JOINT MEETING OF THE PUBLIC FINANCING AUTHORITY & MILPITAS CITY COUNCIL

For assistance in the following languages, you may call:
Đối với Việt Nam, gọi 408-586-3122
Para sa Tagalog, tumawag sa 408-586-3051
Para español, llame 408-586-3232

AGENDA

TUESDAY, AUGUST 20, 2019
COUNCIL CHAMBERS, 455 E. CALAVERAS BLVD., MILPITAS, CA
6:00 PM (CLOSED SESSION)
7:00 PM (PUBLIC BUSINESS)

CALL JOINT MEETING TO ORDER by Mayor and ROLL CALL by City Clerk

ADJOURN TO CLOSED SESSION

(a) CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
Pursuant to Calif. Government Code Section 54956.9(d)(1)
County Sanitation District 2-3, West Valley Sanitation District, Burbank Sanitary District, Cupertino Sanitary District, and City of Milpitas v. City of San Jose, City of Santa Clara. Santa Clara County Superior Court Case No. 18CV325480

(b) CONFERENCE WITH LABOR NEGOTIATORS - COLLECTIVE BARGAINING
Pursuant to California Government Code Section 54957.6
City Negotiator: Liz Brown, Human Resources Director
Employee Group: Milpitas Employees Association
Under Negotiation: Wages, Hours, Benefits, and Working Conditions

CLOSED SESSION ANNOUNCEMENT: Report on action taken in Closed Session, if required per Government Code Section 54957.1, including the vote or abstention of each member present

PLEDGE OF ALLEGIANCE

INVOCATION

PUBLIC FORUM
Those in the audience are invited to address City Council on any subject not on tonight's agenda. Speakers must come to the podium, state their name and city of residence for the Clerk's record, and limit spoken remarks to three minutes. As an item not listed on the agenda, no response is required from City staff or the Council and no action can be taken. Council may instruct the City Manager to place the item on a future meeting agenda.

ANNOUNCEMENTS

ANNOUNCEMENT OF CONFLICT OF INTEREST AND CAMPAIGN CONTRIBUTIONS

APPROVAL OF AGENDA

CONSENT CALENDAR

Consent calendar items are considered to be routine and will be considered for adoption by one motion. There will be no separate discussion of these items unless a City Councilmember, member of the audience or staff requests the Council to remove an item from (or be added to) the consent calendar. Any person desiring to speak on any item on the consent calendar should ask to have that item removed from the consent calendar.

C1. Receive City Council Calendars of Meetings for August and September 2019 (Staff Contact: Mary Lavelle, 408-586-3001)

C2. Waive the Second Reading and Adopt Ordinance No. 38.834 Amending Milpitas Municipal Code Title XI, Chapter 10, Sections 2, 13, 15, 24, 53, 55, and 57 Relating to the Establishment of an Administrative Hearing Process (Zoning Administrator) and Discontinuance of the Planning Commission Subcommittee (Staff Contact: Rozalynne Thompson, 408-586-3278)

Recommendations:

1) Waive the second reading of Ordinance No. 38.834 Amending Milpitas Municipal Code (Zoning Text) Title XI, Chapter 10 for Section 2 ("Definitions"), Section 13 ("Special Uses"), Section 15 ("Special Events and Activities"), Section 24 ("Signs"), Section 53 ("Off-Street Parking Regulations"), Section 55 ("Exceptions"), Section 57 ("Applications"), and Section 64 ("Development Review Process") of the Zoning Code. And determine that the Municipal Code (zoning) amendment is categorically exempt pursuant to Section 15061(b) (3) ("common sense exemption") of the California Code of Regulations (CEQA Guidelines) and is not a "project" under CEQA per Section 15378(b) (5) of the CEQA Guidelines.
2) Adopt Ordinance No. 38.834 Amending Milpitas Municipal Code Title XI, Chapter 10, Sections 2, 13, 15, 24, 53, 55, and 57 Relating to the Establishment of an Administrative Hearing Process (Zoning Administrator) and Discontinuance of the Planning Commission Subcommittee.

C3. Adoption of Ordinance No. 172.6 to Amend Milpitas Municipal Code, Title III, Chapter 6 Relating to Massage Establishments and Practitioners (Staff Contact: Christopher Diaz, 408-586-3041)

Recommendation: Move to waive the second reading and adopt Ordinance No. 172.6 amending Milpitas Municipal Code, Title III, Chapter 6 relating to massage establishments and practitioners.

C4. Adopt Ordinance No. 301 to make corrections, clarifications, and minor updates and modifications to the Milpitas Municipal Code (Staff Contacts: Christopher Diaz, 408-586-3040 and Ashwini Kantak, 408-586-3053)

Recommendation: Waive the second reading and adopt Ordinance No. 301 amending various sections of Titles I, II, IV, V, VI, XI and XII of the Milpitas Municipal Code to make corrections, clarifications, minor updates and modifications.

C5. Adopt Resolutions of the Milpitas City Council and Milpitas Public Financing Authority Board Authorizing Investment of Monies in the Local Agency Investment Fund and Updating Officers' Information (Staff Contact: Walter Rossmann, 408-586-3111)

Recommendation: Adopt Resolutions of (1) the Milpitas City Council and (2) the Milpitas Public Financing Authority Board authorizing investment of monies in the Local Agency Investment Fund and updating officers' information.

C6. Adopt a Resolution Approving the Investment Policy (Staff Contact: Walter Rossmann, 408-586-3111)

Recommendation: Adopt a resolution approving the Investment Policy for FY 2019-20.

C7. Adopt a Resolution Granting Acceptance of Public Improvements and Approving Reduction of Faithful Performance Bond for Public Improvements for the McCarthy Creekside Phase 1 – Buildings A, B and F Subdivision at 625 North McCarthy Boulevard by The McCarthy Ranch Limited Partnership, and Granting Authorization to the City Engineer to Release the Performance Bond After one-year Warranty Period (Staff Contact: Steve Erickson, 408-586-3301)

Recommendation: Adopt a resolution granting acceptance of public improvements for the McCarthy Creekside Phase 1 – Buildings A, B and F Subdivision at 625 North McCarthy Boulevard, Tract 10393, Public Improvement Plan No. 2-1213 & 2-1222; approving a reduction in the faithful performance bond to $60,300, which shall be subject to and in effect for the duration of a one-year warranty period; and granting authorization to the City Engineer to release the performance bond after the one-year warranty period, without further City Council action provided all required warranty work is completed to the satisfaction of the City Engineer.

C8. Approve and Authorize the Interim City Manager to Execute a Stormwater Management Facilities Operation and Maintenance Agreement for Milpitas – District 1 Owner, LLC for the District 1 Lot 1 Mixed Use Project at 1315 McCandless Drive (Staff Contact: Steve Erickson, 408-586-3301)

Recommendation: Approve and authorize the Interim City Manager to execute a Stormwater Management Facilities Operation and Maintenance Agreement for Milpitas – District 1 Owner, LLC for the District 1 Lot 1 Mixed Use Project at 1315 McCandless Drive.

C9. Approve and Authorize the Interim City Manager to Execute a Stormwater Management Facilities Operation and Maintenance Agreement for The New Home Company Northern California LLC and Ellison Park Community Association for the Ellison Park Residential Project at 231, 247, 271 Houret Drive and 1757 Houret Court (Staff Contact: Steve Erickson, 408-586-3301)

Recommendation: Approve and authorize the Interim City Manager to execute a Stormwater Management Facilities Operation and Maintenance Agreement for The New Home Company Northern California LLC and Ellison Park Community Association for the Ellison Park Residential Project at 231, 247, 271 Houret Drive and 1757 Houret Court.

C10. Accept Additional FY 2018 Citizen Options for Public Safety (COPS) Grant funding (Staff Contact: Jared Hernandez, 408-586-2406)

Recommendation: Accept the additional FY 2018 COPS grant funding in the amount of $56,242.63 and approve a budget amendment.

C11. Authorize and Approve Travel for Vice Mayor Karina Dominguez, Councilmember Anthony Phan, and Interim City Manager Steve McHarris to Attend the 2019 Study Mission to Nashville, Tennessee Hosted by the Silicon Valley Organization Scheduled on September 3 – 6, 2019 (Staff Contact: Steve McHarris, 408-586-3059)

Recommendation: Authorize and approve travel for Vice Mayor Karina Dominguez, Councilmember Anthony Phan, and Interim City Manager Steve McHarris to attend the 2019 Study Mission from September 3-6, 2019, to Nashville, TN hosted by the Silicon Valley Organization, for a combined total expense amount not to exceed budgeted Conferences/Meeting allocation of $9,000.

PUBLIC HEARINGS

12. Conduct a Public Hearing and Adopt a Resolution approving Site Development Permit, Conditional Use Permit, Vesting Tentative Map, and Environmental Assessment to develop a 40-unit residential condominium building, up to 49 feet in height (four stories), with parking for up to 74 vehicles, on a 1.22 acre site at 2001 Tarob Court (Staff Contact: Lillian Hua, Associate Planner, 408-586-3073)

Recommendations:

1) Conduct a public hearing and move to close the hearing following comments.
2) Consider the Addendum to the Transit Area Specific Plan Environmental Impact Report (TASP EIR). As a separate and independent basis, consider the exemption from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15182 (Project Consistent with a Specific Plan), 15183 (Project Consistent with the General Plan), and 15168 (Projects Consistent with a Program EIR).
3) Adopt a Resolution approving Site Development Permit (SD18-0014), Conditional Use Permit (UP19-00090, Vesting Tentative Map (MT18-0004), and Environmental Assessment (EA19-0002) to allow development of a 40-unit residential condominium building, up to 49 feet in height (four stories), with parking for up to 74 vehicles, on a 1.22-acre site located at 2001 Tarob Court and denying the applicant's request for an exception to the Affordable Housing Ordinance.

13. Move to Waive the First Reading and Introduce Ordinance No. 38.836 Amending Milpitas Municipal Code Title XI, Chapter 10, Sections 2, 4, 5, 7, 10, and 13 Relating to Nonindustrial Land Uses in Industrial Zoning Districts, Mobile Fueling Services, and Temporary Public Safety Facilities (Staff Contact: Rozalynne Thompson, Senior Planner, 408-586-3278)

Recommendations**:**

1. Conduct a public hearing and move to close the hearing following comments.
2. City Attorney shall read aloud title of Ordinance No.38.836.
3. Consider the exemption from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15183 (Projects consistent with General Plan), Section 15301 (Existing Facilities) and 15061(b)(3) (Common Sense Exemption).
4. Move to waive the first reading beyond the title and introduce Ordinance No. 38.836 Amending Milpitas Municipal Code Section 2 ("Definitions"), Subsection 4.02 ("Residential Use Regulations"), Subsection 5.02 ("Commercial Use Regulations"), Subsection 7.02 ("Industrial Use Regulations"), Subsection 7.04 ("Industrial Zone Special Development and Performance Standards"), Subsection 10.02 ("Institutional Use Regulations"), and Subsection 13.11 ("Temporary Uses and Structures").

COMMUNITY SERVICES AND SUSTAINABLE INFRASTRUCTURE

14. Adopt Two Resolutions Approving the Establishment of the Milpitas Assistance Program and the Establishment of the Residential Building Incentive Program, as proposed (Staff Contacts: Renee Lorentzen, 408-586-3409 and Sharon Goei, 408-586-3260)

Recommendation: Adopt two Resolutions approving establishment of (1) the Milpitas Assistance Program and (2) the Residential Building Incentive Program, as proposed.

LEADERSHIP AND SUPPORT SERVICES

15. Approve Updated City of Milpitas Facility Use Manual (Staff Contacts: Renee Lorentzen, 408-586-3409 and Christopher Diaz, 408-586-3040)

Recommendation: Approve the updated City of Milpitas Facility Use Manual.

16. Provide Direction to Staff on Draft Council Policies for Training and Events (Staff Contacts: Christopher Diaz, 408-586-3040 and Ashwini Kantak, 408-586-3053)

Recommendation: Provide direction to staff on draft Council policies for training and events.

REPORTS OF MAYOR & COUNCILMEMBERS - from the assigned Commissions, Committees and Agencies

NEXT AGENDA PREVIEW

17. Receive Preview List for the Next Regular City Council Meeting Scheduled for September 3, 2019 (Staff Contact: Mary Lavelle, 408-586-3001)

ADJOURNMENT

NEXT CITY COUNCIL MEETING
TUESDAY, SEPTEMBER 3, 2019

KNOW YOUR RIGHTS UNDER THE OPEN GOVERNMENT ORDINANCE

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions and other agencies of the City exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and the City operations are open to the people's review. For more information on your rights under the Open Government Ordinance or to report a violation, contact the City Attorney's office at Milpitas City Hall, 455 E. Calaveras Blvd., Milpitas, CA 95035 e-mail: cdiaz@ci.milpitas.ca.gov / Phone: 408-586-3040

The Open Government Ordinance is codified in the Milpitas Municipal Code as Title I Chapter 310 and is available online at the City's website www.ci.milpitas.ca.gov by selecting the Milpitas Municipal Code link.

Materials related to an item on this agenda submitted to the City Council after initial distribution of the agenda packet are available for public inspection at the City Clerk's office at Milpitas City Hall, 3rd floor 455 E. Calaveras Blvd., Milpitas and on the City website. Council agendas and related materials can be viewed online www.ci.milpitas.ca.gov/government/council/agenda_minutes.asp (select meeting date)

APPLY TO SERVE ON A CITY COMMISSION

Commission application forms are available online at www.ci.milpitas.ca.gov or at Milpitas City Hall. Contact the City Clerk's office at 408-586-3003 for more information.

If you need assistance, per the Americans with Disabilities Act, for any City of Milpitas public meeting, please call the City Clerk at 408-586-3001 or send an e-mail to mlavelle@ci.milpitas.ca.gov prior to the meeting. You may request a larger font agenda or arrange for mobility assistance. For hearing assistance, headsets are available in the City Council Chambers for all meetings.

July 2019

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September

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Milpitas City Council Calendar

August 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 **5:30 PM**-Santa Clara VTA Board of Directors (RT)	**2**	**3**
4	**5** **7:00 PM**-Parks, Recreation & Cultural Resources Commission (AP)	**6** **3:00 PM-**City Council Housing Subcommittee (BN/CM)	**7** **5:30 PM**-Veterans Commission (RT) **6:00 PM**-Community Outreach on Short Term Rental regulation @Evergreen College (Milpitas) **7:00 PM**-Community Advisory Commission (BN)	**8** **9:00 AM-**Milpitas Chamber of Commerce Board Retreat (CM) **4:00 PM**-Santa Clara VTA Policy Advisory Committee (KD) **5:30 PM**-Milpitas Chamber of Commerce Board Retreat (CM) **7:00 PM**-Cities Assoc of SCC (CM)	**9** **12:00 PM-**Special Santa Clara VTA Board of Directors (RT) **2:00 PM** City Council Subcommittee (KD/BN) **3:00 PM-**Council Rules Subcommittee (RT/KD) **4:00 PM**-Special City Council	**10**
11	**12** **4:30 PM**-Economic Development & Trade Commission (KD)	**13** **3:00 PM-**City Council Housing Subcommittee (BN/CM) **6:00 PM**-Special City Council	**14** ~~***4:30 PM** City Council Finance Subcommittee (RT/CM)~~ **7:00 PM**-Silicon Valley Clean Energy Board of Directors (BN) (Cupertino) **6:00 PM**-Special Planning Commission	**15** **6:00 PM**- Community Outreach on Short Term Rental regulation at City Hall Committee Room	**16** **1:00 PM-**VTA Safety, Security,Transit Planning & Ops Committee (RT) **4:00 PM-**City Council & MUSD Communications Subcommittee (RT/CM)	**17**
18	**19** **7:00 PM**-Science, Technology, & Innovation Commission (BN)	**20** **6:00 PM**-Closed Session **7:00 PM**-City Council	**21** **6:00 PM**-Energy & Environmental Sustainability Commission (BN)	**22** **12:00 PM**-VTA Capital Program Committee (RT)	**23** **12:00 PM**-City Council Rules Subcommittee (RT/KD)	**24** **4:00 PM-** Hot August Bites + Veterans Car show @ Civic Center
25	**26** **7:00 PM-**Special Arts Commission (CM)	**27** **1:30 PM**-Senior Advisory Commission (AP) **6:00 PM**-PG&E Public Safety Power Shutoff Community outreach @ Senior Center	**28** **5:30 PM-**SCC Recycling & Waste Reduction Commission (AP) **7:00 PM**-Planning Commission	**29**	**30** **TBD AM** City Council Retreat (special meeting)	**31**

***Finance Subcommittee will meet only as needed**

August 2019

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Milpitas City Council Calendar
September 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	**2** **CITY OBSERVED HOLIDAY** **City Hall Closed** 	**3** **?:00 PM**-Closed Session **7:00 PM**-City Council	**4** **1:00 PM**-Santa Clara VTA Monthly Briefing - Northeast Group (RT) (San Jose) **7:00 PM**-Community Advisory Commission (BN)	**5** **5:30 PM**-Santa Clara VTA Board of Directors (RT) **5:30 PM**-Milpitas Chamber of Commerce Board (CM)	**6** **?:00**-City Council Rules Subcommittee (RT/KD)	**7**
8	**9** **8:30 AM-**VTA I-680 JPA mtg (via teleconference from San Jose) (RT) **4:30 PM**-Economic Development & Trade Commission (KD)	**10** **3:00 PM-**City Council Housing Subcommittee (BN/CM)	**11** **7:00 PM**-Planning Commission **7:00 PM**-Silicon Valley Clean Energy Board of Directors (BN) (Cupertino)	**12** **4:00 PM**-Santa Clara VTA Policy Advisory Committee (KD) **4:00 PM**-Treatment Plant Advisory Committee (CM) (SJose) **7:00 PM**-Cities Assoc of SCC (CM) **7:00 PM**-Youth Advisory Commission (AP)	**13**	**14**
15	**16** **9:30 AM**-BAAQMD Stationary Source Committee mtg (Council Chambers) **7:00 PM**-Science, Technology, & Innovation Commission (BN) **7:00 PM**-Library & Education Commission (CM)	**17** **?:00 PM**-Closed Session **7:00 PM**-City Council	**18** **6:00 PM**-Energy & Environmental Sustainability Commission (BN)	**19** **6:30 PM**-Bay Area Water Supply Conserv Agency (CM) (Oak Room - San Mateo Main Library) **7:00 PM**-Public Safety and Emergency Preparedness Commission (KD)	**20** **9:00 AM-**VTA Board of Directors Workshop (RT) **2:00 PM-**VTA Safety, Security and Transit Planning and Operations Committee (RT) **?:00**-City Council Rules Subcommittee (RT/KD)	**21**
22	**23** **7:00 PM**-Arts Commission (CM)	**24** **3:00 PM-**City Council Housing Subcommittee (BN/CM)	**25** **12:00 PM-**Santa Clara Valley Water Commission (CM) **7:00 PM**-Planning Commission	**26** **12:00 PM**-Terrace Gardens Board of Directors (BN)	**27**	**28** **10:00 AM-**Milpitas' Oktoerfest @ Civic Center Plaza
29	**30**					

Finance Subcommittee will meet only as needed

Created 8/14/2019

CITY OF MILPITAS
AGENDA REPORT
(AR)

Item Title:	Waive the Second Reading and Adopt Ordinance No. 38.834 Amending Milpitas Municipal Code Title XI, Chapter 10, Sections 2, 13, 15, 24, 53, 55, and 57 Relating to the Establishment of an Administrative Hearing Process (Zoning Administrator) and Discontinuance of the Planning Commission Subcommittee. (Staff Contact: Rozalynne Thompson, 408-586-3278)
Category:	Consent Calendar-Community Development
Meeting Date:	8/20/2019
Staff Contact:	**Rozalynne Thompson, Senior Planner, 408-586-3278**
Recommendation:	1) Waive the second reading of Ordinance No. 38.834 Amending Milpitas Municipal Code (Zoning Text) Title XI, Chapter 10 for Section 2 ("Definitions"), Section 13 ("Special Uses"), Section 15 ("Special Events and Activities"), Section 24 ("Signs"), Section 53 ("Off-Street Parking Regulations"), Section 55 ("Exceptions"), Section 57 ("Applications"), and Section 64 ("Development Review Process") of the Zoning Code.and determine that the Municipal Code (zoning) amendment is categorically exempt pursuant to Section 15061(b)(3) ("common sense exemption") of the California Code of Regulations (CEQA Guidelines) and is not a "project" under CEQA per Section 15378(b)(5) of the CEQA Guidelines. 2) Adopt Ordinance No. 38.834 Amending Milpitas Municipal Code Title XI, Chapter 10, Sections 2, 13, 15, 24, 53, 55, and 57 Relating to the Establishment of an Administrative Hearing Process (Zoning Administrator) and Discontinuance of the Planning Commission Subcommittee.

