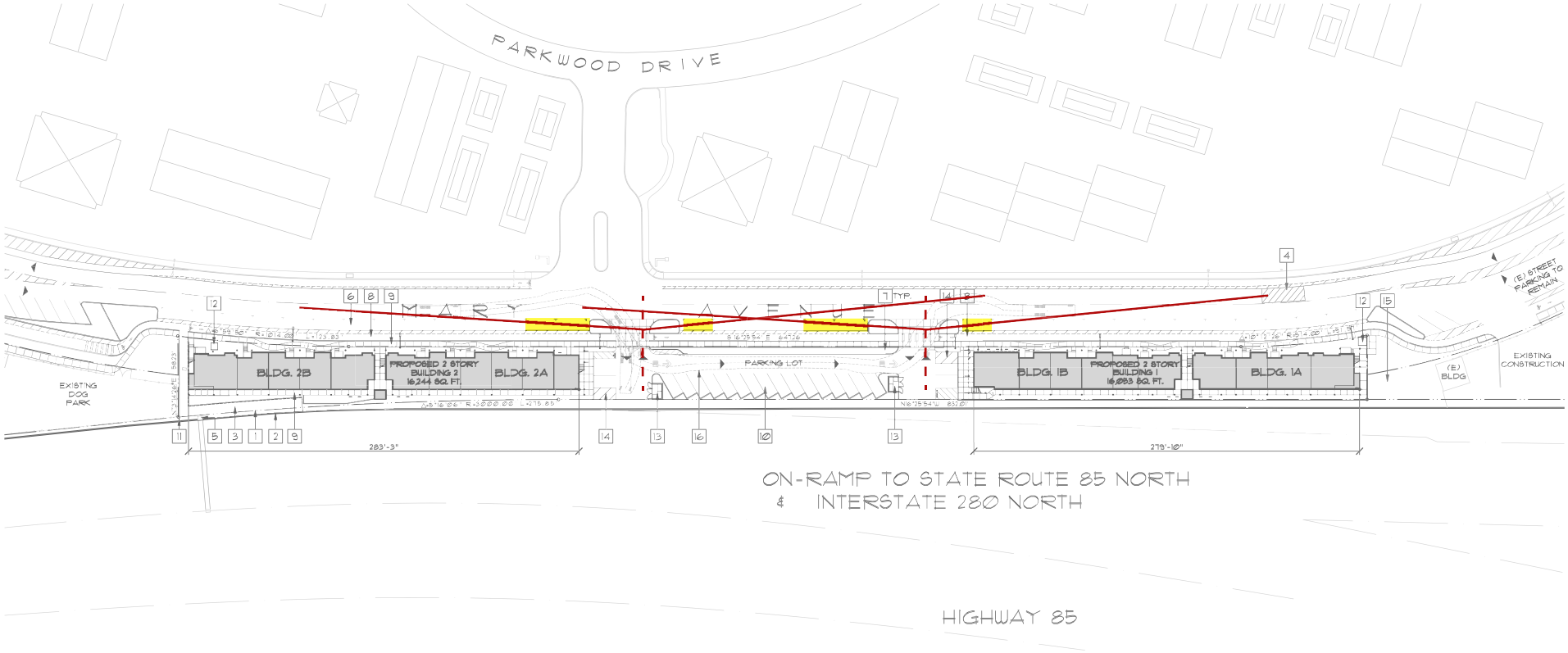


Figure 7
Proposed Parking Lot Plan

NORTH
Not to Scale



LEGEND

= Recommended Parallel Parking Spaces to be Removed

Figure 8
Sight Distance

NORTH
Not to Scale

On-Site Circulation and Stall Dimensions

On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards. The project would provide an on-site surface parking lot (20 parking spaces) with a one-way aisle. In the parking lot, there would be two 90-degree parking spaces on the north end, two 90-degree parking spaces on the south end, and 16 angled parking spaces (60 degrees) along the west side of the parking lot (see Figure 7).

The driveways to access the parking lot would be two-way driveways that are 24 feet wide and 26 feet wide with a 26-foot-wide drive aisle to access the 90-degree parking spaces. The drive aisle to access the 60-degree angled parking spaces would be a one-way aisle that is 14 feet wide.

Recommendation: For improved circulation, it is recommended that the driveways are one-way, with the north driveway for inbound only and the south driveway for outbound only.

Per the City of Cupertino's Zoning Code Table 19.124.040(B), the minimum parking stall dimensions should be 8.5 feet wide and 18 feet long. Two-way drive aisles to access 90-degree parking spaces should be a minimum of 22 feet wide. The 90-degree parking spaces on the north and south ends of the parking lot would be a minimum of 8.5 feet wide and 16 feet long and would be accessed by a drive aisle that is 26 feet wide. The parking spaces include a 2-foot overhang into the walkway in front of the spaces, which effectively would provide a 6-foot walkway (sufficient for pedestrians to travel through). Based on the site plan, the proposed 90-degree parking spaces would meet the City's minimum stall dimensions.