Background:
On June 18, 2019, the City Council introduced and conducted the first reading of Ordinance No. 38.834 to establish an administrative hearing process (Zoning Administrator) and discontinue the Planning Commission Subcommittee.

Ordinance No.38.834 is now ready for second reading and adoption.

Policy Alternatives:

Alternative 1: Do not establish an Administrative Hearing Process (Zoning Administrator) and continue review of minor entitlement applications by the Planning Commission Subcommittee

Pros: Continue processing entitlement applications according to established procedures
Cons: Significantly more time to process, less flexibility and frequency of hearing dates
Reason not recommended: As discussed above, establishing an administrative hearing process will streamline the development review process by providing greater flexibility and frequency of hearing dates and reducing processing times. If the City does not establish an administrative hearing process, entitlement applications would continue to take significantly more time to process as scheduling hearings depends upon the availability of Planning Commission members. This would result in hearings that would be held less frequently with less flexibility in scheduling,

California Environmental Quality Act:
Staff has determined that the proposed Ordinance is categorically exempt from CEQA review pursuant to Section 15061(b)(3) of the California Code of Regulations (CEQA Guidelines). Introduction and adoption of this Ordinance is not subject to review under CEQA, pursuant to the "common sense exemption" that CEQA only applies to projects that have the potential for causing a significant effect on the environment, and where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. (CEQA Guidelines, § 15061(b)(3)) A "significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project. (CEQA Guidelines, § 15382.) This Ordinance would establish an administrative hearing process, but would not permit any particular project. Therefore, it can be seen with certainty that there is no possibility that the Ordinance in question may have a significant effect on the environment; accordingly, the Ordinance is exempt from CEQA review.

Moreover, this Ordinance is not a "project" under CEQA per Section 15378(b)(5) of the CEQA Guidelines. Section 15378(b)(5) of the CEQA Guidelines excludes from the definition of "project" "[o]rganizational and administrative of governments that will not result in direct or indirect physical changes in the environment." The subject of this Ordinance is the establishment of the Zoning Administrator and discontinuance of the Planning Commission, which is both an organizational and administrative change. Further, this Ordinance would not permit any particular project and, therefore, would not result in direct or indirect physical changes in the environment. Therefore, this Ordinance is not a "project" under CEQA Guidelines Section 15378 and, accordingly, is exempt from CEQA review.

Recommendation:

1) Waive the second reading of Ordinance No. 38.834 Amending Milpitas Municipal Code (Zoning Text) Title XI, Chapter 10 for Section 2 ("Definitions"), Section 13 ("Special Uses"), Section 15 ("Special Events and Activities"), Section 24 ("Signs"), Section 53 ("Off-Street Parking Regulations"), Section 55 ("Exceptions"), Section 57 ("Applications"), and Section 64 ("Development Review Process") of the Zoning Code.and determine that the Municipal Code (zoning) amendment is categorically exempt pursuant to Section 15061(b)(3) ("common sense exemption") of the California Code of Regulations (CEQA Guidelines) and is not a "project" under CEQA per Section 15378(b)(5) of the CEQA Guidelines

2) Adopt Ordinance No. 38.834 Amending Milpitas Municipal Code Title XI, Chapter 10, Sections 2, 13, 15, 24, 53, 55, and 57 Relating to the Establishment of an Administrative Hearing Process (Zoning Administrator) and Discontinuance of the Planning Commission Subcommittee..

Attachments:
a) Planning Commission Resolution No. 19-016
b) Proposed City Council Ordinance No. 38.834

REGULAR

NUMBER: **38.834**

TITLE: **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MILPITAS AMENDING SECTIONS OF CHAPTER 10 OF TITLE V OF THE MILPITAS MUNICIPAL CODE ESTABLISHING AN ADMINISTRATIVE HEARING PROCESS AND DISCONTINUING THE PLANNING COMMISSION SUBCOMMITTEE**

HISTORY: This Ordinance was introduced (first reading) by the City Council at its meeting of June 18, 2019, upon motion by Councilmember Phan, and was adopted (second reading) by the City Council at its meeting of _____, upon motion by _____. The Ordinance was duly passed and ordered published in accordance with law by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

_____
Mary Lavelle, City Clerk

APPROVED:

_____
Rich Tran, Mayor

APPROVED AS TO FORM:

_____
Christopher J. Diaz, City Attorney

RECITALS AND FINDINGS:

WHEREAS, in late 2018, the City retained the Matrix Consulting Group to assess the organizational structure, staffing levels, service delivery, and user fees related to the development review, permitting, and inspection process; and

WHEREAS, City staff and the Matrix Consulting Group presented the report's analysis and recommendations to City Council on April 16, 2019; and

WHEREAS, one of the recommendations in the report for the Planning Department is to designate a member of the Planning Department staff as a zoning hearing officer, also known as a zoning administrator, and the City has determined that an appropriate designation would be the Planning Director or his or her designee; and

WHEREAS, a zoning administrator would streamline the review process for minor entitlement applications that currently require Planning Commission Subcommittee approval. Moreover, the zoning administrator would conduct public hearings on a regular basis for the review and subsequent approval or denial of minor entitlement applications, providing greater flexibility and frequency of hearing dates and reducing processing times of minor entitlement applications; and

WHEREAS, on April 16, 2019, the City Council considered the report prepared by the consultant and directed staff to prepare a zoning ordinance to implement the report's recommendation; and

WHEREAS, the City has prepared a Zoning Amendment ("Amendment") to the City's Municipal Code, including refinements to Section XI-10-2 ("Definitions"), Section 13 ("Special Uses"), Section 15 ("Special Events and Activities"), Section 24 ("Signs"), Section 53 ("Off-Street Parking Regulations"), Section 55 ("Exceptions"), Section 57 ("Applications"), and Section 64 ("Development Review Process"); and

WHEREAS, on May 22, 2019, the Planning Commission of the City of Milpitas held a lawfully noticed public hearing to solicit public comment and consider the proposed Amendment, take public testimony, and make a recommendation to the City Council on the proposed Amendment.

NOW, THEREFORE, the City Council of the City of Milpitas does ordain as follows:

SECTION 1. RECORD AND BASIS FOR ACTION

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

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Based on its review of the entire record, including the staff report, public comments and testimony presented to the Planning Commission and City Council, and the facts outlined below, the City Council hereby finds and determines that this Ordinance has been assessed in accordance with the California Environmental Quality Act (Cal. Pub. Res. Code, § 21000 et seq.) ("CEQA") and the State CEQA Guidelines (14 Cal. Code Regs., § 15000 et seq.) and is categorically exempt from CEQA under CEQA Guidelines, § 15061(b)(3), which exempts from CEQA any project where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. This Ordinance would establish an administrative hearing process, but would not permit any particular project. Therefore, it can be seen with certainty that there is no possibility that the Ordinance in question may have a significant effect on the environment; accordingly, the Ordinance is categorically exempt from CEQA.

Moreover, this Ordinance is not a "project" under CEQA per Section 15378(b)(5) of the CEQA Guidelines. Section 15378(b)(5) of the CEQA Guidelines excludes from the definition of "project" "[o]rganizational and administrative of governments that will not result in direct or indirect physical changes in the environment." The subject of this Ordinance is the establishment of the zoning administrator and discontinuance of the Planning Commission Subcommittee, which is

both an organizational and administrative change. Further, this Ordinance would not permit any particular proje therefore, would not result in direct or indirect physical changes in the environment. Therefore, this Ordinance i "project" under CEQA Guidelines Section 15378 and, accordingly, is exempt from CEQA review.

SECTION 3. GENERAL PLAN CONSISTENCY

The proposed Zoning Amendment to establish a zoning administrator is an implementation action that will improve the City's fiscal sustainability because it will reduce expenses for the applicant and the City by reducing the timeline associated with application processing and the corresponding reduction in permitting costs. This is consistent with Land Use Guiding Principle 2.a-G-11, which aims to promote land use policy and implementation actions that improve the City's fiscal sustainability. Establishing a zoning administrator will not conflict with or impede achievement of any of the goals, policies, or land use designations established in the General Plan. Therefore, this Zoning Amendment to establish the zoning administrator is consistent with the General Plan, specifically, Land Use Guiding Principle 2.a-G-11

SECTION 4. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 2

The following entries in Title XI, Chapter 10, Section 2 "Definitions," Subsection XI-10-2.02 "General Definitions," of the Milpitas Municipal Code are hereby amended to read as follows:

L. The words "Planning Commission" or "Commission" shall mean the City Planning Commission.
M. The word "Council" shall mean the City Council, the governing body of the City.
N. The word "City" shall mean the City of Milpitas.
O. The word "County" shall mean the County of Santa Clara.
P. The word "State" shall mean the State of California.
Q. The words "Zoning Ordinance" or "this Chapter" or "Zoning Code" shall mean Title XI, Chapter 10 of the Municipal Code of the City.
R. The words "General Plan" shall mean the General Plan of the City.
S. The word "code" shall mean the municipal code of the City.
T. Unless otherwise indicated, reference in this Chapter to whole numbers of sections includes all of the decimal-numbered paragraphs listed under such whole number section; i.e., a reference to Section 1.00 includes Subsections 1.01, 1.01-1 where the same are applicable.
U. The word "lot" includes "plot".
V. The word "building" includes "structure" except as specified.
W. The words "Enforcement Officer" mean that person or persons specifically designated by the City Manager to enforce the provisions of this Chapter.
X. The words "Zoning Administrator" shall mean the City Zoning Administrator.

SECTION 5. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE IX, CHAPTER 10, SECTION 13

Title XI, Chapter 10, Section 13 "Special Uses," Subsection XI-10-13.11(D)(2) "Temporary Uses and Structures" of the Milpitas Municipal Code is hereby amended to read as follows:

> For temporary seasonal sales located on church/religious sites and school sites within residential (R) zoning districts, the Zoning Administrator may approve the request through a Minor Site Development Permit.

SECTION 6. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 15

Title XI, Chapter 10, Section 15 "Review Requirement," Table XI-10-15.03-1 "Review Requirements for Special Events" of the Milpitas Municipal Code is hereby amended to read as follows:

Threshold for review	Planning Director or Designee	Zoning Administrator
Minor Events	X	

•Any Special Event with or without amplified sound that does not exceed four consecutive days (including set up and tear down). •Block parties on a residential street. [1]		
Major Events •Any Special Event that exceeds four consecutive days (including set up and tear down); up to seven days with or without amplified sound and/or street closures or any event that anticipates crowds exceeding 1,000 people. [2]	X	
Multiple Reviews •Recurring Special Events (up to four events per calendar year): Applicant may request a one-time review and issuance of a Special Event Permit for events which occur up to four times per calendar year for a permissible duration of four consecutive days for each recurring event. [3] •Multi-Year Events: Applicant may request a Special Event Permit good for up to three years for Special Events that will be held annually, for up to three consecutive years in the same location. Applicant must demonstrate that the same event location, layout, date and times are adhered to for each event. [3]	X	X
Appeals or Revocations •Hearing on a notice of decision to deny an application for Special Event Permit or to revoke or appeal a Special Event Permit. [4]		X

[3] Planning Director may recommend to Zoning Administrator for review and approval.
[4] Appeals to the Zoning Administrator may only occur after denial or revocation by the Planning Director or designee.

SECTION 7. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 24

The following entry in Title XI, Chapter 10, Section 24 "Signs," Subsection XI-10-24.03(C) "General Regulations" of the Milpitas Municipal Code is hereby amended to read as follows:

C. Design Guidelines. In considering the appropriateness of the design proposed for any sign as provided in this Section, the following criteria shall be utilized by the Planning Commission, Zoning Administrator, and Planning staff:

SECTION 8. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 53

The following entry in Title XI, Chapter 10, Section 53 "Off-Street Parking Regulations," Subsection XI-10-53.05(B) "Maintenance of Off-Street Parking" of the Milpitas Municipal Code is hereby amended to read as follows:

B. Temporary Sales, Storage and Advertising. The sale or storage of merchandise in permissive parking areas may be allowed by the Zoning Administrator through the approval of a Minor Site Development Permit and subject to such reasonable conditions as may be deemed necessary by the Planning Commission to ensure adequate parking, access and circulation.

SECTION 9. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 53

The following entry in Title XI, Chapter 10, Section 53 "Off-Street Parking Regulations," Subsection XI-10-54.10(C)(2)(a) "Maintenance of Off-Street Parking" of the Milpitas Municipal Code is hereby amended to read as follows:

a. For any nonresidential or new multi-family projects and single-family tract projects within a zoning district combined with the "S" Overlay District, fences at the rear and side yards may be eight (8) feet maximum height when approved by the Zoning Administrator through a Site Development Permit.

SECTION 10. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 55

The following entry in Title XI, Chapter 10, Section 55 "Exceptions," Subsection XI-10-55.03(8)(e) "Rear Building Additions for R1 and R2" of the Milpitas Municipal Code is hereby amended to read as follows:

e. Applications for building permit pursuant to this section shall provide the Planning Division with sufficient information to determine the remaining rear yard setback and coverage of the required rear yard area as specified in (a) through (c) above. Building additions proposed for all legal, conforming single-family and two-family dwellings in the Valley Floor Residential districts require review and approval by the Planning Division or Zoning Administrator, pursuant to Section 57.03, Site Development Permits and Minor Site Development Permits, of this Chapter.

SECTION 11. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 57, SUBSECTION XI-10-57.03 (B)(1)(a)

The following entry in Title XI, Chapter 10, Section 57 "Applications," Subsection XI-10-57.03(B)(1)(a) "Review by Planning Commission" of the Milpitas Municipal Code is hereby amended to read as follows:

a. Review by Zoning Administrator. The Zoning Administrator has the authority to review Site Development Permits, subject to the concurrent review and appeal provisions of Section XI-10-64.04-1, Consideration of Concurrent Applications, and Section XI-10-64.05, Appeals, of this Chapter.

SECTION 12. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 57, SUBSECTION XI-10-57.03(B)(2)

The following entry in Title XI, Chapter 10, Section 57 "Applications," Subsection XI-10-57.03(B)(2) "Minor Site Development Permits" of the Milpitas Municipal Code is hereby amended to read as follows:

Minor Site Development Permits. Either Planning staff or Zoning Administrator has the authority to review Minor Site Development Permits, subject to the concurrent review and appeal provisions listed above [Section XI-10-57.07(B)(1)] and Section XI-10-57.07(C)(2), Applicability, or when another section of this Title requires such review. When the Zoning Administrator determines that it is in the public interest for the Minor Site Development Permit application to be considered by the Planning Commission, the Zoning Administrator shall forward the application to the Planning Commission for review in the same manner as Site Development Permits, as described in subsection XI-10-57.03(E)(1), Review Procedures, Site Development Permits, below. No public hearing is necessary for a Minor Site Development Permit when heard by the Zoning Administrator.

SECTION 13. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 57, SUBSECTION XI-10-57.03(C)(2)

The following entries in Title XI, Chapter 10, Section 57 "Applications," Subsection XI-10-57.03(C)(2)(a) and (d) "Minor Site Development Permits" of the Milpitas Municipal Code are hereby amended to read as follows:

a. Review by Zoning Administrator:
   i. Any deletion or amendment of a previously imposed condition of approval for a Minor Site Development Permit approved by the Zoning Administrator.
   ii. Review for certain alterations or additions to residential, nonresidential and mixed-use sites/buildings, as indicated in Table XI-10-57.03-1, Additions or Alterations Requiring Minor Site Development Permits. Projects that exceed the threshold for planning staff review, as indicated in Table XI-10-57.03-1, Additions or Alterations Requiring Minor Site Development Permits.

d. Planning Division staff may require review by the Zoning Administrator at their discretion.

SECTION 14. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 57, TABLE XI-10-57.03-1

The following entry in Title XI, Chapter 10, Section 57 "Applications," Table XI-10-57.03-1 "Additions or Alte Requiring Minor Site Development Permits" of the Milpitas Municipal Code is hereby amended to read as follows:

Project Type	Zoning Administrator	Staff review

SECTION 15. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 57

The following entries in Title XI, Chapter 10, Section 57 "Applications," Subsection XI-10-57.03(E) "Review Procedures" of the Milpitas Municipal Code are hereby amended to read as follows:

E. Review Procedures.

1. Site Development Permit.

   a. The Zoning Administrator shall hold a public hearing on said application upon such notice as is required in Section XI-10-64, Development Review Process, of this Chapter.
   b. After conclusion of the hearing, the Zoning Administrator may approve the application, approve it subject to such conditions as the Zoning Administrator may impose, or disapprove the application.

   For applications requiring City Council approval, the Planning Commission shall forward its recommendation to the City Council.

      i. The Planning Commission may impose such conditions as it deems necessary to protect the best interests of the surrounding property, of the neighborhood, and as it deems in conformity with the requirements of the General Plan.

2. Minor Site Development Permit.

   a. Review by Zoning Administrator. The Zoning Administrator shall indicate by action minutes whether the proposed site plan for a project shall be approved, approved with modifications and/or conditions, or denied.

      i. The Zoning Administrator may require review by the Planning Commission at its discretion.

   b. Review by Planning Division. The Planning Division staff shall make investigations as necessary to determine whether or not the proposed project conforms or may be conditioned to conform fully to the intent of the Zoning and Sign Ordinances.

SECTION 16. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 57, SUBSECTION XI-10-57.04

The following entries in Title XI, Chapter 10, Section 57 "Applications," Subsection XI-10-57.04 "Conditional Use Permits and Minor Conditional Use Permits" of the Milpitas Municipal Code are hereby amended to read as follows:

A. Purpose and Intent.

   2. It is the purpose of the Minor Conditional Use Permit process to provide for the streamlined review of uses that may have an impact on the surrounding environment and require discretionary review, but due to their nature, scale or location, do not require discretionary consideration by the full Planning Commission. Either the Zoning Administrator or Planning staff has the authority to review Minor Conditional Use Permits. The Minor Conditional Use Permit process has as its purpose the same goals for uses described for the Conditional Use Permit process above.

B. Authority.

   2. Minor Conditional Use Permits. Minor Conditional Use Permits may be approved either by the Zoning Administrator or administratively by Planning staff.

a. Review by the Zoning Administrator. The Zoning Administrator has the authority to a Minor Conditional Use Permits for those uses listed in the use tables of the Zoning Ord Such approvals shall be subject to the concurrent review and appeal provisions of Section XI-10-64, Development Review Process, of this Chapter.

SECTION 17. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 64, TABLE XI-10-64.02-1

Title XI, Chapter 10, Section 64 "Development Review Process," Table XI-10-64.02-1 "Decision-Making Body and Role" of the Milpitas Municipal Code is hereby amended to read as follows:

Table XI-10-64.02-1
Decision-Making Body and Role [1]

Type of Permit or Decision	Procedures are found in:	Planning Division	Zoning Administrator	Planning Commission	City Council	
Land Use Permits and other Development Entitlements						
Staff Review [2]		Issuance			Appeal	Appeal
Conditional Use Permits	XI-10-57.04				Decision	Appeal
Development Agreements					Recommend	Decision
Minor Conditional Use Permits (Zoning Administrator)	XI-10-57.04		Decision		Appeal	Appeal
Minor Conditional Use Permits (Staff Review)	XI-10-57.04	Decision			Appeal	Appeal
Minor Site Development Permits (Zoning Administrator)	XI-10-57.03		Decision		Appeal	Appeal
Minor Site Development Permits (Staff Review)	XI-10-57.03	Decision	Appeal		Appeal	Appeal
Mobile Home Park Conversion Permit	Title XI, Chapter 20				Recommend	Decision
Planned Unit Development	XI-10-54.07				Recommend	Decision
Site Development Permits	XI-10-57.03		Decision		Appeal Recommend [3]	Appeal Decision [3]
Special Event Permits	XI-15.03	Decision	Appeal			
Variances	XI-10-57.06				Decision	Appeal
Zoning Ordinance Administration and Amendments						
General Plan Amendments	XI-10-57.02				Recommend	Decision
Specific Plan Amendments	XI-10-57.02				Recommend	Decision
Zoning Amendments	XI-10-57.02				Recommend	Decision

[1] "Recommend" means that the decision-making body makes a recommendation to a higher decision-making body; "issuance" means that the permit is a ministerial action that is issued by the decision-making body; "decision" means that the decision-making body makes the final decision on the matter; "appeal" means that the decision-making body may consider and decide upon appeals to the decision of an earlier decision-making body. Any decision by the Zoning Administrator may be appealed to the Planning Commission and any decision by the Planning Commission may be appealed to the City Council as specified in Section XI-10-64.05, Appeals and Title I, Chapter 20, of the City's Municipal Code.

[2] Includes Home Occupation Permits (Section XI-10-13.05), Minor Site Development Permits (Section XI-10-57.03) reviews requiring building permits and other reviews by Planning Division staff not requiring a building permit or review by other decision-making bodies. Any appeal shall first be to the Planning Commission. The Planning Commission's decision, in turn, may be appealed to the City Council, whose decision shall be final.

[3] Refer to Section XI-10-45.09 regarding the process for projects within the "H" Hillside Overlay District.

SECTION 18. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 64, SUBSECTION XI-10-64.03(C)

Title XI, Chapter 10, Section 64 "Development Review Process," Subsection XI-10-64.03(C) "Consideration of Concurrent Applications" of the Milpitas Municipal Code is hereby amended to read as follows:

C. Omitting Zoning Administrator Review. In order to eliminate redundant review and an unnecessary lengthening of the discretionary review process, it is appropriate to eliminate Zoning Administrator review of some applications. When combined applications are being processed for a project, and both Planning Commission and Zoning Administrator review are required, Zoning Administrator review shall be omitted and Planning Commission review substituted.

SECTION 19. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 64, TABLE XI-10-64.04-1

Title XI, Chapter 10, Section 64 "Development Review Process," Table XI-10-64.04-1 "Public Hearing Requirements" of the Milpitas Municipal Code is hereby amended to read as follows:

Project [1]	Notification Required Radius	Community Meeting Required [2]
Conditional Use Permit	1,000 feet	No
Development Agreements	300 feet	No
Environmental Impact Report	1,000 feet	No [3]
General Plan Amendment	1,000 feet	Yes
Mobile Home Park Conversion Permit	Within the mobile home park	Yes
Minor Conditional Use Permit [4]	300 feet	No
Site Development Permit	300 feet	No
Specific Plan Amendment	300 feet	No
Variance	500 feet	No
Zoning Amendment	1,000 feet	Yes

[1] Amendments to Conditional Use Permits, Development Agreements, Site Development Permits and Variances shall have the same requirements, unless otherwise noted.
[2] A community meeting shall be held prior to the public hearing.
[3] Follow the requirements of the California Environmental Quality Act.
[4] Only for Minor Conditional Use Permits issued by the Zoning Administrator.

SECTION 20. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 64, SUBSECTION XI-10-64.07 (C) AND (E)

The following entries in Title XI, Chapter 10, Section 64 "Development Review Process," Subsection XI-10-64.07 "Extension of Time," (C) and (E), of the Milpitas Municipal Code are hereby amended to read as follows:

C. Processing Extension Requests. Extension requests for approved applications described in Section XI-10-57, Applications, of this Chapter shall be processed in the same manner as a new application, except that the extension request shall only be reviewed by the Planning Commission or Zoning Administrator for Minor Conditional Use Permits, as the decision-making authority. A request for an extension of time may be approved, conditionally approved or denied. If approved, conditions may be added to the approved application.

E. Length of extension. The Planning Commission or Zoning Administrator shall only grant a single time extension within the time period specified in the approval or for eighteen (18) months if no time is specified.

SECTION 21. SEVERABILITY

The provisions of this Ordinance are separable, and the invalidity of any phrase, clause, provision, or part has no effect on the validity of the remainder.

SECTION 22. EFFECTIVE DATE AND POSTING

In accordance with Section 36937 of the Government Code of the State of California, this Ordinance takes effect 30 days from the date of its passage. The City Council hereby directs the City Clerk to cause this Ordinance or a summary thereof to be published in accordance with Section 36933 of the Government Code of the State of California.

RESOLUTION NO. 19-016

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MILPITAS RECOMMENDING THAT THE CITY COUNCIL ADOPT A CITY-INITIATED ZONING TEXT AMENDMENT TO AMEND SECTIONS OF CHAPTER 10 OF TITLE V OF THE MILPITAS MUNICIPAL CODE ESTABLISING AN ADMINISTRATIVE HEARING PROCESS AND DISCONTINUING THE PLANNING COMMISSISION SUBCOMMITTEE, AND MAKING CEQA FINDING OF EXEMPTION FROM ENVIRONMENTAL REVIEW PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3)

WHEREAS, the City of Milpitas, California (the "City") is a municipal corporation, duly organized under the constitution and laws of the State of California; and

WHEREAS, California Government Code Section 65800 et seq. authorizes the adoption and administration of zoning laws, ordinances, rules and regulations by cities as a means of implementing the General Plan; and

WHEREAS, in late 2018, the City retained the Matrix Consulting Group to assess the organizational structure, staffing levels, service delivery, and user fees related to the development review, permitting, and inspection process; and

WHEREAS, City staff and the Matrix Consulting Group presented the report's analysis and recommendations to City Council on April 16, 2019; and

WHEREAS, one of the recommendations in the report for the Planning Department is to designate a member of the Planning Department staff as a Zoning Hearing Officer, also known as a Zoning Administrator; and

WHEREAS, a Zoning Administrator would streamline the review process for minor entitlement applications that currently require Planning Commission Subcommittee approval. Moreover, the Zoning Administrator would conduct public hearings on a regular basis for the review and subsequent approval or denial of minor entitlement applications, providing greater flexibility and frequency of hearing dates and reducing processing times of minor entitlement applications; and

WHEREAS, on April 16, 2019, the City Council considered the report prepared by the consultant and directed staff to prepare a Zoning Ordinance to implement the report's recommendation; and

WHEREAS, the City has prepared a Zoning Amendment ("Amendment") to the City's Municipal Code, including refinements to Section XI-10-2 "Definitions", Section 13 ("Special Uses"), Section 15 ("Special Events and Activities"), Section 24 ("Signs"), Section 53 ("Off-Street Parking Regulations"), Section 55 ("Exceptions"), Section 57 ("Applications"), and Section 64 ("Development Review Process") of the Municipal Code; and

WHEREAS, the Planning Commission makes and accepts as its own the findings set forth in this resolution; and

WHEREAS, the Planning Commission is an advisory body to the City Council; and

WHEREAS, the Planning Commission hereby finds and determines that the project is exempt from further CEQA review pursuant to CEQA Guidelines section 15061(b)(3) (common sense exemption)); and

WHEREAS, on May 22, 2019, the Planning Commission held a duly noticed public hearing on the subject application, at which all those in attendance were given the opportunity to speak on the Zoning Text Amendment; and

WHEREAS, the Planning Commission has considered all of the written and oral testimony presented at the public hearing in making its decision; and

NOW THEREFORE, the Planning Commission of the City of Milpitas hereby finds, determines and resolves as follows:

SECTION 1. Recitals.

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

SECTION 2. CEQA Finding

The Planning Commission recommends that the City Council find, under CEQA Guidelines, Section 15378(b)(5) that this Ordinance is not a "project" under CEQA Section 15378(b)(5) of the CEQA Guidelines excludes from the definition of "project" "[o]rganizational and administrative of governments that will not result in direct or indirect physical changes in the environment." The subject of this Ordinance is the establishment of the Zoning Administrator and discontinuance of the Planning Commission, which is both an organizational and administrative change. Further, this Ordinance would not permit any particular project and, therefore, would not result in direct or indirect physical changes in the environment. Therefore, this Ordinance is not a "project" under CEQA Guidelines Section 15378 and, accordingly, is exempt from CEQA review.

The Planning Commission recommends that the City Council find, under CEQA Guidelines, Section 15061(b)(3), that if this Ordinance is a project, it is nonetheless exempt from further environmental review because it is the adoption of an ordinance establishing an administrative hearing process, but would not permit any particular project. Therefore, it can be seen with certainty that there is no possibility that the Ordinance in question may have a significant effect on the environment; accordingly, the Ordinance is categorically exempt from CEQA.

SECTION 3. Findings for Zoning Amendment (Milpitas Municipal Code, Subsection XI-10-57-02(G)(3)) - *The Planning Commission makes the following findings based on the evidence in the public record in support of Zoning Text Amendment No. ZA19-0001:*

1. *The proposed amendment is consistent with the General Plan.*

   The proposed Zoning Text Amendment to establish a Zoning Administrator is an implementation action that will improve the City's fiscal sustainability because it reduces expenses for the applicant and the City, and expedites the timeline associated with application processing and the corresponding reduction in permitting costs. This is consistent with Land Use Guiding Principle 2.a-G-11, which promotes land use policy and implementation actions that improve the City's fiscal sustainability. Establishing a Zoning Administrator will not conflict with or impede achievement of any of the goals, policies, or land use designations established in the General Plan. Therefore, this Zoning Text Amendment is consistent with the General Plan, specifically, Land Use Guiding Principle 2.a-G-11.

2. *The proposed amendment will not adversely affect the public health, safety and welfare.*

   The proposed Zoning Text Amendment to establish a Zoning Administrator will not adversely affect the public health, safety, and welfare because the amendment will retain the ability of a review authority to analyze land use, parking, noise, and other criteria to ensure that ensure that any new structures or uses are compatible with surrounding uses.

SECTION 4: The Planning Commission of the City of Milpitas hereby adopts Resolution No. 19-016 recommending that the City Council adopt Zoning Text Amendment ZA19-0003 based on the above Findings.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Milpitas on May 22, 2019.

Sudhir Mandal
Chair

TO WIT:

I HEREBY CERTIFY that the following resolution was duly adopted at a regular meeting of the Planning Commission of the City of Milpitas on May 22, 2019 and carried by the following roll call vote:

COMMISSIONER	AYES	NOES	ABSENT	ABSTAIN
Lawrence Ciardella		X		
Tim Alcorn	X			
Sudhir Mandal	X			
Demetress Morris		X		
Bill Chuan	X			
Steve Tao	X			
Evelyn Chua	X			

CITY OF MILPITAS
AGENDA REPORT
(AR)

Item Title:	**Adoption of Ordinance No. 172.6 to Amend Milpitas Municipal Code, Title III, Chapter 6 Relating to Massage Establishments and Practitioners**
Category:	Public Safety
Meeting Date:	8/20/2019
Staff Contact:	Christopher Diaz, 408-586-3040
Recommendation:	Move to waive the second reading and adopt Ordinance No. 172.6 amending Milpitas Municipal Code, Title III, Chapter 6 relating to massage establishments and practitioners.

Background:
On June 18, 2019, the City Council introduced and conducted the first reading of Ordinance No. 172.6 to amend and update, consistent with State law, the City's regulations relating to massage establishments and practitioners. There were no changes to the Ordinance directed by City Council. The Ordinance is now ready for its second reading and adoption.

At this same meeting, the City Council inquired as to whether certain types of massage practitioners would be subject to the new City regulations. In particular, a question arose as to whether foot massage practitioners would be required to comply with the new regulations. Based on the definition of massage contained in the new ordinance, foot massage practitioners would be subject to the new requirements.

Recommendation:
Move to waive the second reading and adopt Ordinance No. 172.6 to amend Milpitas Municipal Code, Title III, Chapter 6 relating to massage establishments and practitioners.

Attachments:
Ordinance No. 172.6 for adoption

REGULAR

NUMBER: 172.6

TITLE: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MILPITAS AMENDING CHAPTER 6 OF TITLE III OF THE MILPITAS MUNICIPAL CODE RELATING TO MASSAGE ESTABLISHMENTS AND PRACTITIONERS

HISTORY: This Ordinance was introduced (first reading) by the City Council at its meeting of June 18, 2019, upon motion by Councilmember Nuñez and was adopted (second reading) by the City Council at its meeting of _____, upon motion by _____. The Ordinance was duly passed and ordered published in accordance with law by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

_____
Mary Lavelle, City Clerk

APPROVED:

_____
Rich Tran, Mayor

APPROVED AS TO FORM:

_____
Christopher J. Diaz, City Attorney

RECITALS AND FINDINGS:

WHEREAS, the California State Legislature, through AB 1147 (2014) and AB 2194 (2016), has amended the Massage Therapy Act (California Business and Professions Code, § 4600 *et seq*.) and returned certain regulatory authority over the business of massage to the local level and clarified its intent; and

WHEREAS, the Massage Therapy Act enables consumers and local governments to more easily identify certified massage professionals, provides for consistent statewide certification and oversight of massage professionals, ensures that approved schools of massage provide a high level of training, and assists local governments and law enforcement in meeting their duty to maintain the highest standards of conduct in massage establishments by vetting and disciplining certificate holders, among other things; and

WHEREAS, the Massage Therapy Act requires local governments to impose and enforce only reasonable and necessary fees and regulations on massage businesses and massage establishments, in keeping with the requirements of existing law and being mindful of the need to protect legitimate business owners and massage professionals, particularly sole providers; and

WHEREAS, the City of Milpitas (hereafter, "City") has identified changes needed in its current massage regulations to meet revised State law, to eliminate obsolete language and to improve clarity, efficiency, and efficacy to the City's regulations; and

WHEREAS, the regulations and restrictions contained in this Ordinance are designed to protect the public health, safety, and welfare by providing for the orderly regulation of businesses that provide massage therapy services, discouraging prostitution and related illegal activities carried on under the guise of massage therapy, and establishing certain sanitation, health, and operational standards for massage businesses; and

WHEREAS, the permit requirements and restrictions imposed by this Ordinance are reasonably necessary to protect the health, safety and welfare of the citizens of the City.

NOW, THEREFORE, the City Council of the City of Milpitas does ordain as follows:

SECTION 1. RECORD AND BASIS FOR ACTION

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

SECTION 2. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE III, CHAPTER 6

Title III, Chapter 6 of the Milpitas Municipal Code is hereby repealed and replaced with the text below to read as follows:

Chapter 6 - MASSAGE ESTABLISHMENTS AND PRACTITIONERS

Sections:

III-6-1 - Purpose and Intent

The purpose and intent of this Chapter is to provide for the orderly regulation of massage businesses in the interest of the public health, safety and welfare of the residents of the City of Milpitas. The City wishes both to recognize the practice of massage as a valid professional field and to discourage prostitution, human trafficking and other unlawful activity which otherwise may become associated with some massage establishments. The intent of these regulations is that no person shall perform or administer a massage for compensation in the City of Milpitas, unless such person has in effect a valid certificate issued by the California Massage Therapy Council (CAMTC) and such person complies with State law and the requirements of this Chapter.

This Chapter relies upon the State certification process of the California Massage Therapy Council California Business and Professions Code section 4600 et seq. In addition, this Chapter provides certain mi standards for the operation of massage businesses.

This Chapter is adopted under the authority of Government Code sections 51030 through 51034, Government Code section 37101, Business and Professions Code section 16000, and California Constitution Article XI, Section 7.

III-6-2 – Definitions

Unless a particular provision or its context otherwise requires, the definitions and provisions contained in this Section shall govern the construction, meaning, and application of words and phrases used in this Chapter:

(a) "Act" means the Massage Therapy Act (Business and Professions (B&P) Code Section 4600, et seq.), as amended.
(b) "Applicant" means the permit applicant and each owner.
(c) "California Massage Therapy Council" or "CAMTC*"* means the California Massage Therapy Council established under Business and Professions Code section 4602.
(d) "Certified massage practitioner" or "massage practitioner" means a person who is currently certified as a massage practitioner by the CAMTC pursuant to Business and Professions Code sections 4604.1 and/or 4604.2.
(e) "Certified massage therapist" or "massage therapist" means a person who is currently certified as a massage therapist by the CAMTC pursuant to Business and Professions Code section 4604.
(f) "Chief of Police" means the Chief of Police of the City of Milpitas Police Department, or his or her designee.
(g) "Compensation" means the payment, loan, advance, donation, contribution, deposit, exchange, or gift of money or anything of value. In addition to accepting other forms of compensation, a person may be deemed to have received compensation for performing a massage when the massage is offered as part of a membership, as part of a package of services or as incidental to the purchase of a product.
(h) "Employee" means any person hired by a massage establishment who renders any service for the business/owner in exchange for any form of compensation from the business, including independent contractors.
(i) "Managing officer/employee" means a person that can or does have or share ultimate control over the day-to-day operations of a business.
(j) "Massage" means any method of treating the external parts of the body, usually with the hands, so as to stimulate circulation and make muscles or joints supple, or relieve tension, for remedial, or health purposes offered in return for any form of compensation. Methods of massage include, but are not limited to, stroking, kneading, rubbing, tapping, pounding, or stimulating the external parts of the body with or without the aid of any mechanical or electrical apparatus or appliances. Massage may occur with or without supplementary aids, such as rubbing alcohol, liniments, antiseptics, oils, powders, creams, lotions, ointments, or other similar preparations commonly used in this practice; or by baths, including but not limited to, Turkish, Russian, Swedish, Japanese, vapor, shower, electric tub, sponge, mineral, fomentation, or any other type of bath. Massage includes the application of various manipulation or touch techniques to the muscular structure and soft tissues of the human body as defined in the Act, Business and Professions Code section 4601(e), and recognized as legitimate by CAMTC.
(k) "Massage establishment" means any establishment having a fixed place of business where any person, firm, association, partnership, corporation or other entity engages in, conducts, or carries on, or permits to be engaged in, conducted or carried on, any massage for compensation. For the purpose of this Chapter, the term "massage establishment" shall also include, but not be limited to, any business providing off-premises massage services.
(l) "Massage technician" means and includes both a "massage practitioner" and a "massage therapist" as defined by this Chapter.
(m) "Off-premises massage service" means any business where a function of such business is to engage in or carry on massage, not at a fixed location but at a location designated by the customer, massage technician, or other person, and sometimes known as an out-call massage service.
(n) "Owner" means any individual who has any direct or indirect ownership interest in a massage establishment.

(o) "Permit" means a Massage Establishment Permit issued pursuant to this Chapter. For purposes of this Chapter, the term "permit" shall not be used to refer to a business license issued by the Finance Department or to any permit or approval issued pursuant to Milpitas Municipal Code Title XI, Chapter 10, unless the specific context provides otherwise.
(p) "Permittee" means the applicant and each owner(s) who has been issued a massage establishment permit or off-premises massage service permit.
(q) "Rent-space massage therapist" means a person who provides massage at a massage establishment but is not an employee of the business.
(r) "Sole provider" means a massage business where the owner owns 100 percent of the business, is the only person who provides massage for compensation at or for that business, and has no other employees, independent contractors or rent-space massage therapists.

III-6-3 – CAMTC Certification and Permit Required

(a) Individuals. On and after January 1, 2020, it shall be unlawful for any individual to practice massage therapy for compensation whether as a sole provider, as an employee or rent-space therapist of a massage establishment, or in any other capacity within the City of Milpitas unless that individual obtains and maintains a valid certificate from CAMTC as a certified massage practitioner or certified massage therapist.
(b) Massage Establishments. On and after January 1, 2020, it shall be unlawful for any person, association, partnership, corporation or any other entity to engage in, conduct or carry on, or permit to be engaged in, conducted or carried on, in or upon any premises within the City of Milpitas, the operation of a massage establishment unless all massage technicians providing massage, whether as employees or rent-space therapists, maintain a valid certificate from CAMTC as a certified massage practitioner or certified massage therapist, and said massage establishment has obtained a permit issued by the City of Milpitas pursuant to the provisions set forth in this Chapter.

III-6-4 - Business License Requirement

At the time of application for a permit to operate a massage establishment, the applicant shall also apply for and furnish the information necessary to obtain a business license as required by Title III, Chapter 1 of this Code. No business license shall be issued until the investigation is completed and the Massage Establishment Permit is approved. The business license shall be issued upon approval of the Massage Establishment Permit and upon payment of the business license fee as provided in Title III, Chapter 1.