Per Table 19.124.040(B), a one-way aisle to access 60-degree angle parking spaces should be a minimum of 13 feet wide. Based on the proposed parking lot plan, the 60-degree angle parking spaces would be 8.5 feet wide, 18 feet long, and have a one-way aisle that is 14 feet wide. Thus, the project's angled parking spaces would meet the City's minimum requirements.

Emergency Vehicle Access and Circulation

The City of Cupertino Fire Department requires a minimum driveway width of 20 feet, requires turnarounds for driveways more than 150 feet in length, and requires a minimum of 13.5 feet of vertical clearance. The project site has a maximum depth of 42 feet from Mary Avenue. Therefore, Mary Avenue would serve as the project's fire access road.

Garbage Truck Access and Circulation

Concrete trash pads/enclosures are shown in the parking lot. All garbage collection activities would occur on-site. Garbage trucks would need to pull into one of the driveways, perform garbage collection activities, back out onto Mary Avenue, and pull into the other driveway to perform the rest of the garbage collection activities. The truck would encroach onto the opposite travel lane when turning into and out of the driveways. However, because of the relatively low volumes on Mary Avenue, it is not expected that this would cause any operational issues. Figure 7 shows site access and circulation for garbage trucks.

Safety Assessment

The project would not alter any streets in the area. The project driveways and the internal aisles on site are designed in accordance with city standards. The project would generate mostly passenger vehicles, and the surrounding roadway system is designed to accommodate these vehicles. Therefore, the project would not worsen existing geometric hazards or create new geometric hazards.

Conclusions

The transportation analysis for the Mary Avenue Affordable Housing Project resulted in the following conclusions:

- **Trip Generation.** The proposed project is estimated to generate 163 new daily vehicle trips, with 12 trips (3 inbound and 9 outbound) during the AM peak hour and 15 trips (9 inbound and 6 outbound) during the PM peak hour.
- **Intersection Operation.** The Mary Avenue and Stevens Creek Boulevard intersection would operate at an acceptable level of service under existing and existing plus project conditions.
- **Site Access and Circulation.** The site access and circulation review resulted in the following recommendations:
    - Long-term Bicycle Parking. To meet the city's requirements, the project should provide 20 long-term bicycle parking spaces. These long-term bicycle parking spaces should be provided in bicycle lockers (fully enclosed space accessible only by the owner of the bicycle), restricted access rooms (locked room or enclosure accessible only to the owners, or enclosed cages (chain link enclosures with a lock).
    - Sight Distance. To ensure drivers exiting the project driveways have adequate lines of sight, it is recommended that two parallel parking spaces on the north side of each driveway and one parking space on the south side of the project driveways be removed. If the driveways are changed to one-way as recommended below, only parking spaces next to the outbound driveway need to be removed.
    - Site Circulation. It is recommended that the driveways be one-way access, with the north driveway for inbound only and the south driveway for outbound only.
    - Bike Lane. To accommodate a design speed of 10 mph for the bike lane, the turn radii of the reserve curves on the north end of the project site should be a minimum of 18 feet and signage should be added ahead of the curves to inform cyclists to slow down to 10 mph.

ATTACHMENTS

Appendix A – Traffic Counts
Appendix B – Intersection Level of Service Calculations
Appendix C – Parking Study

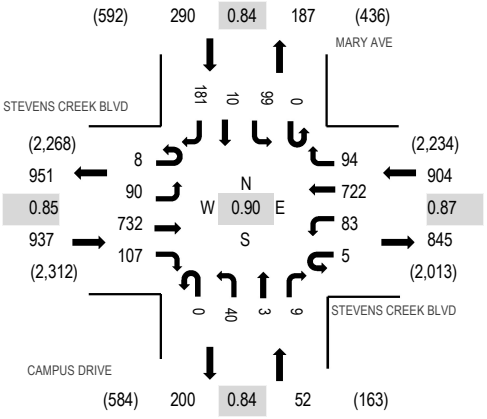
Appendix A

Traffic Counts

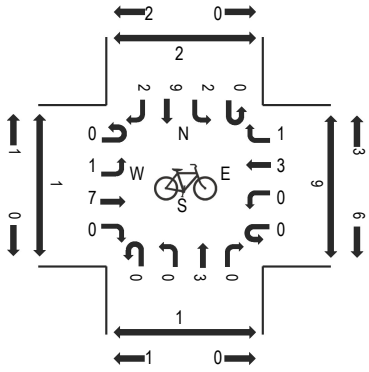
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 CAMPUS DRIVE & STEVENS CREEK BLVD AM
Date: Tuesday, October 7, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

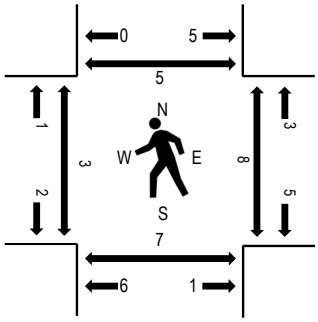
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

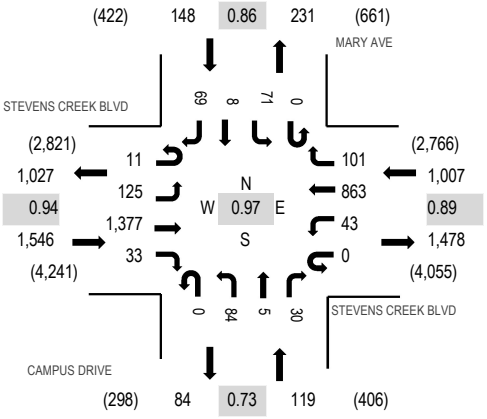
Traffic Counts - Motorized Vehicles

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				CAMPUS DRIVE Northbound				MARY AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	13	67	10	0	5	88	12	0	3	0	0	0	3	0	16	218	1,098	0	1	2	1
7:15 AM	1	15	66	3	1	3	115	7	0	1	0	1	0	5	1	15	234	1,403	0	3	0	0
7:30 AM	0	10	82	6	2	4	130	6	0	4	0	2	0	30	0	20	296	1,773	0	0	1	1
7:45 AM	4	24	94	14	1	7	129	22	0	3	0	0	0	22	1	29	350	1,975	0	2	0	1
8:00 AM	1	17	129	19	1	16	208	34	0	10	0	3	0	27	2	56	523	2,183	0	0	1	1
8:15 AM	0	25	202	25	1	28	196	19	0	14	2	4	0	27	4	57	604	2,090	2	5	3	0
8:30 AM	4	28	155	27	2	17	167	18	0	7	1	1	0	34	3	34	498	2,034	0	0	3	2
8:45 AM	3	20	246	36	1	22	151	23	0	9	0	1	0	11	1	34	558	2,069	1	3	0	2
9:00 AM	0	13	142	39	1	44	116	21	0	12	1	6	0	9	3	23	430	2,020	0	5	0	1
9:15 AM	0	10	190	58	0	46	160	20	0	17	1	7	0	8	1	30	548		2	5	0	1
9:30 AM	0	16	220	45	0	21	152	11	0	17	2	10	0	8	1	30	533		1	4	0	2
9:45 AM	0	20	167	45	1	24	157	24	0	18	1	5	0	18	3	26	509		0	3	0	3
Count Total	14	211	1,760	327	11	237	1,769	217	0	115	8	40	0	202	20	370	5,301		6	31	10	15
Peak Hour	8	90	732	107	5	83	722	94	0	40	3	9	0	99	10	181	2,183		3	8	7	5

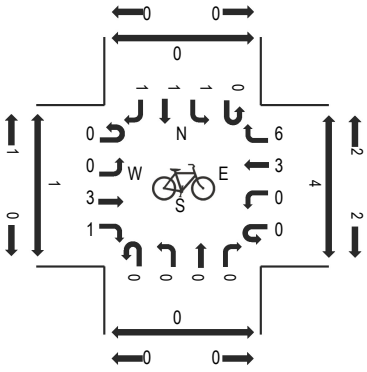
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 CAMPUS DRIVE & STEVENS CREEK BLVD PM
Date: Tuesday, October 7, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

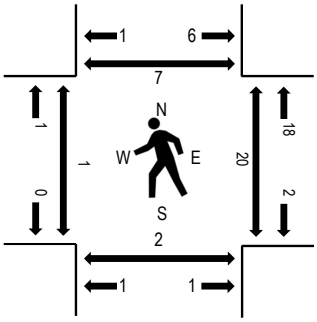
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



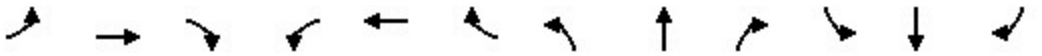
Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	STEVENS CREEK BLVD Eastbound				STEVENS CREEK BLVD Westbound				CAMPUS DRIVE Northbound				MARY AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	5	34	370	18	0	17	200	20	0	16	3	21	0	12	0	23	739	2,666	0	9	2	1
4:15 PM	0	23	247	16	0	9	197	22	0	29	2	11	0	16	2	16	590	2,637	2	3	1	0
4:30 PM	1	19	340	18	0	9	186	17	0	20	0	14	0	17	1	17	659	2,773	1	6	0	1
4:45 PM	1	20	394	16	0	7	165	16	0	9	0	12	0	25	0	13	678	2,781	0	1	0	1
5:00 PM	4	40	383	4	0	8	188	28	0	20	1	6	0	9	5	14	710	2,820	0	2	0	0
5:15 PM	3	26	345	14	0	9	235	26	0	19	2	6	0	21	1	19	726	2,728	0	1	1	5
5:30 PM	1	29	297	7	0	12	221	17	0	25	1	12	0	20	1	24	667	2,757	1	13	0	2
5:45 PM	3	30	352	8	0	14	219	30	0	20	1	6	0	21	1	12	717	2,667	0	4	1	0
6:00 PM	7	26	268	16	1	14	163	42	0	28	1	17	0	16	3	16	618	2,349	1	12	0	0
6:15 PM	4	44	305	20	2	15	229	39	0	39	3	16	0	16	3	20	755		1	6	0	2
6:30 PM	4	31	248	14	2	6	183	29	0	18	2	9	0	18	1	12	577		1	5	1	0
6:45 PM	2	23	159	2	1	6	149	13	0	11	1	5	0	15	1	11	399		1	2	1	3
Count Total	35	345	3,708	153	6	126	2,335	299	0	254	17	135	0	206	19	197	7,835		8	64	7	15
Peak Hour	11	125	1,377	33	0	43	863	101	0	84	5	30	0	71	8	69	2,820		1	20	2	7