III-6-5 – Exemptions

The provisions of this Chapter shall not apply to the following establishments or classes of individuals who perform massage while employed in their professional capacities:

(a) Physicians, surgeons, chiropractors, osteopaths, nurses, physical therapists, or acupuncturists, who are duly licensed to practice their respective professions in the State of California and persons working directly under the supervision of such licensed persons. "Working directly under the supervision" means that the person is an employee of the licensed person, is working at the same location as the licensed person, has his or her work supervised by the licensed person, and that the licensed person is present when the employee is performing massage. This exemption shall not apply if the business performs massage on persons for whom the licensed person does not provide professional services.
(b) Barbers, beauticians, cosmetologists, and other persons licensed to practice any healing art under the provisions of Division 2 (commencing with Section 500) of the California Business and Professions Code while engaging in practices within the scope of their licenses, and who perform massage only on the neck, face and/or scalp of the customers.
(c) Personal fitness training centers, gymnasiums, athletic facilities or health clubs, when the giving of massage for compensation is not a principal function of such businesses. The determination of whether massage constitutes a principal or incidental function of personal fitness training centers, gymnasiums, athletic facilities or health clubs shall be made by the Chief of Police, based upon consideration of the percent of income that the business derives from massages, the amount of floor space devoted to and the number of employees assigned to massage services, as well as the manner in which the business advertises and

itself out to the public. The decision of the Chief of Police regarding whether a particular business is to this exemption shall be final.

(d) Hospitals, nursing homes, sanitariums, or any other healthcare facilities duly licensed by the State of California.

(e) Accredited high schools, junior colleges, and colleges or universities whose coaches and trainers are acting within the scope of their employment.

(f) Trainers of amateur, semi-professional or professional athletes or athletic teams, while engaging in their training responsibilities for and with athletes; and trainers working in conjunction with a specific athletic event such as an outdoor road or bike race.

(g) Sole providers, including sole providers operating an off-premise massage service, who have a valid certificate issued by the CAMTC pursuant to the Act, either as a certified massage practitioner or a certified massage therapist, and who are practicing consistent with the qualifications established by such certificate. To qualify for this exemption, a sole provider shall file a copy of his or her current, valid massage practitioner or massage therapist certification and identification card issued by the CAMTC with the Chief of Police and comply with each of the following:

(1) The requirement to obtain a business license from the City of Milpitas pursuant to Title III, Chapter 1 of this Code;
(2) Section III-6-8 (to the extent applicable and excluding subsection 6-8(k)), III-6-9, and III-6-20 of this Chapter; and
(3) All applicable local health and safety, building, zoning and other requirements.

III-6-6 - Massage Establishment Permit

(a) Any person desiring to obtain a Massage Establishment Permit shall file a written application with the Chief of Police on a form provided by the City. At the time of filing an application for a Massage Establishment Permit, applicants shall pay a non-refundable fee in an amount established by resolution of the City Council.

(b) The application and fee required under this Section shall be in addition to any license, permit or fee required under any other chapter of this Code or any other regulation of the City of Milpitas.

(c) The application for a Massage Establishment Permit does not authorize a massage establishment to operate until such permit has been issued. The massage establishment shall also obtain any approvals or permits required by Title XI, Chapter 10 (Zoning Ordinance) of this Code.

(d) The applicant for a permit, each owner of the massage establishment and the managing officer/employee shall submit the following information under penalty of perjury:

(1) The full true name under which the business will be conducted.
(2) The present or proposed address where the business is to be conducted.
(3) The full, true name, other names used, date of birth, California driver's license number or California identification number, social security number (unless prohibited by law), present home address and home telephone number.
(4) The sex, height, weight, color of hair, and color of eyes.
(5) Proof that the applicant is at least eighteen (18) years of age.
(6) The previous two (2) residences and the inclusive dates at each address.
(7) The business, occupation, and employment history for ten (10) years preceding the date of application, and the inclusive dates of same.
(8) The massage permit history, including: whether such person has ever had any such permit or license issued by any agency, board, city, county, territory, or state; the date of issuance of such a permit or license; whether the permit or license was revoked or suspended or other disciplinary action taken and the reason therefor.
(9) All convictions for any crime involving conduct which requires registration under California Penal Code Section 290, convictions under California Penal Code Sections 266i, 314, 315, 316, 318, 647(a), 647(b), or 415 as a result of an arrest for 647(b) (as now written or as amended), or convictions of crimes designated in Government Code Section 51032 (as now written or as amended), including any felony involving the sale of a controlled substance specified in Sections 11054-11058 of the California Health and Safety Code (as now written or as amended), or convictions of any crime involving

dishonesty, fraud, deceit, violence or moral turpitude, and any outstanding warrants for arrest a pending criminal case. Convictions that have been expunged must be reported.

(10) All convictions for crimes under the laws of any other state or country which proscribe the same conduct or similar conduct as the California crimes designated in Section 6(d)(9). Convictions that have been expunged must be reported.

(11) All injunctions that have been issued against the applicant for nuisances under California Penal Code Section 11225 or for nuisances issued under similar laws of other states.

(12) A complete description of all services to be provided.

(13) A register that lists all massage technicians providing massage at or through the business, whether as employees, independent contractors and rent-space therapists, and each such person's state certificate number, home address, date of hiring, and whether the massage technician will be performing outcall massage. For each proposed massage technician, a copy of that person's current certification from the CAMTC as a certified massage practitioner, certified massage therapist, or conditionally certified massage practitioner and a copy of that person's CAMTC-issued identification card.

(14) The name, address, date of birth, California driver's license number or California identification number, social security number (unless prohibited by law), of each other employee who is or will be employed in the massage establishment.

(15) The name and address of any other massage business or other like establishment owned or operated by any person whose name is required to be given pursuant to this section.

(16) If the applicant is a corporation, limited liability company or other entity type, the name of the corporation or company shall be set forth exactly as shown in its articles of incorporation or charter, together with the state and date of incorporation and the names and home addresses of each of its current officers and directors, and of each stockholder or member.

(17) If the applicant is a partnership, the application shall set forth the name and home address(es) of each of the partners, including limited partners. If the applicant is a limited partnership, it shall furnish a copy of its certificate of limited partnership as filed with the Secretary of State. If one or more of the partners is a corporation, the provisions of this subsection pertaining to corporate applicants shall apply to the corporate partner as well.

(18) The name of the owner or employee designated by the applicant who shall act as the managing officer/employee. Such person shall complete and sign all application forms required of an individual applicant under this Chapter. The managing officer/employee must, at all times, meet all of the requirements set for permittees by this Chapter or the permit shall be suspended until a managing officer/employee who meets such requirements is designated. If no such person is designated within ninety (90) days, the permit is deemed canceled and a new application for permit must be filed.

(19) For each applicant or owner who is not CAMTC certified, fingerprints must be furnished at a place designated by the Chief of Police. Any fee required for fingerprinting fee will be the responsibility of the applicant.

(20) Two (2) photographs of the applicant, each owner and managing officer/employee to be taken by the Police Department.

(21) A description of any other business to be operated on the same premises, or on adjoining premises, owned or controlled by the applicant or owners.

(22) The name and address of the owner and lessor of the real property upon or in which the business is to be conducted. In the event the applicant is not the legal owner of the property, the application must be accompanied by a copy of the lease and a notarized acknowledgment from the owner of the property that a massage establishment will be located on his or her property.

(23) Authorization for the City of Milpitas, its agents and employees, to seek information and conduct an investigation into the truth of the statements set forth in the application.

(24) Proof of massage malpractice insurance in the sum of not less than one hundred thousand dollars ($100,000.00) per licensed massage technician employed at the massage establishment up to a maximum of five hundred thousand dollars ($500,000.00). This requirement may be satisfied by malpractice insurance being provided in the name of individual massage technicians.

(25) The applicant shall notify the Chief of Police of any change of address or fact that may occur during the process of applying for a permit.

(e) Processing of Application and Investigations.

(1) The Chief of Police shall have up to sixty (60) days after submission of all required infor including the required certificate of occupancy, to investigate the application and the backgr the applicant, provided said sixty (60) days may be extended for such period as may be necessary to obtain fingerprint records from the appropriate state agency.

(2) Upon receipt of an application for a new massage establishment, the Chief of Police shall refer the application to the City's applicable departments, which shall review the application and if necessary, inspect the premises to ensure that the operation of the business at the designated site will comply with the provisions of this Chapter and the City's zoning, building, fire and safety standards, and any other applicable codes. If any permit or approval is required for the massage establishment pursuant to Title XI, Chapter 10 (Zoning Ordinance) of this Code, the applicant shall comply with such requirements.

(f) Grounds for Denial. Upon the completion of the investigation, the Chief of Police shall grant the permit, with or without conditions, if the Chief of Police finds in the exercise of his or her discretion all of the following:

(1) The required fee has been paid.
(2) The application conforms in all respects to the provisions of this Chapter and to all other laws.
(3) The applicant has not made a material misrepresentation in the application.
(4) The applicant, each owner and the managing officer/employee has not, within ten (10) years preceding the submission of the application, been convicted of, or pleaded guilty or no contest to, conduct which is a violation of the provisions of California Penal Code Sections 266i, 314, 315, 316, 318, 647(a), 647(b) or 415 as a result of an arrest for 647(b) (as now written or as amended), or of any crime designated in California Government Code Section 51032 (as now written or as amended), including any felony involving the sale of a controlled substance specified in Sections 11054—11058 of the California Health and Safety Code (as now written or as amended), or of any other crime involving dishonesty, fraud, deceit, violence or moral turpitude, or has not been enjoined under California Penal Code Section 11225 through 11235 (as now written or as amended). Convictions under the laws of other states or countries which proscribe the same or similar conduct as the California crimes stated above shall also be considered.
(5) The applicant, each owner and the managing officer/employee is not required to register under the provisions of California Penal Code Section 290.
(6) Within five (5) years preceding application, the applicant, owner(s) or managing officer/employee has not had a massage establishment permit, massage practitioner permit, or other similar permit or license revoked or suspended by the City of Milpitas, or any other state or local agency, and has not been subject to discipline by any state or local agency for conduct that would be grounds for revocation of a permit under this Chapter.
(7) The applicant, each owner and the managing officer/employee is at least eighteen (18) years of age.
(8) The permit as requested by the applicant would comply with all applicable laws, including, but not limited to, health, zoning, fire and safety requirements and operating standards.

(g) Notice to applicant of Grant or Denial of Application. The Chief of Police, or authorized representative, shall give written notice to the applicant of the grant or denial of the application for a permit. If the application is denied, the notice shall advise the applicant of the reasons for the denial and his/her right to appeal through the procedures set forth in Section III-6-18. The Chief of Police may delay issuance of the permit if the applicant is being prosecuted for a violation of any of the Penal Code sections specified in Section III-6-6(f)(4) until final adjudication. If the applicant pleads guilty, pleads no contest, or is found guilty, the Chief of Police shall deny the application.

III-6-7 - Massage Establishment Operating Standards

Each massage establishment that is permitted under this Chapter shall comply with each and all of the following requirements:

(a) At all times during business hours the permit issued pursuant to Section III-6-6 shall be displayed. The permit shall be displayed in a conspicuous place so that it may be readily seen by all persons entering the premises of the massage establishment.

(b) Each massage technician shall be CAMTC certified and in good standing. It shall be unlawful for a pe to employ or permit a person to provide massage as a rent-space therapist who is not listed on the m technician register provided pursuant to Section III-6-6(d)(13). If a massage technician's CAMTC certification is suspended or revoked or if an individual is not CAMTC certified, the permittee shall not allow such person to provide massage at or through the massage establishment.

(c) A massage technician shall operate only under the name specified in his or her CAMTC certificate. A massage establishment shall only operate under the name designated in its permit.

(d) The permittee shall display the CAMTC certificate of each and every massage technician in an open and conspicuous place on the premises. The permittee shall also ensure that all massage technicians comply with the provisions of the Massage Therapy Act (B&P Code § 4608) requiring that a certificate holder have his or her identification card in his or her possession while providing massage services for compensation.

(e) Massage services shall be provided or given only between the hours of 7:00 a.m. and 10:00 p.m. No massage establishment shall be open and no customer shall be in such massage establishment between the hours of 10:30 p.m. and 7:00 a.m.

(f) A list of services available, and the cost of such services, shall be posted in an open public place within the premises and shall be described in readily understandable language. No permittee shall allow, and no massage technician shall offer or perform, any service other than those posted.

(g) A written daily register recording each client, the assigned room (or location of outcall massage service), the massage technician who treated the client, a description of service(s) performed, the price of the services, including any gratuity or tip, and the time of the appointment shall be maintained. This daily register shall be completed by the close of business each day. Such records shall be open to inspection only by members of the Police Department, City Code Enforcement Officers, and the City Attorney, who are charged with enforcement of this Chapter. These records may not be used for any other purpose than as records of services provided and may not be provided to other parties by the massage establishment unless otherwise required by law. Such records shall be retained on the premises of the massage establishment for a period of two (2) years.

(h) The permittee shall be responsible for ensuring that each and every massage technician complies with the provisions of the Massage Therapy Act (B&P Code § 4609) related to dressing requirements, including dressing while engaged in the practice of massage for compensation, or while visible to clients in a massage establishment, in attire that is not: transparent, see-through, or substantially exposes the certificate holder's undergarments; swim attire, if not providing a water-based massage modality approved by CAMTC; a manner that exposes the certificate holder's breasts, buttocks, or genitals; a manner that constitutes a violation of section 314 of the Penal Code; or a manner that has been deemed by CAMTC to constitute unprofessional attire.

(i) No person shall enter, be, or remain in any part of the premises of a massage establishment while in possession of an open container of alcohol, or while consuming or using any alcoholic beverage or drugs, except pursuant to a prescription for such drugs. The owner, operator, managing officer/employee, manager, or permittee shall not permit any such person to enter or remain upon such premises.

(j) No massage establishment shall operate as a school of massage, or use the same facilities as that of a school of massage.

(k) The permittee shall comply with the Massage Therapy Act (B&P Code §§ 4608, 4609, 4611) provisions relating to advertising, including requiring certificate holders: to include the name under which he or she is certified and his or her certificate number in any and all advertising of massage for compensation; to not engage in sexually suggestive advertising related to massage services; to not hold himself or herself out as a certified massage therapist or practitioner, or use terms such as "licensed" or "certified," that imply that an uncertified person is certified as a massage therapist or practitioner; to not falsely state or advertise or put out any sign or card, or to falsely represent to the public, that any individual is licensed, certified, or registered as a massage therapist or practitioner if that individual is not so certified.

(l) A massage shall not be given unless the patron's genitals are fully covered.

(m) The permittee shall be responsible for ensuring that each and every massage technician complies with the Massage Therapy Act (B&P Code § 4609(a)) provisions relating to sexual acts, including the prohibitions on: engaging in any form of sexual activity on the premises of a massage establishment where massage is provided for compensation, excluding a residence; engaging in sexual activity while providing massage services for compensation; providing massage of the genitals or anal region; or providing massage of female breasts without the written consent of the person receiving the massage and a referral from a licensed California health care provider.

(n) The permittee must comply with all state and federal laws, including but not limited to those pertai disabled clients.
(o) Any change with respect to the information contained in the permittee's application shall be reported to the Chief of Police within ten (10) days of such change.

III-6-8 - Massage Establishment Facilities Regulations

In addition to the operating conditions under section III-6-7, every massage establishment shall maintain facilities that meet the following requirements:

(a) Comply with all applicable building, fire, safety, health, electrical, plumbing, mechanical, heating and ventilating, sanitation, and other laws and regulations of the City of Milpitas applicable to the premises.
(b) Provide minimum lighting in accordance with Article 220 of the Uniform Electrical Code and, in addition, at least one artificial light of not less than forty (40) watts shall be provided in each room or enclosure where massage services are performed on patrons.
(c) Maintain an adequate supply of clean sanitary towels, table coverings and linens. Clean towels, coverings and linens shall be stored in enclosed cabinets. Towels and linens shall not be used on more than one (1) patron, unless they have first been laundered and disinfected. Disposable towels and coverings shall not be used on more than one (1) patron. Soiled linens and paper towels shall be deposited in separate, approved receptacles.
(d) Wet and dry heat rooms, steam or vapor rooms or cabinets, toilet rooms, shower and bath rooms, tanning booths, whirlpool baths and pools, shall be thoroughly cleaned and disinfected as needed, and at least once each day the premises are open, with an approved disinfectant. Bathtubs shall be thoroughly cleaned with an approved disinfectant after each use. All walls, ceilings, floors, and other physical facilities for the establishment must be in good repair and maintained in a clean and sanitary condition.
(e) Instruments utilized in performing massage shall not be used on more than one (1) patron unless they have been sterilized using approved sterilization methods.
(f) Adequate equipment for disinfecting and sterilizing instruments used in performing the acts of massage shall be available.
(g) Provide either a separate room or dressing and locker facilities for each client. However, dressing and undressing may occur in the same room as massage therapy if the client is alone in the room with the door(s) closed and opaque coverings are present on any windows while undressing or dressing.
(h) Treatment room doors shall remain unlocked at all times.
(i) A minimum of one wash basin for massage technicians shall be provided at all times. Such basin shall be located within, or as near as practicable to, the treatment area devoted to the performing of massage. Sanitary towels shall also be provided at each basin. Hot and cold running water shall be available at all times.
(j) Pads used on massage tables shall be covered with a durable, washable plastic or other waterproof material.
(k) At least one entrance door, allowing access to the massage establishment and any building it may be located in, shall remain unlocked during business hours. This section shall not prohibit a massage establishment from locking its external doors if the massage establishment is a sole proprietorship (owned by one individual with one or no employees or rent-space therapists).

III-6-9 - Inspection by Officials

The investigating and enforcing officials of the City of Milpitas, or their designees, shall have the right to enter the premises of any permitted massage establishment during regular business hours to make reasonable inspections and to observe and enforce compliance with the applicable regulations, laws, and provisions of this Chapter. The City shall conduct inspections shall be conducted at a time and in a manner that will minimize business interruption.

III-6-10 - Permits Non-Assignable

No massage establishment permit may be sold, transferred or assigned by the permittee, or by operation of law, to any other person or persons. Any such sale, transfer or assignment, or attempted sale, transfer or assignment, shall be deemed to constitute a voluntary surrender of such permit and such permit shall thereafter be deemed terminated and void. Except, however, stock or ownership interests of the owners may be sold, transferred, issued, or assigned to those owners who have been named on the permit application. If any st

ownership is sold, transferred, issued, or assigned to a person not listed on the application as an owner, the shall be deemed terminated and void unless the identities of the new owners are reported to the Chief of P least ten (10) days prior to such transfer. The new owners shall meet all requirements under this Chapter for applicants. If the Chief of Police, in his or her discretion, determines that the person satisfies the requirements relating to applicants, the existing permit shall be endorsed to include the person. A fee as set by resolution of the City Council shall be paid to the City for the investigation by the Chief of Police (or his or her authorized representative) necessitated by each sale or transfer.

III-6-11 - Change of Location

A change in the location of a massage establishment must be submitted for approval by the Chief of Police, the Planning Director, and the Fire Chief, or their designated representatives. A change in the location of a massage establishment may require approval in accordance with the provisions of Milpitas Municipal Code, Title XI, Chapter 10 (Zoning Ordinance). If the Chief of Police, in his or her discretion, determines that the new location satisfies the requirements of this Chapter, the existing Massage Establishment Permit shall be amended for the new location. A fee, as set by resolution of the City Council, shall be paid to the City to cover the cost of the investigation by the Chief of Police (or his or her authorized representative) necessitated by each change of location.

III-6-12 – Reserved

III-6-13 – Notifications

(a) A permittee shall notify the Chief of Police, or his or her designee, in writing, of the name and address of each new massage technician employed or retained as a rent-space massage therapist at least five (5) days prior to the person's employment or other contract and update the massage technician register with the information specified in section III-6-6(d)(13). The requirements of this section are in addition to the other provisions of this Chapter and nothing contained herein shall relieve the permittee of the responsibility of ascertaining, prior to employment or other contract, that such new massage technician has a valid CAMTC certification.