Appendix B

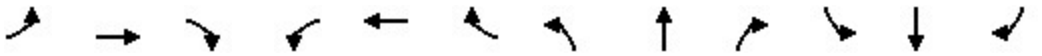
Intersection Level of Service Calculations



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	732	107	88	722	94	40	3	9	99	10	181
Future Volume (veh/h)	98	732	107	88	722	94	40	3	9	99	10	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	813	119	98	802	104	44	3	10	110	11	201
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	1207	176	128	1193	154	129	143	478	143	787	793
Arrive On Green	0.08	0.27	0.27	0.07	0.26	0.26	0.04	0.38	0.38	0.08	0.42	0.42
Sat Flow, veh/h	1781	4502	655	1781	4578	590	3456	379	1264	1781	1870	1585
Grp Volume(v), veh/h	109	614	318	98	595	311	44	0	13	110	11	201
Grp Sat Flow(s),veh/h/ln	1781	1702	1752	1781	1702	1764	1728	0	1643	1781	1870	1585
Q Serve(g_s), s	5.3	14.3	14.5	4.8	14.0	14.1	1.1	0.0	0.4	5.4	0.3	6.5
Cycle Q Clear(g_c), s	5.3	14.3	14.5	4.8	14.0	14.1	1.1	0.0	0.4	5.4	0.3	6.5
Prop In Lane	1.00		0.37	1.00		0.33	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	141	913	470	128	887	460	129	0	621	143	787	793
V/C Ratio(X)	0.77	0.67	0.68	0.77	0.67	0.68	0.34	0.00	0.02	0.77	0.01	0.25
Avail Cap(c_a), veh/h	510	1929	993	490	1891	980	368	0	621	510	787	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	29.1	29.2	40.6	29.5	29.6	41.8	0.0	17.4	40.2	15.0	12.7
Incr Delay (d2), s/veh	8.6	0.9	1.7	9.2	0.9	1.7	1.6	0.0	0.1	8.5	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.8	6.2	2.4	5.7	6.0	0.5	0.0	0.2	2.7	0.1	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.8	30.0	30.9	49.8	30.4	31.3	43.4	0.0	17.4	48.7	15.1	13.5
LnGrp LOS	D	C	C	D	C	C	D		B	D	B	B
Approach Vol, veh/h		1041			1004			57			322	
Approach Delay, s/veh		32.2			32.6			37.5			25.6	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	38.2	10.9	28.4	7.8	42.0	11.6	27.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	21.5	24.5	50.5	9.5	37.5	25.5	49.5
Max Q Clear Time (g_c+I1), s	7.4	2.4	6.8	16.5	3.1	8.5	7.3	16.1
Green Ext Time (p_c), s	0.2	0.0	0.2	7.4	0.0	0.7	0.2	7.1

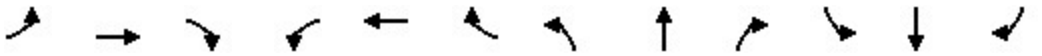
Intersection Summary	
HCM 7th Control Delay, s/veh	31.6
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	1377	33	43	863	101	84	5	30	71	8	69
Future Volume (veh/h)	136	1377	33	43	863	101	84	5	30	71	8	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	1530	37	48	959	112	93	6	33	79	9	77
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	2210	53	67	1684	196	165	72	393	103	555	637
Arrive On Green	0.11	0.43	0.43	0.04	0.36	0.36	0.05	0.29	0.29	0.06	0.30	0.30
Sat Flow, veh/h	1781	5128	124	1781	4637	540	3456	250	1373	1781	1870	1585
Grp Volume(v), veh/h	151	1016	551	48	703	368	93	0	39	79	9	77
Grp Sat Flow(s),veh/h/ln	1781	1702	1848	1781	1702	1773	1728	0	1623	1781	1870	1585
Q Serve(g_s), s	8.0	23.3	23.3	2.6	15.9	16.0	2.5	0.0	1.7	4.2	0.3	2.9
Cycle Q Clear(g_c), s	8.0	23.3	23.3	2.6	15.9	16.0	2.5	0.0	1.7	4.2	0.3	2.9
Prop In Lane	1.00		0.07	1.00		0.30	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	188	1467	797	67	1236	644	165	0	465	103	555	637
V/C Ratio(X)	0.80	0.69	0.69	0.72	0.57	0.57	0.56	0.00	0.08	0.77	0.02	0.12
Avail Cap(c_a), veh/h	510	2426	1317	250	1930	1005	413	0	465	324	555	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	22.2	22.2	45.8	24.6	24.6	44.8	0.0	25.1	44.7	23.9	18.1
Incr Delay (d2), s/veh	7.8	0.6	1.1	13.3	0.4	0.8	3.0	0.0	0.4	11.3	0.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	9.0	9.9	1.4	6.3	6.7	1.1	0.0	0.7	2.2	0.2	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.8	22.8	23.3	59.1	25.0	25.4	47.8	0.0	25.4	56.0	24.0	18.5
LnGrp LOS	D	C	C	E	C	C	D		C	E	C	B
Approach Vol, veh/h		1718			1119			132			165	
Approach Delay, s/veh		25.3			26.6			41.2			36.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	32.0	8.1	45.9	9.1	33.0	14.6	39.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.5	22.5	13.5	68.5	11.5	28.5	27.5	54.5
Max Q Clear Time (g_c+I1), s	6.2	3.7	4.6	25.3	4.5	4.9	10.0	18.0
Green Ext Time (p_c), s	0.1	0.1	0.0	16.2	0.1	0.2	0.4	9.0

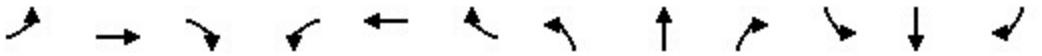
Intersection Summary	
HCM 7th Control Delay, s/veh	27.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	732	107	88	722	95	40	3	9	103	10	186
Future Volume (veh/h)	100	732	107	88	722	95	40	3	9	103	10	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	813	119	98	802	106	44	3	10	114	11	207
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	1206	175	131	1191	156	129	142	473	147	785	793
Arrive On Green	0.08	0.27	0.27	0.07	0.26	0.26	0.04	0.37	0.37	0.08	0.42	0.42
Sat Flow, veh/h	1781	4502	655	1781	4567	600	3456	379	1264	1781	1870	1585
Grp Volume(v), veh/h	111	614	318	98	597	311	44	0	13	114	11	207
Grp Sat Flow(s),veh/h/ln	1781	1702	1752	1781	1702	1762	1728	0	1643	1781	1870	1585
Q Serve(g_s), s	5.5	14.4	14.5	4.8	14.0	14.2	1.1	0.0	0.4	5.6	0.3	6.7
Cycle Q Clear(g_c), s	5.5	14.4	14.5	4.8	14.0	14.2	1.1	0.0	0.4	5.6	0.3	6.7
Prop In Lane	1.00		0.37	1.00		0.34	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	144	912	469	131	888	460	129	0	615	147	785	793
V/C Ratio(X)	0.77	0.67	0.68	0.75	0.67	0.68	0.34	0.00	0.02	0.77	0.01	0.26
Avail Cap(c_a), veh/h	509	1925	991	489	1886	977	368	0	615	509	785	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	29.2	29.3	40.6	29.6	29.6	41.9	0.0	17.6	40.2	15.1	12.8
Incr Delay (d2), s/veh	8.5	0.9	1.7	8.2	0.9	1.8	1.6	0.0	0.1	8.4	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	5.8	6.2	2.4	5.7	6.1	0.5	0.0	0.2	2.8	0.1	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.7	30.1	31.0	48.8	30.5	31.4	43.5	0.0	17.7	48.5	15.2	13.6
LnGrp LOS	D	C	C	D	C	C	D		B	D	B	B
Approach Vol, veh/h		1043			1006			57			332	
Approach Delay, s/veh		32.3			32.5			37.6			25.6	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	37.9	11.1	28.4	7.8	42.0	11.7	27.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	21.5	24.5	50.5	9.5	37.5	25.5	49.5
Max Q Clear Time (g_c+I1), s	7.6	2.4	6.8	16.5	3.1	8.7	7.5	16.2
Green Ext Time (p_c), s	0.2	0.0	0.2	7.4	0.0	0.7	0.2	7.1