(b) A permittee shall immediately report to the Chief of Police, or his or her designee, any of the following:

(1) Arrests of any massage technicians, employees or owners for an offense other than a misdemeanor traffic offense;
(2) Resignations, terminations or transfers of massage technicians employed or retained as a rent-space massage therapist by the permittee’s business;
(3) Any disciplinary action taken by the CAMTC regarding a massage technician, employee or owner and submit a copy of any notice or order;
(4) The occurrence of any event that constitutes a violation of this Chapter or state or federal law related to the conduct of the massage business.

III-6-14 - Renewal of permits

Each Massage Establishment Permit shall expire on the anniversary date of the issuance of the permit unless suspended or revoked. Permittees shall have thirty (30) days from the date of expiration to renew their permits and may apply for such renewal thirty (30) days prior to expiration. If, upon the thirty-first (31st) day after its expiration an application of renewal has not been received, the permit shall be deemed suspended until such time as the renewal application has been received. No privilege to provide massage shall exist until an application for renewal has been submitted for review. If a renewal application and all required information for the renewal is not received within sixty (60) days after expiration, the permit shall be deemed expired and no privilege to provide massage shall exist.

Permittees shall submit an application for renewal each year in the same manner as required for an original application.

III-6-15 - Application of Regulations to Existing Massage Establishments

The provisions of this Chapter shall be applicable to all massage establishments, whether the business established before or after the effective date of this Chapter. Massage establishments legally in business prior to the effective date of this Chapter shall have until January 1, 2020 to obtain a Massage Establishment Permit and to comply with the provisions of this Chapter.

III-6-16 – Reserved

III-6-17 - Permit Suspension or Revocation

(a) The Chief of Police, or authorized representative, may revoke or suspend a massage establishment permit if:

(1) The permittee, or a managing officer/employee, an employee, or rent-space massage therapist has made any false, misleading or fraudulent statement of material fact in any application, report or record required to be filed with the City.
(2) The permittee, or a managing officer/employee, an employee, or rent-space massage therapist, has failed to comply with any of the requirements, regulations, standards or conditions of this Chapter.
(3) An individual who is not a certified massage therapist or a certified massage practitioner, or whose CAMTC certification is suspended or revoked, has provided massage at or through the massage establishment.
(4) The permittee, or a managing officer/employee, an employee, or rent-space massage therapist, has allowed or permitted, with or without knowledge, the occurrence of criminal activity on the premises of the massage establishment business or in the conduct of the off-premises massage services.
(5) There have been one or more acts prohibited under California Penal Code Sections 266i, 314, 315, 316, 318, 647(a), 647(b), or 415 as a result of an arrest for 647(b) (as now written or as amended), or under Government Code Section 51032 (as now written or as amended), including any felony involving the sale of a controlled substance specified in Sections 11054-11058 of the California Health and Safety Code (as now written or as amended), or any acts requiring registration under California Penal Code Section 290, or of any other criminal acts involving dishonesty, fraud, deceit, violence, or moral turpitude, taking place on the premises of the massage establishment or in the conduct of the off-premises massage services, whether or not any criminal prosecution has been pursued or conviction obtained for such acts, and whether or not they occurred with or without the actual knowledge of the permittee.
(6) The permittee, or a managing officer/employee, an employee, or rent-space massage therapist has committed a misdemeanor, felony or violation of this Chapter in the conduct of the massage establishment.
(7) The permittee has been subject to a permanent injunction against the conducting or maintaining of a nuisance pursuant to this code, or sections 11225 through 11235 of the California Penal Code, or any similar provision of law in any jurisdiction outside the state of California.
(8) The permittee, or a managing officer/employee, an employee, or rent-space massage therapist has failed to abide by any disciplinary action previously imposed by an authorized City official.

(b) Any act or omission of any massage technician providing massage at or through the permittee's business, including rent-space therapists, which constitutes a violation of this Chapter shall be deemed a violation of the permittee.

(c) On determining that grounds for permit suspension or revocation exist, the Police Chief, or designee, shall serve the permittee with written notice of the proposed suspension or revocation. The notice shall state the ground or grounds upon which the decision is based, the effective date of the decision, the right of the permittee to appeal the decision, and that the Police Chief's decision will be final if no written appeal is timely submitted in accordance with Section III-6-18 of this Chapter. The notice is effective within fifteen (15) calendar days from the date of service of the notice. If an appeal is timely and properly filed, then the effective date of the notice is stayed.

(d) No reapplication will be accepted within one (1) year after a permit is revoked.

III-6-18 - Appeal Procedures

(a) Appeal to City Manager.

(1) The permittee or applicant, not later than fifteen (15) calendar days after service of notice of revocation, suspension, denial of application or renewal or approval with conditions, may file an appeal by filing a written statement of such appeal, including the grounds for the appeal and the asserted errors in the decision, with the City Clerk.
(2) Upon receipt of a timely request for an appeal hearing, the City Manager, or designee, shall notify the applicant in writing of the date, time and place of the hearing before the City Manager, or designee, which shall not be less than ten (10) calendar days after service on the applicant.
(3) At the hearing, both the applicant/permittee and the Chief of Police (or his or her designee) shall have the chance to present evidence, be represented by counsel, and make oral argument not to exceed fifteen (15) minutes per side, relevant to the grounds on which the appeal is filed.
(4) After the hearing, the City Manager or designee shall render a written decision within fifteen (15) calendar days from the date of the hearing. The decision shall set forth the Manager's reason(s) for his or her decision. The decision shall be considered final upon service.

(b) Appeal of City Manager's Decision to City Council. The permittee or applicant may appeal the decision of the City Manager or designee to the City Council in accordance with the provisions of the Milpitas Municipal Code Title I, Chapter 20. The Council's decision shall set forth the reason(s) for its decision. Notice of such decision shall be made pursuant to the notice by mail provisions contained in Title I, Chapter 20 of the Milpitas Municipal Code. The decision shall be considered final upon service made pursuant to the service by mail provisions set forth in Title I, Chapter 20 of the Milpitas Municipal Code.

(c) The burden of proof is on the permittee/applicant in any hearing or other matter under this Chapter.

III-6-19 – Service of Any City Notice and Date of Service

Except as otherwise expressly required by a provision of this Chapter, any notice required by this Chapter may be served by personal delivery to any applicant or permittee, or by first class mail. The date of service shall be the date it is personally delivered or placed in a U.S. Postal Service receptacle. Any notice issued to any applicant or permittee may be sent to the mailing address as listed on the application submitted by to the City. Failure of any applicant or permittee to receive a properly addressed notice by mail shall not invalidate any action, decision, determination or proceeding under this Chapter.

III-6-20 - Public Nuisance and Additional Remedies

Any massage establishment operated, conducted, or maintained contrary to the provisions of this Chapter shall be unlawful and a public nuisance, and the City Attorney may pursue any and all remedies available under the law.

The remedies provided by this Chapter are cumulative and in addition to any other remedies available at law or in equity. In addition to any remedies provided by this Code, or by other law, any violation of this Chapter may be remedied by, without limitation, administrative citation and penalties, administrative or judicial nuisance abatement proceedings, civil code enforcement proceedings, and suits for injunctive relief. In the discretion of the City Attorney, violations of this Chapter may be prosecuted as infractions or misdemeanors when the interests of justice so require.

III-6-21 – Severability

If any section, subsection, sentence, clause, phrase, or portion of this Chapter is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such provision shall not affect the validity of the remaining portion thereof.

SECTION 3. SEVERABILITY

The provisions of this Ordinance are separable, and the invalidity of any phrase, clause, provision or part shall no the validity of the remainder.

SECTION 4. EFFECTIVE DATE AND POSTING

In accordance with Section 36937 of the Government Code of the State of California, this Ordinance shall take effect thirty (30) days from and after the date of its passage. The City Clerk of the City of Milpitas shall cause this Ordinance or a summary thereof to be published in accordance with Section 36933 of the Government Code of the State of California.

CITY OF MILPITAS
AGENDA REPORT
(AR)

Item Title:	**Adopt Ordinance No. 301 to make corrections, clarifications, and minor updates and modifications to the Milpitas Municipal Code**
Category:	Leadership and Support Services
Meeting Date:	8/13/2019
Staff Contact:	Christopher Diaz, City Attorney, 408-586-3040 Ashwini Kantak, Assistant City Manager, 408-586-3053
Recommendation:	Waive the second reading and adopt Ordinance No. 301 amending various sections of Titles I, II, IV, V, VI, XI and XII of the Milpitas Municipal Code to make corrections, clarifications, minor updates and modifications.

Background:
Ordinance No. 301 was introduced at the August 13, 2019 City Council meeting. The City Council directed staff to make some revisions to the Ordinance. These revisions included the elimination of Sections 20 and 21 in the ordinance to remove changes to Title VI, Chapter 3, Section 4.00 and Title VI, Chapter 101, Section 3.00 and 3.01 regarding competitive service and severance payments. Additionally, the Council directed a change to numerous sections of the Municipal Code to change the name of "Building and Safety" to "Building, Safety, and Housing."

The Ordinance has been updated and is now ready for its second reading and adoption.

Council also directed staff to bring back the proposed changes related to competitve service and severance payments at a later date for Council consideration.

Fiscal Impact
None

Recommendation
Waive the second reading and adopt Ordinance No. 301 amending various sections of Titles I, II, IV, V, VI, XI and XII of the Milpitas Municipal Code to make corrections, clarifications, minor updates and modifications.

Attachment
Ordinance No. 301

REGULAR

NUMBER: 301

TITLE: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MILPITAS AMENDING VARIOUS SECTIONS OF TITLES I, II, IV, V, VI, XI AND XII OF THE MILPITAS MUNICIPAL CODE TO MAKE CORRECTIONS, CLARIFICATIONS, MINOR UPDATES AND MODIFICATIONS

HISTORY: This Ordinance was introduced (first reading) by the City Council at its meeting of August 13, 2019, upon motion by City Council Member Nuñez, and was adopted (second reading) by the City Council at its meeting of _____, upon motion by _____. The Ordinance was duly passed and ordered published in accordance with law by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

_____
Mary Lavelle, City Clerk

APPROVED:

_____
Rich Tran, Mayor

APPROVED AS TO FORM:

_____
Christopher J. Diaz, City Attorney

RECITALS AND FINDINGS:

WHEREAS, the City of Milpitas has a Municipal Code that details the laws and regulations of the City; and

WHEREAS, as part of maintaining the Municipal Code, City staff routinely review the Municipal Code for any errors, incorrect job titles, and other minor clean-up items; and

WHEREAS, City staff has identified various minor clean-up items and requests that the Council take action to correct these issues through the adoption of this ordinance.

NOW, THEREFORE, the City Council of the City of Milpitas does ordain as follows:

SECTION 1. RECORD AND BASIS FOR ACTION

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

SECTION 2. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION I-2-1.03 "Definitions"

Title I, Chapter 2, Section I-2-1.03 "Definitions" at definition number 5, "CONTRACT," of the Milpitas Municipal Code is hereby amended to read as follows:

5. CONTRACT. All types of City contracts or agreements, with the exception of public works contracts which shall be governed by I-2-3.20, for the procurement of supplies and services or the disposal of surplus supplies.

SECTION 3. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION I-2-3.02 "Purchases Over Five Thousand Dollars ($5,000) and Less Than Twenty Thousand Dollars ($20,000)" AT SUBSECTION (d)

Title I, Chapter 2, Subsection I-2-3.02(d), of the Milpitas Municipal Code is hereby amended to read as follows:

(d) The Purchasing Agent is authorized to award a contract for less than Twenty Thousand Dollars ($20,000) to the lowest responsive and responsible bidder.

SECTION 4. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION I-2-3.20-6 "Award of Contracts"

Title I, Chapter 2, Section I-2-3.20-6 of the Milpitas Municipal Code is hereby amended to read as follows:

3.20-6 Award of Contracts. The City Manager is authorized to award contracts for public projects consistent with the contract authority under I-4-2.00.

SECTION 5. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION I-4-2 "Contract Authority of City Manager" AT SUBSECTION I-4-2.01

Title I, Chapter 4, Subsection I-4-2.01, of the Milpitas Municipal Code is hereby amended to read as follows:

I-4-2.01 -

The City Manager is authorized to enter into and execute for and on behalf of the City of Milpitas, without the prior approval of the City Council, any Contract, for which:

a. Funds have been appropriated, if funding is needed; and
b. There is an unexpended and unencumbered balance of such appropriation sufficient to pay the contract expense, if there is an expense associated with the contract;

c. The total cumulative monetary value of the contract, including amendments, does not exceed $100, or is a zero dollar contract; and
d. The City Attorney and Risk Manager/Finance Director have signed off and approved.

The contract authority of the City Manager in this Section does not include the authority to execute any contracts within the authority of the City Attorney.

SECTION 6. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION II-1-9 "Establishment of the Department" AT SUBSECTION II-1-9.01

Title II, Chapter 1, Subsection II-1-9.01 of the Milpitas Municipal Code is hereby amended to read as follows:

II-1-9.01

There is hereby established in the City of Milpitas the "Building, Safety and Housing Department" which shall be under the jurisdiction of the City Manager.

SECTION 7. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION II-1-12.03 "Posting Notice of Hazardous Building"

Title II, Chapter 1, Section II-1-12.03 of the Milpitas Municipal Code is hereby amended to read as follows:

II-1-12.03 - Posting Notice of Hazardous Building

Every building which the Chief Building Official causes to be vacated because of an immediate danger or hazard may be posted at each entrance with a notice which states: "Do Not Enter: Unsafe to Occupy: Building, Safety and Housing Department, City of Milpitas." Such notice may remain posted until the required repairs, improvements, demolition or removal are completed. Such notice shall not be removed without written permission of the Chief Building Official, and all persons shall forthwith vacate said building and no person shall enter the building except for the purpose of making the required repairs, improvements, demolition or removal of the building.

SECTION 8. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION II-2-11.01 "Permit Required" AT SUBSECTION II-2-11.01-2

Title II, Chapter 2, Subsection II-2-11.01-2 of the Milpitas Municipal Code is hereby amended to read as follows:

11.01-2 If the permit is for a building listed on the 1990 Historic Sites Inventory, which is identified in Section 11.01-3 below, the permit shall be issued by the City Council upon application filed with the Building, Safety and Housing Department of City. The Building Official shall promptly transmit the permit application to the City Clerk, together with his or her comments and recommendations. The Council may consider the matter on the first available agenda but shall not be required to take action for 30 days following the filing of the application. In granting any permit hereunder, the City Council shall be empowered to:

(a) Impose reasonable conditions to protect the public peace, health, safety and general welfare and to defer issuance of the permit until those conditions are met or secured.
(b) Impose a reasonable delay (not to exceed 180 days) on the issuance of a permit if it finds a building a potential cultural resource within the meaning of Chapter 4, Title XI of the Milpitas Municipal Code.

SECTION 9. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION II-13-4 "Permits Required" AT SUBSECTION II-13-4.01, AND SECTION II-13-7 "Grading Permit Requirements" AT SUBSECTION II-13-7.01 "Permits Required"

Title II, Chapter 13, Subsections II-13-4.01 and II-13-7.01 of the Milpitas Municipal Code are hereby amended to read as follows:

II-13-4 - Permits Required

.01 No person shall do any grading, filling, excavation, or clearing of natural vegetation without first obtained a grading permit from the Building, Safety and Housing Department except for the following:

1. An excavation below finished grade for swimming pools, basements and footings of a building, retaining wall pier holes or other structure authorized by a valid building permit. This shall not exempt any fill made with the material from such excavation nor exempt any excavation having an unsupported height greater than 5 feet after the completion of such structure.
2. Cemetery graves.
3. Refuse disposal sites controlled by other regulations.
4. Excavations for wells or tunnels or utilities.
5. Mining, quarrying, excavating, processing, stockpiling of rock, sand, gravel, aggregate or clay where established and provided for by law, provided such operations do not affect the lateral support or increase the stresses in, or pressure upon any adjacent or contiguous property.
6. Exploratory excavations under the direction of soil engineers or engineering geologists.
7. An excavation which (a) is less than two feet in depth, and (b) which does not create a cut slope greater than five feet in height and steeper than two horizontal to one vertical, (c) and does not result in the movement of more than 50 cubic yards of material.
8. A fill less than one foot in depth and placed on natural terrain with a slope flatter than five horizontal to one vertical, and less than two feet in depth, not intended to support structures, and which does not exceed 50 cubic yards on any one lot and does not obstruct a drainage course.

II-13-7 - Grading Permit Requirements

.01 **Permits Required.** Except as exempted in Section II-13-4 of this Chapter, no person shall do any grading without first obtaining a grading permit from the Building, Safety and Housing Department. A separate permit shall be required for each site, and may cover both excavations and fills.

SECTION 10. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION II-13-14 "Fills" AT SUBSECTION II-13-14.05 "Compaction"

Title II, Chapter 13, Subsection II-13-14.05 of the Milpitas Municipal Code is hereby amended to read as follows:

.05 **Compaction.** All fill material shall be compacted to 90 percent of maximum density as determined by ASTM D 1557, Modified Proctor, in lifts not exceeding 12 inches (305 mm) in depth or equivalent as approved by the Building and Housing Department.

SECTION 11. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION II-13-17 "Lot Improvement, Paving of Driveways, Parking Lots" AT SUBSECTION II-13-17.03

Title II, Chapter 13, Subsection II-13-17.03 of the Milpitas Municipal Code is hereby amended to read as follows:

.03 Drainage Method used shall be shown on all plans. When building plans indicate that the construction will comply with the provisions of this Chapter, but inspection shows that the building as constructed cannot drain by gravity, the Building, Safety and Housing Department may require that the condition be remedied by installing a pump or by other approved means. No Final Inspection or Certificate of Occupancy may be issued until this requirement is met.

SECTION 12. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION II-13-18 "Paving Standards" AT SUBSECTION II-13-18.05(h)

Title II, Chapter 13, Subsection II-13-18.05(h) of the Milpitas Municipal Code is hereby amended to read as follows:

h. Approval. Approval of the mix shall be by the Building and Safety who may determine accuracy by making tests, to be paid for by the contractor. Batch tickets to be provided the Building, Safety and Housing Department upon request with each load.

SECTION 13. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION II-13-28 "Slope S Stabilization" AT SUBSECTION II-13-28.03

Title II, Chapter 13, Subsection II-13-28.03 of the Milpitas Municipal Code is hereby amended to read as follows:

.03 Clearing shall be kept to the minimum needed, as determined by the Building and Housing Department.

SECTION 14. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION II-15.4.01 "Enforcement"

Title II, Chapter 15, Section II-15.4.01 of the Milpitas Municipal Code is hereby amended to read as follows:

II-15.4.01 – Enforcement

Any person who plans to install a wood burning device must submit documentation to the Building, Safety and Housing Department of the City of Milpitas demonstrating that the device is compliant with this Chapter. Any person violating any of the provisions of this Ordinance shall be deemed guilty of a misdemeanor and upon conviction shall be punishable as provided by law.

SECTION 15. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTIONS II-160-2.20 "Delegation of Authority," II-160-3.00 "Statement of Qualifications," AND II-160-4.40 "Inspection Capability"

Title II, Chapter 160, Sections II-160-2.20, II-160-3.00 and II-160-4.40 of the Milpitas Municipal Code are hereby amended to read as follows:

II-160-2.20 - Delegation of Authority

Responsibility for enforcing the Mobilehome Parks Act, upon its assumption from HCD, is hereby delegated to the City's Building, Safety and Housing Department.

II-160-3.00 - Statement of Qualifications

In discharging its delegated responsibilities, the City's Building, Safety and Housing Department shall provide qualified personnel in the enforcement of the Mobilehome Parks Act. In this regard, the Building Inspectors are hereby designated as the Department's authorized representatives for the purpose of enforcing said Act.

II-160.4.40 - Inspection Capability

The City's capability to undertake mobile home installation inspections to the satisfaction of HCD is demonstrated as follows:

(a) The City's Building, Safety and Housing Department has established and operated concerted code enforcement programs since 1959 encompassing systematic enforcement of State Building Regulations and the Municipal Code.

(b) The City's Building Inspectors have years of construction inspection experience.

(c) The City's Housing Officers have years of Code Enforcement experience.