Intersection Summary	
HCM 7th Control Delay, s/veh	31.6
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	1377	33	43	863	105	84	5	30	73	8	73
Future Volume (veh/h)	141	1377	33	43	863	105	84	5	30	73	8	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	157	1530	37	48	959	117	93	6	33	81	9	81
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	2210	53	67	1658	202	165	71	391	105	555	643
Arrive On Green	0.11	0.43	0.43	0.04	0.36	0.36	0.05	0.29	0.29	0.06	0.30	0.30
Sat Flow, veh/h	1781	5128	124	1781	4612	561	3456	250	1373	1781	1870	1585
Grp Volume(v), veh/h	157	1016	551	48	707	369	93	0	39	81	9	81
Grp Sat Flow(s),veh/h/ln	1781	1702	1848	1781	1702	1769	1728	0	1623	1781	1870	1585
Q Serve(g_s), s	8.3	23.3	23.3	2.6	16.1	16.2	2.5	0.0	1.7	4.3	0.3	3.1
Cycle Q Clear(g_c), s	8.3	23.3	23.3	2.6	16.1	16.2	2.5	0.0	1.7	4.3	0.3	3.1
Prop In Lane	1.00		0.07	1.00		0.32	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	194	1467	797	67	1224	636	165	0	463	105	555	643
V/C Ratio(X)	0.81	0.69	0.69	0.72	0.58	0.58	0.56	0.00	0.08	0.77	0.02	0.13
Avail Cap(c_a), veh/h	510	2426	1317	250	1930	1003	413	0	463	324	555	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	22.2	22.2	45.8	24.9	24.9	44.8	0.0	25.2	44.6	23.9	17.9
Incr Delay (d2), s/veh	7.7	0.6	1.1	13.3	0.4	0.8	3.0	0.0	0.4	11.1	0.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	9.0	9.9	1.4	6.4	6.8	1.1	0.0	0.7	2.2	0.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.6	22.8	23.3	59.1	25.3	25.7	47.8	0.0	25.5	55.7	24.0	18.3
LnGrp LOS	D	C	C	E	C	C	D		C	E	C	B
Approach Vol, veh/h		1724			1124			132			171	
Approach Delay, s/veh		25.4			26.9			41.2			36.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	31.9	8.1	45.9	9.1	33.0	15.0	39.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.5	22.5	13.5	68.5	11.5	28.5	27.5	54.5
Max Q Clear Time (g_c+I1), s	6.3	3.7	4.6	25.3	4.5	5.1	10.3	18.2
Green Ext Time (p_c), s	0.1	0.1	0.0	16.2	0.1	0.2	0.4	9.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.2
HCM 7th LOS	C

Appendix C

Parking Study

Hexagon Transportation Consultants, Inc.

Memorandum

Date: September 8, 2025

To: Mr. Andy Lief, Charities Housing

From: Gary K. Black
Nivedha Baskarapandian

Subject: Parking Study and Trip Generation Estimate for the Proposed Affordable Housing Project on Mary Avenue in Cupertino, California

Hexagon Transportation Consultants, Inc. has completed a parking study and trip generation estimate for the proposed affordable housing project on Mary Avenue in Cupertino, California. The project proposes affordable housing between the CA-85 soundwall and Mary Avenue and would provide 19 units for the developmentally disabled and 21 affordable units. Between Lubec Street and Stevens Creek Boulevard, 171 diagonal parking spaces are provided along the west side, and 70 parallel parking spaces are provided on the east side of Mary Avenue.

First Parking Counts

Parking counts were completed to determine the current maximum occupied parking spaces on Mary Avenue between Lubec Street and Stevens Creek Boulevard

Vehicle parking counts were conducted along Mary Avenue on the following dates and times to determine the parking demand of the existing parking spaces (see Attachment 1). These times were chosen based on predicted usage of the existing parking spaces from the neighboring park and other surrounding uses.

- Saturday April 12, 2025, from 12:00-1:00 PM
- Tuesday April 15, 2025, from 12:00-1:00 AM, 2:00-3:00 PM, and 7:00-8:00 PM
- Thursday April 17, 2025, from 12:00-1:00 AM, 2:00-3:00 PM, and 7:00-8:00 PM

The peak parking demand was found to be 24 spaces on the west side of Mary Avenue and six spaces on the east side of Mary Avenue between 2:00-3:00 PM on Thursday April 17, for a total of 30 occupied spaces.

Additional Parking Counts

The first set of parking counts did not denote where the cars were parked along the street. Therefore, additional counts were conducted. Counts were counted along Mary Avenue from Lubec Street and Stevens Creek Boulevard on Thursday April 24, 2025, from 2:00-3:00 PM which was determined to be the time most parking spaces were occupied (see Attachment 1). Figure 1 shows the summary of the additional parking counts.