SECTION 16. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTIONS II-170-3.00 "Automatic Gas Shut-off Devices," II-170-3.01 "List of Approved Devices," AND II-170-4.00 "Enforcement"

Title II, Chapter 170, Sections II-170-3.00, II-170-3.01 and II-170-4.00, of the Milpitas Municipal Code are hereby amended to read as follows:

II-170-3.00 - Automatic Gas Shut-off Devices

Gas Shut-off Devices-either installed in compliance with this ordinance or voluntarily, with a permit issued or after the effective date of this ordinance, shall comply with the following requirements:

(a) Automatic Gas Shut-off Devices shall be installed by a contractor licensed in the appr classification by the State of California and in accordance with the manufacturer's instructions.

(b) Seismic Gas Shut-off Devices (motion sensitive) must be mounted rigidly to the exterior of the building or structure containing the fuel gas piping. This requirement need not apply if the Building, Safety and Housing Department determines that the Seismic Gas Shut-off Device (motion sensitive) has been tested and listed for an alternate method of installation.

(c) Seismic Gas Shut-off Devices (motion sensitive) must be certified by the Office of State Architect and be listed by an approved listing and testing agency such as IAS, IAMPO, UL or the Office of State Architect. In the case of Excess Flow Gas Shut-off Devices only, be certified by the Office of State Architect or be listed by an approved listing and testing agency such as IAS, IAMPO, UL or the Office of the State Architect.

(d) Both Excess Flow Gas Shut-off Devices and Seismic Gas Shut-off Devices must have a 30-year warranty which warrants that the valve or device is free from defects and will continue to operate properly for 30 years from the date of installation.

(e) Where Automatic Gas Shut-off Devices are installed voluntarily or as required by this section, they shall be maintained for the life of the building or structure or be replaced with a valve or device complying with the requirements of this section.

II-170-3.01 - List of Approved Valves and Devices

The Building, Safety and Housing Department shall maintain a list of all Seismic Gas Shut-off Devices (motion sensitive) and Excess Flow Gas Shut-off Devices (non-motion sensitive) which meet or exceed the requirements of devices certified by the Office of the State Architect for installation in the State of California and which comply with the standards and criteria set forth in Health and Safety Code Section 19180 et seq., including quality and design regulation for earthquake actuated automatic gas Shut-off systems (see 24 Cal. Code Regs. Ch. 12-16-1).

II-170-4.00 - Enforcement

The City of Milpitas Building, Safety and Housing Department shall administer and enforce the provisions of this ordinance.

SECTION 17. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION IV-3-4.00 "Schedule of Fees and Service Charges"

Title IV, Chapter 3, Section IV-3-4.00, of the Milpitas Municipal Code is hereby amended to remove the table in its entirety and to read as follows:

IV-3-4.00 - Schedule of Fees and Service Charges

The City Manager and department heads will review the fees and service charges listed in the Master Fee Schedule and calculate and propose adjustments to said fees and charges necessary to assure recovery of the specified percentages of "costs reasonably borne" on an annual basis, as part of the budget process The City Council will determine, at a public hearing, whether such proposed adjustment should be implemented. The cost recovery percentages are included in the Master Fee Schedule, which will be updated annually.

SECTION 18. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION V-210-13.01 "Remedies Not Exclusive"

Title V, Chapter 210, Section V-210-13.01, of the Milpitas Municipal Code is hereby amended to read as follows:

V-210-13.01 - Remedies Not Exclusive

This Section provides for issuance of a notice of violation and/or an administrative hearing process which is in addition to any and all legal remedies, administrative, criminal or civil, which may be pursued by the City to address any violation of this Chapter, which may include use of the Administrative Citation provisions in Title I.

SECTION 19. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION VI-3-1.00 "Establishm Departments of City"

Title VI, Chapter 3, Section VI-3-1.00 of the Milpitas Municipal Code is hereby amended to read as follows:

VI-3-1.00 - Establishment of Departments of City

Pursuant to the provision of Section VI-1-2.08 of the Milpitas Municipal Code, the work of the City government shall be distributed among the following departments of the City:

A. City Manager;
B. City Attorney;
C. Finance;
D. Human Resources;
E. Information Technology;
F. Planning;
G. Public Works;
H. Engineering;
I. Police;
J. Fire;
K. Building, Safety and Housing; and
L. Recreation and Community Services.

SECTION 20. AMENDMENT OF MILPITAS MUNICIPAL CODE TABLE XI-10-11.07-6 "Milpitas Commercial Specific Plan Environmental Performance Standards"

Title XI, Chapter 10, Table XI-10-11.07-6 of the Milpitas Municipal Code is hereby amended to read as follows:

Table XI-10-11.07-6 - Milpitas Commercial Specific Plan Environmental Performance Standards

Environmental Performance Standards	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
1. Aesthetics, Light, and Glare					
AES-1a: Prior to issuance of building permits, the developer shall prepare and submit a sign program to the City of Milpitas for review and approval. The sign program shall demonstrate compliance with the applicable requirements with Milpitas Municipal Code Title XI, Chapter 30. The approved sign program shall be implemented into the proposed project.	Approval of plans	Prior to issuance of building permits	City of Milpitas Planning Department		
AES-1b: Prior to issuance of grading or building permits, whichever comes first, the developer shall obtain a tree removal permit from the City of Milpitas for any trees slated for removal with a trunk circumference of 37 inches or more measured at 4.5 feet above ground level. Replacement of such trees shall	Issuance of permit; Site inspection	Prior to issuance of grading or building permits (whichever comes first);	City of Milpitas Planning Department and Public Works Department		

be performed in accordance with the requirements of the Tree Maintenance and Protection Ordinance. Removed trees that are not covered by the Tree Maintenance and Protection Ordinance (i.e., less than 37 inches in circumference at 4.5 feet above ground level) shall be replaced onsite with a similar tree species at no less than a 1:1 ratio. All replacement trees shall be planted prior to the issuance of the final certificate of occupancy.		Prior to issuance of the final certificate of occupancy			
AES-1c: Prior to issuance of the final certificate of occupancy, the developer shall do one of the following: 1) permanently remove all shipping containers from the project site; or 2) obtain a minor Site Development Permit Approval and install screening measures in accordance with Zoning Ordinance requirements. If the second option is pursued, outdoor storage of containers shall occur in a completely enclosed building or behind a visually obscure solid wall or tight board fence a minimum 6 feet in height and outside any front or street side yard setback area.	Site inspection	Prior to issuance of the final certificate of occupancy	City of Milpitas Planning Department		
AES-2: Prior issuance building permits, the developer shall ensure that all exterior lighting fixtures associated with the existing retail building (building-mounted and freestanding) are shielded, recessed, or directed downward to prevent unwanted illumination of neighboring properties.	Approval of plans	Prior issuance building permits	City of Milpitas Planning Department		
2. Air Quality					
AIR-3: The following measures shall be implemented during all construction activities:	Site inspection	During construction activities	City of Milpitas Building, Safety and Housing Department		
• Water all active construction areas and exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) at least two times per day.					
• Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard.					
• Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved					

access roads, parking areas and staging areas at construction sites.					
• Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.					
• Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.					
• All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.					
• All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.					
• Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.					
• All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.					
• Post a publicly visible sign with the telephone number and person to contact at the City of Milpitas regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the Bay Area Air Quality Management District shall also be visible to ensure compliance with applicable regulations.					
AIR-7a: The developer shall use paving materials with increased solar reflectivity in areas where pavement is replaced. Such materials shall use light-colored aggregate or other appropriate methods to achieve high solar reflectivity. The developer shall provide construction details and specifications that shall be submitted with construction drawings	Approval of plans and site inspection	Prior to issuance of Building Permit	City of Milpitas Planning Department		

and installed with improvements.					
AIR-7b: Prior to issuance of the final certificate of occupancy, the developer shall post signs in the loading docks advising truck drivers to turn off engines when not in use and advising truck drivers of state law prohibiting diesel idling of more than 5 minutes.	Site inspection	Prior to issuance of the final certificate of occupancy	City of Milpitas Planning Department		
AIR-7c: Prior to issuance of the final certificate of occupancy, the developer shall do the following:	Approval of plans; Site inspection; ongoing	Prior to issuance of the building permit; ongoing.	City of Milpitas Planning Department and Building, Safety and Housing Department		
• Prior to building permit issuance, a secondary closed loop system shall be evaluated and implemented, if found to be technically and economically feasible. Details and specifications shall be included with the construction drawings.					
• The developer shall maintain the refrigeration system at least once per year to ensure that refrigerant leaks remain minimal. The maintenance records shall be kept onsite for review by the City of Milpitas.					
• During installation of the new refrigerators and freezers, effort shall be made to reuse the existing refrigerants in the new system, unless the old refrigerant is not the same type as is proposed in the new system or more leakage would occur if the refrigerants are reused.					
AIR-7d: Prior to issuance of the final certificate of occupancy, the developer shall provide the following Transportation Demand Management measures:	Site inspection	Prior to issuance of the final certificate of occupancy	City of Milpitas Planning Department		
• Public transit information in the employee breakroom. Store management shall post information such as Santa Clara Valley Transportation Authority bus and light rail schedules, maps, and fares.					
• Ride sharing information in the employee breakroom. Store management shall facilitate ride sharing by providing sign-up sheets or					

other measures to allow interested employees to identify carpooling opportunities.					
• Bicycling information. Store management shall post information such as bicycle route maps and information about taking bikes on public transportation.					
AIR-7e: To reduce construction related greenhouse gas impacts, the following measures are required:	Submittal of documentation	During construction activities	City of Milpitas Planning Department		
• At least 15 percent of the construction vehicles/equipment shall be fueled by an alternative source such as biodiesel and/or electric.					
• At least 10 percent of all building materials shall be local (within 100 miles); and					
• At least 50 percent of construction and demolition materials shall be recycled. This latter provision shall be coordinated with Mitigation Measure PSU-6a.					
3. Biological Resources					
BIO-1: If vegetation removal associated with development of the property is to occur during the nesting bird season (February 15 through August 31), a qualified biologist shall conduct a pre-construction survey for nesting birds to identify any potential nesting activity. The pre-construction surveys for nesting birds shall be conducted within 14 days prior to any construction-related activities (grading, ground clearing, etc.). If nesting birds are identified on the site, a 100-foot buffer shall be maintained around the nests; no construction-related activities shall be permitted within the 100-foot buffer. A qualified biologist shall monitor the nests, and construction activities may commence within the buffer area at the discretion and presence of the biological monitor. The pre-construction survey for nesting birds shall not be required if construction activities occur outside of the nesting bird season (September 1 through February 14).	Submittal of documentation; Site inspection	Within 14 days prior to any construction-related activities during the nesting bird season (February 15 through August 31)	City of Milpitas Planning Department		
4. Geology, Soils, and Seismicity					

GEO-1a: Prior to issuance of building permits, the developer shall submit a seismic hazards technical study prepared by a qualified geotechnical engineer to the City of Milpitas for review and approval. The report shall be prepared in accordance with the requirements of the Seismic Hazards Mapping Act and shall identify necessary design measures to reduce potential seismic ground shaking impacts to acceptable levels. The developer shall incorporate the approved design measures into the project plans.	Approval of plans	Prior to issuance of building permits	City of Milpitas Building, Safety and Housing Department		
GEO-1b: Prior to issuance of building permits, the developer shall submit a design-level geotechnical investigation to the City of Milpitas for review and approval. The design-level investigation shall address the potential for ground failure to occur onsite and identify abatement measures to reduce the potential for such an event to acceptable levels. The abatement measures shall be incorporated into the project design.	Approval of plans	Prior to issuance of building permits	City of Milpitas Building, Safety and Housing Department		
GEO-1c: Prior to issuance of building permits, the developer shall submit plans to the City of Milpitas for review and approval that demonstrate that the proposed project is designed in accordance with all state and local seismic safety requirements. Such requirements shall include the California Building Standards Code and Milpitas Municipal Code, Title II. The approved plans shall be incorporated into the project design.	Approval of plans	Prior to issuance of building permits	City of Milpitas Building, Safety and Housing Department		
GEO-4: During grading and construction, the developer shall adhere to all applicable recommendations for abating expansive soil conditions contained in the Geotechnical Engineering Investigation or comparable geotechnical study. This includes the excavation of expansive soils and the subsequent replacement of such soils with non-expansive engineered fill.	Site inspection	During grading and construction	City of Milpitas Building, Safety and Housing Department		
5. Hydrology and Water Quality					
HYD-1: Prior to the issuance of grading permits for the proposed project, the developer shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Milpitas that identifies specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction	Approval of plan	Prior to the issuance of grading permits	City of Milpitas Planning Department and Engineering Department		

activities. The SWPPP shall identify a practical sequence for BMP implementation and maintenance, site restoration, contingency measures, responsible parties, and agency contacts. The SWPPP shall include, but not be limited to, the following elements:					
• Temporary erosion control measures shall be employed for disturbed areas.					
• No disturbed surfaces shall be left without erosion control measures in place during the winter and spring months.					
• Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures.					
• The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains.					
• BMP performance and effectiveness shall be determined either by visual means where applicable (e.g., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (such as inadvertent petroleum release) is required by the RWQCB to determine adequacy of the measure.					
• In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.					
HYD-2: Prior to the issuance of building permits for the proposed project, the developer shall submit a stormwater management plan to the City of Milpitas for review and approval. The stormwater management plan shall comply with the requirements of Milpitas Municipal Code Title XI, Chapter 16 and identify pollution prevention measures and practices to prevent polluted runoff from leaving the project site. Examples of stormwater pollution prevention measures and practices to be contained in the plan include,	Approval of plan	Prior to the issuance of building permits	City of Milpitas Planning Department and Engineering Department		

but are not limited to:					
• Strategically placed bioswales and landscaped areas that promote percolation of runoff					
• Pervious pavement					
• Roof drains that discharge to landscaped areas					
• Trash enclosures with screen walls					
• Stenciling on storm drains					
• Curb cuts in parking areas to allow runoff to enter landscaped areas					
• Rock-lined areas along landscaped areas in parking lots					
• Catch basins					
• Oil/water separators					
• Regular sweeping of parking areas and cleaning of storm drainage facilities					
• Employee training to inform store personnel of stormwater pollution prevention measures					
The developer shall also prepare and submit an Operations and Maintenance Agreement to the City identifying procedures to ensure that stormwater quality control measures work properly during operations.					
6. Public Services and Utilities					
PSU-3: Prior to building permit issuance, the developer shall include details and specification in the construction drawings and install the following indoor water conservation measures:	Approval of plans	Prior to issuance of the final certificate of occupancy	City of Milpitas Planning Department, Building, Safety and Housing Department and Engineering Department		

• Low-flow or ultra-low-flow toilets and urinals • Sensor-activated faucets in restrooms					
PSU-6a: Prior to the commencement of construction activities, the developer shall retain a qualified contractor to perform construction and demolition debris recycling. The developer shall provide documentation to the satisfaction of the City of Milpitas demonstrating that construction and demolition debris was recycled.	Submittal of documentation	Prior to issuance of building permits	City of Milpitas Planning Department		
PSU-6b: Prior to building permit issuance, the developer shall show onsite facilities necessary to collect and store recyclable materials. The facilities shall include receptacles in public spaces that are of high-quality design and identify accepted materials.	Approval of plans; Site inspection	Prior to issuance of building permits	City of Milpitas Planning Department		
7. Transportation					
TRANS-1a: Prior to the issuance of building permits, the developer shall provide fair-share fees to the City of Milpitas for improvements to the Dixon Landing Road/N. Milpitas Boulevard intersection and the widening of Dixon Landing Road in the amount of $31,960 ($3,000 for the intersection improvement and $28,960 for the roadway widening). The fees will go towards the following intersection improvements: 1) modifying the signal operation to include a southbound right-turn overlap and subsequent signal timing optimization or 2) adding a northbound left turn lane, a southbound right-turn lane, and eastbound left-turn and right-turn lanes. The widening shall consist of adding an additional lane in each direction between I-880 and N. Milpitas Boulevard. Both improvements are identified in the Valley Transportation Plan 2035.	Receipt of fees	Prior to the issuance of building permits	City of Milpitas Planning Department		
TRANS-1b: Prior to the issuance of final certificate of occupancy, the developer shall provide the City of Milpitas the full cost of signal timing modifications at the N. McCarthy Boulevard/Ranch Drive (south) intersection in the estimated amount of $2,500 dollars. The modifications shall consist of re-timing the signal to increase the current cycle length. This mitigation measure shall not apply if the signal timing is modified prior to the	Receipt of fees	Prior to the issuance of final certificate of occupancy	City of Milpitas Planning Department		

developer seeking the final certificate of occupancy.					
TRANS-3: Prior to issuance of building permits, the developer shall provide a traffic management fee in the amount of $180,000 to the City of Milpitas. The fees shall be used for circulation and traffic operation improvements within the City of Milpitas, including signal coordination and intersection improvements. Specific improvements that shall be fully funded by funds collected shall include:	Receipt of fees	Prior to issuance of building permits	City of Milpitas Planning Department		
• McCarthy Boulevard/Technology Drive: The eastbound approach shall be re-striped to provide two left-turn lanes and one shared through/right lane.					
• McCarthy Boulevard/SR-237 Westbound Ramps: An additional westbound right-turn lane shall be constructed to provide two left-turn lanes, two through lanes, and two right-turn lanes for the westbound approach.					
• Ranch Drive: The roadway shall be restriped to extend the existing two-way left-turn lane from the northern driveway of the existing retail building to the end of the existing westbound left-turn lane at the McCarthy Boulevard/Ranch Drive (North) intersection.					
TRANS-5: Prior to issuance of building permits, the developer shall prepare and submit a site plan to the City of Milpitas that demonstrates that off-street parking is provided onsite complies with the Milpitas Municipal Code Parking Regulations and Development Standards. The approved site plan shall be incorporated into the proposed project.	Approval of plan (Note: Project plans submitted comply with the City's off-street parking requirements)	Prior to issuance of building permits	City of Milpitas Planning Department		
TRANS-8: Prior to building permit issuance, the developer shall provide details and specifications for bicycle storage facilities on the construction drawings and install prior to occupancy. Bicycle storage facilities shall consist of at least one rack located in a visible and convenient location (e.g., near the store entrance) and that provides storage equivalent to 2 percent of the proposed project's minimum parking requirement.	Approval of plans; Site inspection	Prior to issuance of the final certificate of occupancy	City of Milpitas Planning Department		

TRANS-9: Prior to commencement of construction activities, the developer shall submit a Construction Traffic Control Plan to the City of Milpitas for review and approval. The plan shall identify the timing and routing of all major construction equipment and materials deliveries to avoid potential traffic congestion and delays on the local street network and the McCarthy Ranch Marketplace, and to encourage the use of I-880 and SR-237. If necessary, construction equipment and materials deliveries shall be limited to off-peak hours (e.g., mornings or evenings) to avoid conflicts with local traffic circulation. The plan shall also identify suitable locations for construction worker parking.	Approval of plan	Prior to commencement of construction activities	City of Milpitas Planning Department		

SECTION 21. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION XI-10-13.14 "Emergency Shelters" AT SUBSECTION D "Additional Standards"

Title XI, Chapter 10, Subsection XI-10-13.14(D) of the Milpitas Municipal Code is hereby amended to read as follows:

D. Additional Standards. The Director of Planning may adopt additional written objective minimum standards consistent with California Government Code Section 65583(a)(4)(A), as may be amended. Any such administrative standards adopted by the Director of Planning and Neighborhood Services shall be published on the Planning Division's website.

SECTION 22. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTIONS XII-1-4.00 "Payment of Fees in Lieu of Creation of Affordable Units," XII-1-4.03 "Credit Transfers," XII-1-4.03 "Transfer of Square Foot Equivalent," XII-1-4.04 Waiver of Requirements AND XII-1-5.01 "Applicability"

Title XII, Chapter 1, Sections 4.00, 4.03, a second Section 4.03, 4.04, and 5.01 of the Milpitas Municipal Code are hereby amended to read as follows:

XII-1-4.00 - Payment of fees in lieu of creation of affordable units

Upon request of the applicant, the City Council may permit the applicant to pay a fee in lieu of constructing the affordable units that the applicant would otherwise be required to construct pursuant to this Chapter. The City shall adopt, by resolution, current affordable housing impact fee levels as well as administrative guidelines necessary for the implementation of this Chapter. To the extent State law may require, applicants for development of rental units will not require the approval of City Council for the payment of in-lieu fees, but shall otherwise be subject to all requirements herein.

Unless otherwise specified by resolution of the City Council or amendment to this Chapter, every July 1, or the following business day, if applicable, the City will adjust the affordable housing fees for inflation using the Engineering New Record McGraw-Hill Construction Weekly Building Cost Index for San Francisco. If this index ceases to exist, the Director of Building, Safety and Housing shall substitute another construction cost index, which in his/her judgement is as nearly equivalent to the original index as possible.

The applicant shall pay any in-lieu fees authorized pursuant to this Chapter prior to issuance of the building permit. Applicable fees will be determined at time of payment. All payment of in-lieu fees and other penalties and payments made to the City under this Chapter shall be deposited into the Affordable Housing Ordinance Fund.

XII-1-4.03 - Credit transfers

An applicant may fully or partially satisfy the requirements of XII-1-3.00 through the use of transfer created pursuant to XII-1-7.00. Credit certificates shall be presented to the Director of Building, Safety and Housing, who shall note at the time of project approval the credit certificate by number. Credit certificates may only be used to satisfy the requirements for inclusionary units for the income category (i.e., very low, low, or moderate) and number of bedrooms for which they are issued.

XII-1-4.04 - Transfer of square foot equivalent

The applicant may choose to provide more units in an overall development; however the gross square footage of the proposed affordable units cannot be less than the square footage of the required affordable units.

XII-1-4.05 - Waiver of requirements

As part of the development application, the applicant may request and the City Council, at its discretion, may waive, wholly or partially, the requirements of this Chapter and approve alternate methods of compliance with this Chapter if the applicant demonstrates, and the City Council finds, either (1) that such alternate methods meet the purposes of this Chapter; or (2) that there is no reasonable relationship between the impact of the proposed development and the contested requirement or that applying the requirements of this Chapter would take property in violation of the United States Constitution or California Constitution or would result in any other unconstitutional result.

XII-1-5.01 – Applicability

Any non-residential development, applicable under the definition set forth in Section XII-1-2.05, is subject to payment of a non-residential affordable housing impact fee. The City shall adopt, by resolution, current non-residential affordable housing impact fee levels. Every July 1, or the following business day, if applicable, the City will adjust affordable housing fees for inflation annually using the Engineering New Record McGraw-Hill Construction Weekly Building Cost Index for San Francisco. If this index ceases to exist, the Director of Building, Safety and Housing shall substitute another construction cost index, which in his/her judgement is as nearly equivalent to the original index as possible.

The applicant shall pay the non-residential impact fees prior to issuance of the building permit. Applicable fees will be determined at time of payment. All payment of fees made to the City under this Chapter shall be deposited into the City Affordable Housing Ordinance Fund.

SECTION 23. AMENDMENT OF MILPITAS MUNICIPAL CODE SECTION XII-1-8.00 "Incentives to Encourage On-Site Construction of Affordable Units" AT SUBSECTION (A) "Planning Waivers"

Title XII, Chapter 1, Subsection XII-1-8.00(A), of the Milpitas Municipal Code is hereby amended to read as follows:

Section 8 - Incentives to Encourage On-Site Construction of Affordable Units

XII-1-8.00

Applicants shall receive incentives as specified in this Section 8 to encourage the on-site construction of affordable units. If an applicant provides affordable units in excess of 20 percent of the total number of units in the project the City will provide the following incentives to include:

A. Planning Waivers. In addition to waivers, incentives and/or concessions that may be provided pursuant to density bonus law as outlined in Section XI-10-54.15 in the Milpitas Municipal Code if the applicant provides affordable units in excess of 20 percent of the total number of units in the development, the Director of Planning shall grant up to two of the waivers listed below in this Section that help increase the feasibility of the construction of affordable units. The applicant will receive an additional two waivers from the list below for every additional five percent of affordable units provided above the 20 percent. The applicant may choose from the following waivers:

1. Priority processing.
2. Reduced setback requirements not to exceed 50 percent of the minimum required setback.
3. Greater floor area ratio (FAR) not to exceed 50 percent of the maximum FAR for commercial space in mixed use zoning.
4. Reduced landscaping requirements.
5. Reduced interior or exterior amenities.
6. A maximum 20 percent reduction in parking requirements.
7. Height restriction waivers not to exceed 20 percent of the maximum zoning height limitations and in no event to exceed the general plan height limitations.

SECTION 24. SEVERABILITY

The provisions of this Ordinance are separable, and the invalidity of any phrase, clause, provision or part shall not affect the validity of the remainder.

SECTION 25. EFFECTIVE DATE AND POSTING

In accordance with Section 36937 of the Government Code of the State of California, this Ordinance shall take effect thirty (30) days from and after the date of its passage. The City Clerk of the City of Milpitas shall cause this Ordinance or a summary thereof to be published in accordance with Section 36933 of the Government Code of the State of California.

CITY OF MILPITAS
AGENDA REPORT
(AR)

Item Title:	Adopt Resolutions of the Milpitas City Council and Milpitas Public Financing Authority Board Authorizing Investment of Monies in the Local Agency Investment Fund and Updating Officers' Information
Category:	Consent Calendar-Leadership and Support Services
Meeting Date:	8/20/2019
Staff Contact:	Walter C. Rossmann 408 586-3111
Recommendation:	Adopt Resolutions of the Milpitas City Council and Milpitas Public Financing Authority Board authorizing investment of monies in the Local Agency Investment Fund and updating officers' information.

Background:
The City of Milpitas and the Milpitas Public Financing Authority (PFA) have been participating in the State's Local Agency Investment Fund (LAIF) since 1977. LAIF periodically requests participants to update their investment resolutions. Staff reviewed the existing resolutions of the two entities and determined that these resolutions need to be updated due to administration and personnel changes. By updating the resolutions and completing the LAIF authorization form all prior authorizations on file with LAIF for transfer of funds will be replaced and superseded.

Analysis:
The City of Milpitas, like virtually all California municipalities, invests its short-term cash in the State of California's investment pool. LAIF is a very safe investment pool that is completely separate from the State of California, which is for local governments only and not impacted by the State budget. It is also completely separate from the State pension funds. The City has two LAIF accounts, one for the City, and the second, under the title of the Milpitas Public Financing Authority.

Periodically it is necessary to update the signatories with LAIF. This occurs when there is either a change of staffing or a change of members of the Council. The Mayor and Vice Mayor have last been granted signature authority which is used rarely and only if needed, on March 5, 2019 with Council adoption of City Resolution Nr. 8805 and PFA Resolution Number 24. Additionally, the Assistant City Manager has been granted signature authority per the same resolutions. For the recommended resolutions, the Mayor, Vice-Mayor and Assistant City Manager's previous authorizations are included for re-authorization in accordance with LAIF instructions as well as staff signatories for the Interim City Manager and the Finance Director.

Policy Alternatives:

Alternative 1: Not approve the resolution to update the City and the Public Finance Authority's authorization card and be out of compliance.
Pros: None
Cons: Negative impact on the City's external audit of Financials. Possible misuse of accounts by former employees. Additionally, not approving the resolutions the new staff members will not have authority.

Reasons not recommended: Not updating City and the Public Finance Authority's authorization card cou to misuse by former employees. Additionally, not approving the resolutions the new staff members will not have authority.

Fiscal Impact:
There is no fiscal impact to change authorized persons.

Recommendation:
Adopt Resolutions of the Milpitas City Council and Milpitas Public Financing Authority Board authorizing investment of monies in the Local Agency Investment Fund and updating officers' information

Attachment(s):
City Council Resolution
Public Financing Authority Resolution

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILPITAS AUTHORIZING INVESTMENT OF MONIES IN THE LOCAL AGENCY INVESTMENT FUND

WHEREAS, Chapter 730 of the statutes of 1976 Section 16429.1 was added to the California Government Code to create a Local Agency Investment Fund in the State Treasury for the deposit of money of a local agency for purposes of investment by the State Treasurer; and

WHEREAS, the City Council does hereby find that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of Section 16429.1 of the Government Code for the purpose of investment as stated therein is in the best interests of the City of Milpitas.

NOW, THEREFORE, the City Council of the City of Milpitas hereby finds, determines, and resolves as follows:

1. The City Council does hereby authorize the deposit and withdrawal of City of Milpitas monies in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Section 16429.1 of the Government Code as stated herein, and verification by the State Treasurer's Office of all banking information provided in that regard.

2. The following City of Milpitas officers or their successors in office shall be authorized to order the deposit or withdrawal of monies in the Local Agency Investment Fund:

Rich Tran, Mayor _____

Karina R. Dominguez, Vice Mayor _____

Steven G. McHarris, Interim City Manager _____

Ashwini Kantak, Asst. City Manager _____

Walter C. Rossmann, Director of Finance _____

PASSED AND ADOPTED this ____ day of _____, 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

_____
Mary Lavelle, City Clerk

APPROVED:

_____
Rich Tran, Mayor

APPROVED AS TO FORM:

_____
Christopher J. Diaz, City Attorney

RESOLUTION NO. PFA ____

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE MILPITAS PUBLIC FINANCING AUTHORITY AUTHORIZING INVESTMENT OF MONIES IN THE LOCAL AGENCY INVESTMENT FUND

WHEREAS, Chapter 730 of the statutes of 1976 Section 16429.1 was added to the California Government Code to create a Local Agency Investment Fund in the State Treasury for the deposit of money of a local agency for purposes of investment by the State Treasurer; and

WHEREAS, the Board of Directors of the Milpitas Public Financing Authority ("Authority") does hereby find that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of Section 16429.1 of the Government Code for the purpose of investment as stated therein is in the best interests of the Authority.

NOW, THEREFORE, the Board of Directors of the Milpitas Public Financing Authority hereby finds, determines, and resolves as follows:

1. The Board of Directors does hereby authorize the deposit and withdrawal of Authority monies in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Section 16429.1 of the Government Code as stated herein, and verification by the State Treasurer's Office of all banking information provided in that regard.

2. The following Authority officers or their successors in office shall be authorized to order the deposit or withdrawal of monies in the Local Agency Investment Fund:

Rich Tran, Chair _____

Karina R. Dominguez, Vice Chair _____

Steven G. McHarris, Interim Authority Director _____

Ashwini Kantak, Asst. Authority Director _____

Walter C. Rossmann, Director of Financial Affairs _____

PASSED AND ADOPTED this _____ day of _____, 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

_____
Mary Lavelle, Authority Secretary

APPROVED:

_____
Rich Tran, Chair

APPROVED AS TO FORM:

_____
Christopher J. Diaz, Authority Counsel

CITY OF MILPITAS
AGENDA REPORT
(AR)

Item Title:	**Adopt a Resolution Approving the Investment Policy**
Category:	Consent Calendar-Leadership and Support Services
Meeting Date:	8/20/2019
Staff Contact:	Walter C. Rossmann 408 586-3111
Recommendation:	Adopt a resolution of the City of Milpitas approving the Investment Policy for FY 2019-20.

Background:
California state law regarding the investment of public funds requires all local agencies to develop an investment policy that must be considered annually by the legislative body of the local agency at a public meeting. Therefore, the Investment Policy (the Policy) for the City of Milpitas is submitted for Council's annual review and approval.

Analysis:
Staff reviewed the current Investment Policy and determined that the Policy is in compliance with the provisions of the California Government Code, Sections 16340, 16429.1-16429.4 and 53600-53686, the authority governing investments for municipal governments.

In addition, staff recommends changes to the section titled Policy Considerations (page 9 of the attached policy). This section currently addresses two issues:

1) **Exemption -** Any investment currently held that does not meet the guidelines of this policy shall be exempted from the requirements of this policy. At maturity or liquidation, such monies shall be reinvested only as provided by this policy.
2) **Amendments -** The City's investment policy shall be adopted by resolution of the City Council on an annual basis. This investment policy shall be reviewed at least annually to ensure its consistency with the overall objectives of preservation of principal, liquidity and yield, and its relevance to current law and financial and economic trends. Any amendments to the policy shall be forwarded to City Council for approval.

All investments in the City's investment portfolio are in compliance with the policy. Therefore, the first paragraph titled "Exemption," which appears to be transitionary in nature, is not needed, anymore. Staff recommends deleting this paragraph.

The second paragraph describes the requirements for the annual policy review. Therefore, staff recommends changing the title of this section from POLICY CONSIDERATIONS to ANNUAL POLICY APPROVAL These changes are highlighted in the attached red-line copy.

Fiscal Impact:
None – There is no fiscal impact as a result of the changes recommended to the policy.

Recommendation:

Adopt a resolution of the City of Milpitas approving the Investment Policy for FY 2019-20.

Attachment(s):
Resolution and Investment Policy (red-line and recommended version)

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILPITAS APPROVING THE INVESTMENT POLICY FOR FISCAL YEAR 2019/2020

WHEREAS, the Legislature of the State of California has declared that the deposit and investment of public funds by local officials and local agencies is an issue of statewide concern; and

WHEREAS, the legislative body of a local agency may invest surplus monies not required for the immediate needs of the local agency in accordance with the provisions of California Government Code Section 53601 *et seq.*; and

WHEREAS, the Treasurer of the local agency shall annually prepare and submit a statement of investment policy and such policy, and any changes thereto, shall be considered by the legislative body at a public meeting; and

WHEREAS, the Investment Policy was last reviewed and approved by the City Council pursuant to Resolution No. 8805 on August 7, 2018.

NOW, THEREFORE, the City Council of the City of Milpitas hereby finds, determines, and resolves as follows:

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

2. The City Council has reviewed and considered the Investment Policy, including any changes, attached hereto as **Exhibit A**, and the Investment Policy for Fiscal Year 2019/2020 is hereby approved.

PASSED AND ADOPTED this ___ day of _____, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST: APPROVED:

_____ _____

Mary Lavelle, City Clerk Rich Tran, Mayor

APPROVED AS TO FORM:

_____

Christopher Diaz, City Attorney

Exhibit A

CITY OF MILPITAS
INVESTMENT POLICY

POLICY OVERVIEW

PURPOSE

The purpose of this policy is to establish overall guidelines for the management and investment of the City of Milpitas (the City) unexpended funds under authority granted by the City Council. This policy is in compliance with the provisions of the California Government Code, Sections 16340, 16429.1-16429.4, and 53600-53686, the authority governing investments for municipal governments.

INVESTMENT OBJECTIVES

The primary objectives of this investment policy, in order of priority, are safety, liquidity, and yield:

1) **Safety -** Safety of principal is the foremost objective of the investment program. Investments shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. This objective shall be accomplished by mitigating credit risk and market risk.

2) **Liquidity -** The investment portfolio shall remain sufficiently liquid to meet all operating requirements that may be reasonably anticipated. This objective shall be accomplished by structuring the portfolio so that securities mature concurrently with anticipated needs. The portfolio shall consist largely of securities with active secondary or resale market. Furthermore, a portion of the portfolio may be placed in money market funds or Local Agency Investment Fund (LAIF) which offer same day liquidity for short term investment.

3) **Yield -** The investment portfolio is designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into consideration the investment risk constraints and liquidity needs. Return on investment is of secondary importance compared to the safety and liquidity objectives described above. The core of investments is limited to relatively low risk securities in anticipation of earning a fair return relative to the risk being assumed. Nevertheless, investment performance shall be continually monitored and evaluated by the City Treasurer by comparison with other investment portfolio benchmark yields.

Additionally, investments are to be made that will bear in mind the responsibility of City government to its citizens. The following investment considerations, which enhance the quality of life, will be adhered to:

- **Divestment From Publicly-Traded Fossil Fuel Companies -** The City of Milpitas has a responsibility to protect the lives and livelihoods of its inhabitants from the threat of climate

change. The City believes that its investments should support a future where all citizens can live healthy lives without the negative impacts of a warming environment. For the purposes of the Investment Policy, a "fossil fuel company" shall be defined as any of the two hundred publicly-traded companies with the largest coal, oil and gas reserves as measured by the gigatons of carbon dioxide that would be emitted if those reserves were extracted and burned, as listed in the Carbon Tracker Initiative's "Unburnable Carbon" report. Staff responsible for managing the City's investment portfolio are directed to divest all City investment funds held in fossil fuel companies once they reach their maturities and are prohibited from making any new investments in such companies.

SCOPE

The investment policy applies to all financial assets of the City of Milpitas as accounted for in the Comprehensive Annual Financial Report (CAFR), including but not limited to the funds listed below:

- General Fund
- Special Revenue Funds
- Capital Projects Funds
- Debt Service Fund
- Enterprise Funds
- Internal Service Fund
- Trust and Agency Funds
- Any new fund created by the City Council unless specifically exempted with the exception of the following:

    1) The City's Deferred Compensation Plan is excluded because it is managed by a third-party administrator and invested by individual plan participants.
    2) Proceeds of debt issuance shall be invested in accordance with the investment objectives of this policy. However, such proceeds are generally invested in accordance with permitted investment provisions of their specific bond indentures. If the City Treasurer determines that the matching of bond reserve fund with the maturity schedule of an individual bond issue is prudent, the investment policy authorizes extending beyond the five year maturity limitation as outlined in this document.

STANDARDS OF CARE

1) **Prudence** - The City investment officials shall act as a fiduciary subject to the Prudent Investor Standard. Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived. The City Treasurer and other individuals assigned to manage the investment portfolio, acting within the intent and scope of the investment policy and other written procedures and exercising due diligence, shall be relieved of personal responsibility and liability for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely manner and appropriate action is taken to control adverse developments.

2) **Ethics and Conflict of Interest -** Officers and employees involved in the investment process shall refrain from personal business activity that could conflict with proper execution of the investment program, or could impair their ability to make impartial investment decisions. City employees involved in the investment process shall disclose to the City Manager any material financial interest in financial institutions that conduct business within the jurisdiction. They shall further disclose any large personal financial/investment positions that could affect the performance of the investment portfolio.

3) **Delegation of Authority -** Authority to manage the investment program is granted to the City Treasurer and derived from Section VI-1-3.04 of the City of Milpitas Municipal Code. Under the oversight of the City Treasurer, responsibility for the operation of the investment program may be delegated to the Finance Administration staff, who shall act in accordance with established written procedures and internal controls consistent with the investment policy. The City Treasurer shall be responsible for all transactions undertaken and shall establish a system of controls to regulate the activities of the subordinate staff members. The system of internal controls includes separation of duties, custodial safekeeping, avoidance of physical delivery securities, development of wire transfer agreement, and clear delegation of authority to subordinate staff members.

INVESTMENT GUIDELINES

SAFETY OF PRINCIPAL

Safety of principal is the primary objective of The City. Each investment transaction shall seek to ensure that capital losses are avoided, whether from securities default, broker/dealer default or erosion of market value. The City shall seek to preserve principal by mitigating the two types of risk, credit risk and market risk:

Credit risk, defined as the risk of loss due to failure of the issuer of a security, shall be mitigated by investing in investment grade securities and by diversifying the investment portfolio so that the failure of any one issuer does not unduly harm the City's capital base and cash flow.

Market risk, defined as market value fluctuations due to overall changes in the general level of interest rates, shall be mitigated by limiting the average maturity of the City's investment portfolio to three years, the maximum maturity of any one security to five years, structuring the portfolio based on historic and current cash flow analysis eliminating the need to sell securities prior to maturity and avoiding the purchase of long term securities for the sole purpose of short term speculation.

LIQUIDITY

The City's financial portfolio shall be structured in a manner to ensure that the securities mature concurrent with anticipated cash demands. The portfolio should consist largely of securities with an active secondary or resale market to meet any unanticipated cash demands. A portion of the portfolio may be placed in money market funds or LAIF which offer same day liquidity for short term investment.

It is the full intent of the City to hold all investments until maturity to ensure the return of all invested principal. However, securities may be sold prior to maturity under the following circumstances:

- A security with declining credit may be sold early to minimize loss of principal,
- A security swap would improve the quality, yield, or target duration in the portfolio, or
- Liquidity needs of the portfolio require that the security be sold.

INVESTMENT PARAMETERS

1) **Diversification** - The investment shall be diversified by:
   - limiting investments to avoid over concentration in securities from a specific issuer or business sector (excluding U.S. Treasury and Federal Agency securities),
   - limiting investment in securities that have higher credit risks,
   - investing in securities with varying maturities, and
   - continuously investing a portion of the portfolio in readily available funds such as LAIF or money market funds to ensure that appropriate liquidity is maintained in order to meet unanticipated cash demands.