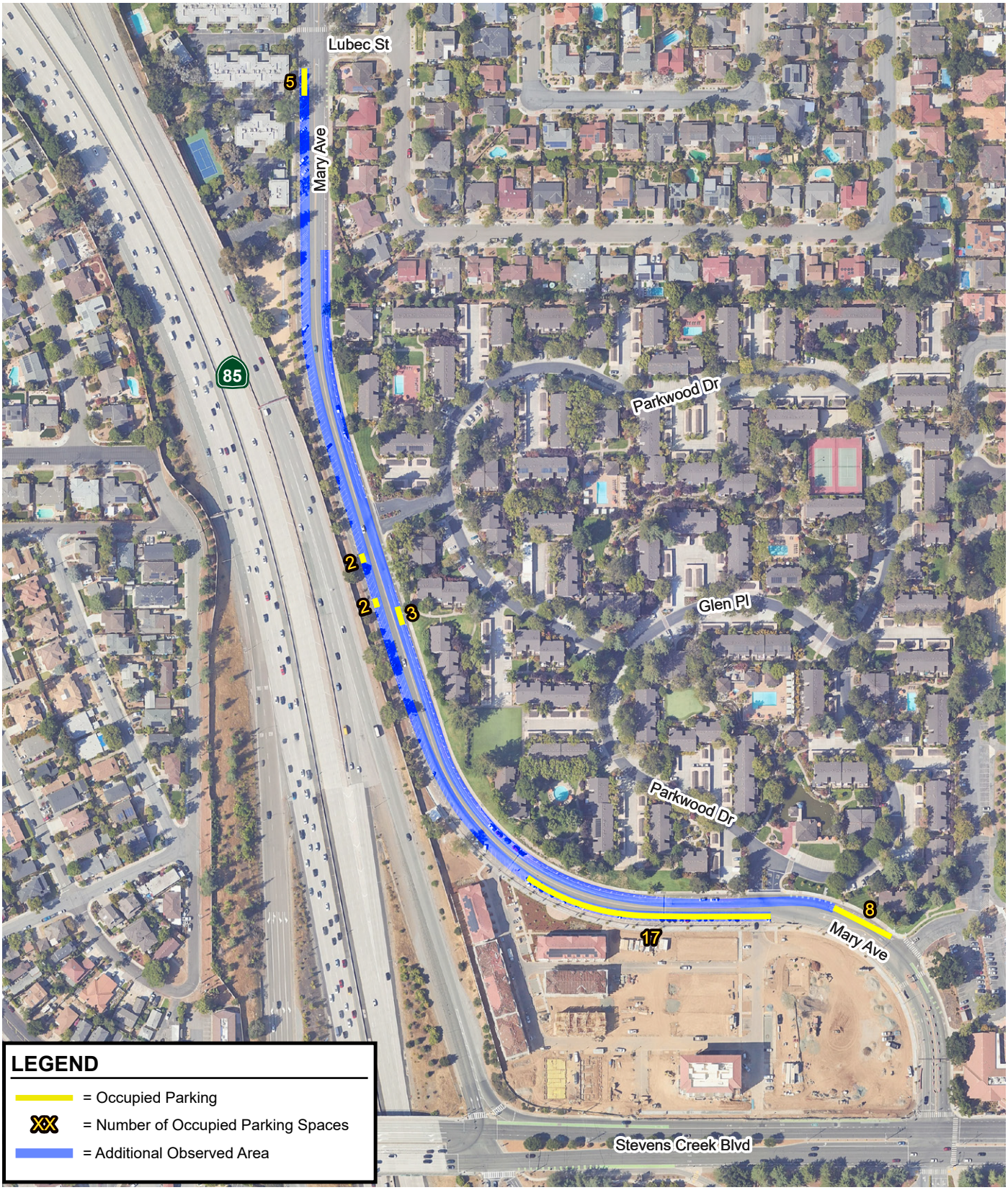


Figure 1
Mary Avenue Parking Summary

HEXAGON

NORTH
Not to Scale

The peak parking demand based on the additional count was found to be 26 spaces on the west side of Mary Avenue and 11 spaces on the east side of Mary Avenue, for a total of 37 spaces occupied on Mary Avenue between Lubec Street and Stevens Creek Boulevard.

Trip Generation Estimates

Hexagon prepared trip estimates for the proposed project using trip generation rates from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 12th Edition*, 2025 (see Table 1), Senior Adult Housing - Multifamily (Land Use 252) and Affordable Housing (Land Use 223). Developmentally disabled housing is not a category in the ITE manual. Senior Housing will perhaps over-estimate the number of trips, but best represents housing for people that are not going to work or school on a daily basis. Affordable Housing includes multifamily housing that is rented at below market rate. Eligibility to live in affordable housing can be a function of limited household income, resident age, or special needs. These ITE land use categories best represent the units proposed. The developmentally disabled units would be for residents who are unable to operate vehicles, and the affordable housing units would be for low-income residents.

Based on the trip generation rates, the project would generate 164 new daily trips, with 12 new trips (three inbound and nine outbound) during both the AM peak hour and 15 new trips (nine inbound and six outbound) during the PM peak hour. This small number of trips would not cause any noticeable change to traffic operations on Mary Avenue or other streets in the area.

Table 1 Trip Generation Estimates

		Daily	Daily	AM Peak Hour				PM Peak Hour			
Land Use	Size	Rate[1]	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Proposed											
Disabled Housing [1]	19 d.u.	3.25	62	0.19	1	3	4	0.25	3	2	5
Affordable Housing [2]	21 d.u.	4.87	102	0.36	2	6	8	0.46	6	4	10
Total Project Trips			***164***		***3***	***9***	***12***		***9***	***6***	***15***

Notes

d.u. = dwelling units

[1] Trip generation rate for the proposed housing for the developmentally disabled is based on the ITE's *Trip Generation Manual, 12th Edition* rates for Land Use Code 252 "Senior Adult Housing - Multifamily."

[2] Trip generation rate for the proposed affordable are based on the ITE's *Trip Generation Manual, 12th Edition* rates for Land Use Code 223 "Affordable Housing."

Conclusion

The results of the parking study and trip generation estimates are summarized below.

- On Mary Avenue between Lubec Street and Stevens Creek Boulevard, at most 37 vehicles were parked which occurred during a weekday from 2:00 -3:00 PM.
- The project would generate 164 new daily trips with 12 new trips during the AM peak hour and 15 new trips during the PM peak hour. This small number of trips would not cause any noticeable change to traffic operations on Mary Avenue or other streets in the area.

Attachment 1
Parking Counts

Parking Count- 25NB03(Cupertino)

AUTO CENSUS
Traffic Monitoring and Analysis
445 Lily Ann Way
San Jose, CA 95123

Date: 4/12-4/17/25
Counters: Jo
Location: Mary Ave.
Weather: Fair

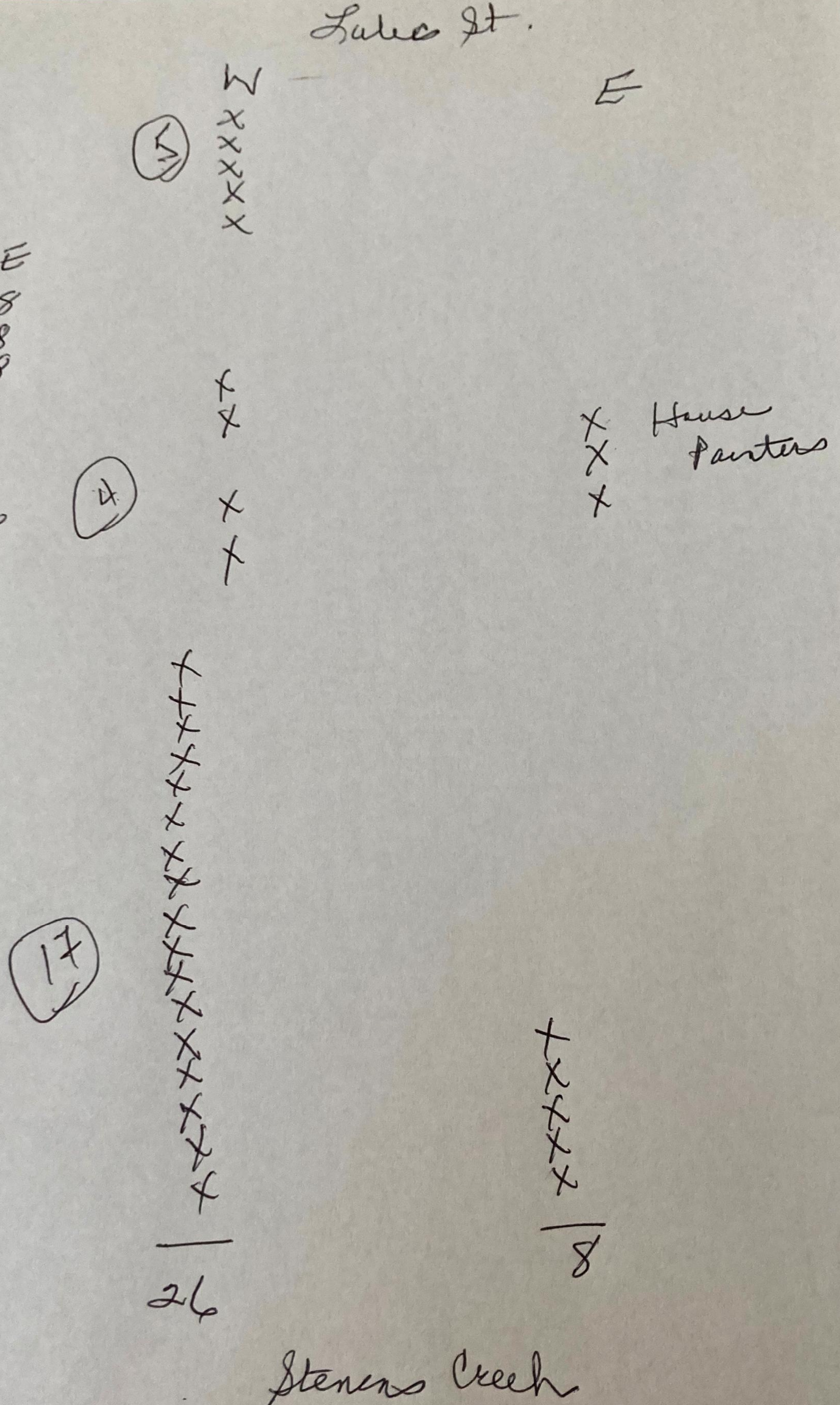
Mary Avenue

Date	Time	West	East	Total
12-Apr	12-1pm	8	0	8
15-Apr	12-1am	1	0	1
15-Apr	2-3pm	21	8	29
15-Apr	7-8pm	1	0	1
17-Apr	12-1am	1	0	1
17-Apr	2-3pm	24	6	30
17-Apr	7-8pm	3	1	4

Mary Ane
4/23/25

	W	E
2pm	26	8
2:30	26	8
3:00	26	8

No change in occupied for the hour.



Lubec to Stevens Creek is 1/2 mile long.