2) **Maximum Maturities** - To the extent possible, the City shall attempt to match its investments with anticipated cash flow requirements. Unless matched to a specific cash flow, the City will not directly invest in securities maturing more than five (5) years from the date of purchase. The intent to invest in securities beyond the five year maturity limitation shall be disclosed in writing to the City Council no less than 3 months prior to the investment. As a general rule, the weighted average maturity of the investment portfolio will not exceed three years. Reserve funds established by the issuance of bonds and other funds with longer-term investment horizons may be invested in securities exceeding five years if the maturity of such investments are made to coincide with the expected use of funds.

3) **Competitive Bidding -** It is the policy of the City to require competitive bidding for investment transactions that are not classified as "new issue" securities. For the purchase of non "new issue" securities and the sale of all securities, with the exception of U.S. Treasury securities, at least three bidders must be contacted. Competitive bidding for security swaps is also recommended, however, it is understood that certain time constraints and broker portfolio limitations exist which would not accommodate the competitive bidding process. If time or portfolio constraining condition exists, the pricing of the swap should be verified to current market conditions and documented for auditing purposes.

PERFORMANCE EVALUATION/BENCHMARK

- Investment performance is continually monitored and evaluated by The City Treasurer. Investment performance statistics and activity reports are prepared on a quarterly basis for presentation to the City Manager and City Council within 30 days of the end of the quarter.
- The investment portfolio benchmark yield shall be the 12 month average yield of the three-year U.S. Treasury note. This benchmark yield coincides with the City's intended weighted average maturity of three years.

SAFEKEEPING OF SECURITIES

- To protect against fraud or embezzlement or losses caused by collapse of an individual securities dealer, all securities owned by the City shall be held in safekeeping by a third party

bank trust department, acting as agent for the City under the teams of a custody agreement or master repurchase agreement. All trades executed by a dealer will settle delivery vs. payment (DVP) through the City's safekeeping agent.

- Securities held in custody for the City shall be reviewed and verified quarterly by Finance staff who has not been assigned to the investment function.

INTERNAL CONTROL

The City Treasurer is responsible for establishing and maintaining an internal control structure designed to ensure that the assets of the City are protected from loss, theft or misuse. The internal control structure shall be designed to provide reasonable assurance that these objectives are met. The concept of reasonable assurance recognizes that the cost of a control should not exceed the benefits to be derived and that the valuation of costs and benefits requires estimates and judgments by management.

The internal controls shall address the following points:

- Control of collusion
- Separation of transaction authority from accounting and record keeping
- Custodial safekeeping
- Avoidance of physical delivery securities
- Clear delegation of authority to subordinate staff members
- Written confirmation of transactions for investments and wire transfers
- Development of a wire transfer agreement with the lead bank and third party custodian

REPORTING

- The City Treasurer shall review and render quarterly reports to the City Manager and City Council which shall include the par and dollar amount of the investment, the classification of the investment, the percentage of the total portfolio which each type of investment represents, the name of the institution or entity, the rate of interest, the maturity date, the current market value, and the source of the market value.
- Statement that the projected cash flow is adequate to meet expected obligations over the next six months.
- The weighted average maturity of the investment portfolio.
- The average weighted yield to maturity of the portfolio as compared to the applicable benchmark.
- Statement of compliance with the investment policy.
- The report is due within 30 days of the end of the quarter.
- The City Manager may, at his discretion, require this reporting on a monthly basis based upon market conditions.

QUALIFIED BROKER/DEALERS

- The City shall transact business with financial institutions and security broker/dealers after careful review of their qualifications and creditworthiness. All dealers who desire to do business with the City shall provide the necessary information (e.g. audited financial statements, proof of state registration, proof of National Association of Securities Dealers certification, etc.) from which the City can determine their creditworthiness, the existence of any pending legal action against the firm or the individual broker as well as an understanding of the security markets that they service.

- The City Treasurer shall annually send a copy of the current investment policy to all financial institutions and broker/dealers approved to do business with the City. Confirmation of receipt of this policy shall be considered evidence that the dealer understands the City's investment policies and intends to sell the City only appropriate investments authorized by this investment policy.

COLLATERAL REQUIREMENTS

Collateral is required for investments in non-negotiable certificates of deposit and repurchase agreements. In order to reduce market risk, the collateral level shall be at least 102% of market value of principal and accrued interest and marked-to-market weekly. Securities acceptable as collateral shall be the direct obligations of, or are fully guaranteed as to principal and interest by the United States or any agency of the United States.

AUTHORIZED INVESTMENTS

Investment of City funds is governed by the California Government Code, Sections 16340,16429.1-16429.4, and 53600-53686. Within the context of the limitations, the following investments are authorized, as further limited herein:

1) **United States Treasury Bills, Bonds, and Notes** or those for which the full faith and credit of the United States are pledged for payment of principal and interest. There is no percentage limitation of the portfolio which can be invested in this category, though a five-year maturity limitation is applicable.

2) **Federal Agency Obligations** - Obligations issued by the Federal Government agencies such as Government National Mortgage Association (GNMA), the Federal Farm Credit Bank (FFCB), the Federal Home Loan Bank (FHLB), the Federal National Mortgage Association (FNMA), the Student Loan Marketing Association (SLMA), and the Federal Home Loan Mortgage Corporation (FHLMC). There is no percentage limitation of the portfolio which can be invested in this category, although a five year maturity limitation is applicable.

3) **Bills of Exchange/Time Drafts**- Bills of exchange or time drafts drawn on and accepted by commercial banks, otherwise known as banker's acceptances. Purchase of banker's acceptances may not exceed 180 days maturity or 40% of the cost value of the portfolio. Furthermore, no more than 30% of the cost value of the portfolio may be invested in the banker's acceptances of any one commercial bank.

4) **Commercial Paper** of the highest letter and number rating as provided by at least two nationally recognized statistical rating organizations, issued by general corporations organized and operating within the United States, having assets in excess of $500,000,000 and having an "A" or better rating on their long term debentures as provided by at least two nationally recognized statistical rating organizations. Purchases of eligible commercial paper may not exceed 270 days maturity nor represent more than 10% of the outstanding paper of the issuing corporation. Purchases of commercial paper may not exceed 40% of the cost value of the portfolio for Pooled Funds and 25% of the cost value of the portfolio for Non-Pooled Funds.

5) **Negotiable Certificates of Deposit** issued by nationally or state chartered banks, state or federal savings institutions, or state-licensed branch of foreign banks. Purchases of negotiable certificates of deposit may not exceed 30% of the cost value of the portfolio. A maturity limitation of five years is applicable.

6) **Repurchase Agreements** - Repurchase agreements may be made on any investment authorized by this investment policy. The maturity of the repurchase agreements shall not exceed one year. The market value of the securities used as collateral for the repurchase agreements shall be monitored by the investment staff weekly and shall not be allowed to fall below 102% of the value of the repurchase agreement. A Master Repurchase agreement is required between the City and the dealer for all repurchase agreements transacted.

7) **Time Deposits** - Time deposits, non-negotiable and collateralized in accordance with the California Government Code, may be purchased through banks or savings and loan associations. A maturity limitation of five years is applicable.

8) **Medium-Term Corporate Notes** issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States with a maximum maturity of five years may be purchased. Securities eligible for investment shall be rated "A" or better by at least two nationally recognized statistical rating organizations. Purchase of medium-term notes may not exceed 30% of the cost value of the portfolio and no more than 10% of the cost value of the portfolio may be invested in notes issued by one corporation. Commercial paper holdings should also be included when calculating the 10% limitation.

9) **Local Agency Investment Fund (LAIF)** - a State of California managed investment pool may be used up to the maximum permitted by California State Law.

10) **Money Market Funds** - Money Market funds invested in U.S. Government securities are permitted under this policy and under the California Government Code Section 53601. In order to be eligible for investment under this section, an investment objective of such a fund must be the maintenance of a price per share of $1.00. Investment in such funds shall not exceed 20% of the City's total portfolio and no more than 10% of the City's total portfolio may be invested in any one money market fund. In addition, either one of the following criteria must be met:
    - The fund shall have achieved a rating of "AAA" by at least two nationally recognized statistical rating organizations, or
    - The fund shall have retained an advisor who is registered or exempt from registration with the Security Exchange Commission with not less than five years' experience managing money market funds with assets under management in excess of five hundred million dollars ($500,000,000).

For both the LAIF and Money Market Funds investment, a thorough investigation of the investment pool is required on a continual basis. The types of investment and average maturity as reported by LAIF on their monthly investment reports and by the Money Market Mutual Funds on their semiannual reports will be examined closely to ensure that the criteria for qualifying these investment pools remain unchanged.

11) **Security Swaps -** The City may take advantage of security swap opportunities to improve the overall quality, yield or target duration of the portfolio. A swap that improves the portfolio yield may be selected even if the transactions result in an accounting loss. Documentation for swaps will be included in the City's permanent investment file documents.

12) **Ineligible Investments -** Ineligible investments are those that are not described herein, including but not limited to, common stocks, reverse repurchase agreements, inverse floaters, range notes, mortgage derived interest only strips, derivatives securities, or any security that could result in zero interest accrual.

MAXIMUM INVESTMENT MATURITY AND PERCENTAGE

The following matrix of maximum maturity and percentage limits, by instrument, are established for the City's total pooled funds portfolio:

Investment Type	Maturity	Percentage
Repurchase Agreements	1 Year	0 to 100%
Local Agency Investment Fund	Upon Demand	Up to State Limits
U.S. Treasury Bonds/Notes/Bills	5 Years	0 to 100%
U.S. Government Agency Obligations	5 Years	0 to 100%
Bankers' Acceptances	180 Days	0 to 40%
Commercial Paper — Pooled Funds	270 Days	0 to 40%
Commercial Paper — Non-Pooled Funds	270 Days	0 to 25%
Negotiable Certificates of Deposit	5 Years	0 to 30%
Time Certificates of Deposit	5 Years	0 to 100%
Medium-Term Corporate Notes	5 Years	0 to 30%
Money Market Funds	Upon Demand	0 to 20%

LEGISLATIVE CHANGES

Any State of California legislative action, that further restricts allowable maturities, investment type or percentage allocations, will be incorporated into the City's Investment Policy and supersede any and all previous applicable language.

INTEREST EARNINGS

All moneys earned and collected from investments authorized in this policy shall be allocated monthly to various fund accounts based on the cash balance in each fund as a percentage of the entire pooled portfolio.

ANNUAL POLICY APPROVAL

The City's investment policy shall be adopted by resolution of the City Council on an annual basis. This investment policy shall be reviewed at least annually to ensure its consistency with the overall objectives of preservation of principal, liquidity and yield, and its relevance to current law and financial and economic trends. Any amendments to the policy shall be forwarded to City Council for approval.

GLOSSARY OF TERMS

Accrued Interest- Interest earned but not yet received.

Active Deposits- Funds which are immediately required for disbursement.

Amortization- An accounting practice of gradually decreasing (increasing) an asset's book value by spreading its depreciation (accretion) over a period of time.

Arbitrage- Transactions by which securities are bought and sold in different markets at the same time for the sake of the profit arising from a yield difference in the two markets.

Asked Price- The price a broker dealer offers to sell securities.

Banker's Acceptance- A high quality, short term money market instrument used to finance international trade. There has never been an instance of a failure to pay a banker's acceptance in full at its maturity date.

Basis Point- One basis point is one hundredth of one percent (.01).

Bid Price- The price a broker dealer offers to purchase securities.

Bond- A financial obligation for which the issuer promises to pay the bondholder a specified stream of future cash flows, including periodic interest payments and a principal repayment.

Book Value- The value at which a debt security is shown on the holder's balance sheet. Book value is acquisition cost less amortization of premium or accretion of discount.

Broker- Someone who brings buyers and sellers together and is compensated for his/her service.

Certificate of Deposit- A deposit insured up to $250,000 by the FDIC at a set rate for a specified period of time.

Collateral- Securities, evidence of deposit or pledges to secure repayment of a loan. Also refers to securities pledged by a bank to secure deposit of public moneys.

Commercial Paper- Short-term, negotiable unsecured promissory notes of corporations.

Comprehensive Annual Financial Report (CAFR)- The official annual financial report for the City, prepared in conformity with Generally Accepted Accounting Principles (GAAP).

Coupon- The annual rate of interest that a bond's issuer promises to pay the bondholder on the bond's face value.

Credit Risk - Defined as the risk of loss due to failure of the issuer of a security.

Current Yield- The interest paid on an investment expressed as a percentage of the current price of the security.

Custodian- A bank or other financial institution that keeps custody of stock certificates and other assets.

Defeased Bond Issues- Issues that have sufficient money to retire outstanding debt when due so that the agency is released from the contracts and covenants in the bond document.

Delivery vs. Payment (DVP)- Delivery of securities with a simultaneous exchange of money for the securities.

Derivative- Securities that are based on, or derived from, some underlying asset, reference date, or index.

Discount- The difference between the cost of a security and its value at maturity when quoted at lower than face value.

Diversification- Dividing investment funds among a variety of securities offering independent returns and risk profiles.

Duration- A measure of the timing of the cash flows, such as the interest payments and the principal repayment, to be received from a given fixed-income security. This calculation is based on three variables: term to maturity, coupon rate, and yield to maturity. The duration of a security is a useful indicator of its price volatility for given changes in interest rates.

Fannie Mae- Trade name for the Federal National Mortgage Association (FNMA), a U.S. sponsored corporation.

Federal Reserve System- The central bank of the U.S. which consists of a seven member Board of Governors, 12 regional banks and 5,700 commercial banks that are members.

Federal Deposit Insurance Corporation (FDIC)- Insurance provided to customers of a subscribing bank which guarantees deposits to a set limit (currently $250,000) per account.

Fed Wire- A wire transmission service established by the Federal Reserve Bank to facilitate the transfer of funds through debits and credits of funds between participants within the Fed system.

Freddie Mac- Trade name for the Federal Home Loan Mortgage Corporation (FHLMC), a U.S. sponsored corporation.

Ginnie Mae- Trade name for the Government National Mortgage Association (GNMA), a direct obligation bearing the full faith and credit of the U.S. Government.

Government Accounting Standards Board (GASB)- A standard-setting body, associated with the Financial Accounting Foundation, which prescribes standard accounting practices for governmental units.

Guaranteed Investment Contracts (GICS)- An agreement acknowledging receipt of funds, for deposit, specifying terms for withdrawal, and guaranteeing a rate of interest to be paid.

Inactive Deposits- Funds not immediately needed for disbursement.

Interest Rate- The annual yield earned on an investment, expressed as a percentage.

Investment Agreements- An agreement with a financial institution to borrow public funds subject to certain negotiated terms and conditions concerning collateral, liquidity and interest rates.

Liquidity- An asset that can easily and rapidly be converted into cash without significant loss of value.

Local Agency Investment Fund (LAIF) - A pooled investment vehicle for local agencies in California sponsored by the State of California and administered by the State Treasurer.

Local Agency Investment Pool- A pooled investment vehicle sponsored by a local agency or a group of local agencies for use by other local agencies.

Market Risk- Defined as market value fluctuations due to overall changes in the general level of interest rates.

Market Value- The price at which a security is trading and could presumably be purchased or sold.

Maturity- The date upon which the principal or stated value of an investment becomes due and payable.

Modified Duration- A measure of exposure to market risk of a security or a portfolio. It is the percent change in the price of a security (portfolio) or a 100 basis point change in the security's (portfolio's) yield.

Mutual Funds- An investment company that pools money and can invest in a variety of securities, including fixed-income securities and money market instruments.

Negotiable Certificate of Deposit- A large denomination certificate of deposit which can be sold in the open market prior to maturity.

New Issue- Term used when a security is originally "brought" to market.

Note- A written promise to pay a specified amount to a certain entity on demand or on a specified date.

Par Value- The amount of principal which must be paid at maturity. Also referred to as the face amount of a bond, normally quoted in S1,000 increments per bond.

Perfected Delivery- Refers to an investment where the actual security or collateral is held by an independent third party representing the purchasing entity.

Portfolio- Combined holding of more than one stock, bond, commodity, real estate investment, cash equivalent, or other asset. The purpose of a portfolio is to reduce risk by diversification.

Primary Dealer- A group of government securities dealers that submit daily reports of market activity and security positions held to the Federal Reserve Bank of New York and are subject to its informal oversight.

Principal- The face value or par value of a debt instrument, or the amount of capital invested in a given security.

Prospectus- A legal document that must be provided to any prospective purchaser of a new securities offering registered with the SEC that typically includes information on the issuer, the issuer's business, the proposed use of proceeds, the experience of the issuer's management, and certain certified financial statements (also known as an "official statement")

Prudent Investor Standard- A standard of conduct where a person acts with care, skill, prudence, and diligence when investing, reinvesting, purchasing, acquiring, exchanging, selling and managing funds. The test of whether the standard is being met is if a prudent person acting in a similar situation would engage in similar conduct to ensure that investments safeguard principal and maintain liquidity.

Purchase Date- The date in which a security is purchased for settlement on that or a later date.

Rate of Return- The yield obtainable on a security based on its purchase price or its current market price. This may be the amortized yield to maturity on a bond or the current income return.

Repurchase Agreement (REPO)- A transaction where the seller agrees to buy back from the buyer (City) the securities at an agreed upon price on demand or at a specified date.

Reverse Repurchase Agreement (REVERSE REPO)- A transaction where the seller (City) agrees to buy back from the buyer the securities at an agreed upon price on demand or at a specified date.

Risk- Degree of uncertainty of return on an asset.

Rule G-37 of the Securities Rulemaking Board- Federal regulations to sever any connection between the making of political contributions and the awarding of municipal securities business.

Safekeeping Service- An arrangement under which a third party institution holds securities or valuables under safe, controlled conditions. A safekeeping arrangement is evidenced by a safekeeping receipt.

Sallie Mae- Trade name for the Student Loan Marketing Association (SLMA), a U.S. sponsored corporation.

Secondary Market- A market made for the purchase and sale of outstanding issues following the initial distribution.

Securities and Exchange Commission (SEC)- The federal agency responsible for supervising and regulating the securities industry.

Settlement Date- The date on which a trade is cleared by delivery of securities against funds.

Tax and Revenue Anticipation Notes (TRANS)- Notes issued in anticipation of receiving tax proceeds or other revenues at a future date.

Time Certificate of Deposit- A non-negotiable certificate of deposit which cannot be sold prior to maturity.

Treasury Bills- U.S. Treasury Bills which are short-term, direct obligations of the U.S. Government issued with original maturities of 13 weeks, 26 weeks and 52 weeks; sold in minimum amounts of $10,000 in multiples of $5,000 above the minimum. Issued in book entry form only. T-bills are sold on a discount basis.

Trustee or trust company or trust department of a bank- A financial institution with trust powers which acts in a fiduciary capacity for the benefit of the bondholders in enforcing the terms of the bond contract.

Underwriter- A dealer which purchases a new issue of municipal securities for resale.

U.S. Government Agencies- Instruments issued by various US Government Agencies most of which are secured only by the credit worthiness of the particular agency.

U.S. Treasury Obligations- Debt obligations of the United States Government sold by the Treasury Department in the forms of Bills, Notes, and Bonds. Bills are short-term obligations that mature in 1 year or less and are sold on the basis of a rate of discount. Notes are obligations which mature between 1 year and 10 years. Bonds are long-term obligations which generally mature in **10** years or more.

Weighted Average Maturity (WAM)- The average maturity of all the securities that comprise a portfolio that is typically expressed in days or years.

Yield- The rate of annual income return on an investment, expressed as a percentage. It is obtained by dividing the current dollar income by the current market price of the security.

Yield to Maturity- The rate of income return on an investment, minus any premium or plus any discount, with the adjustment spread over the period from the date of purchase to the date of maturity of the bond, expressed as a percentage.

Yield Curve- A graphic representation that shows the relationship at a given point in time between yields and maturity for bonds that are identical in every way except maturity.

Exhibit A

CITY OF MILPITAS
INVESTMENT POLICY

POLICY OVERVIEW

PURPOSE

The purpose of this policy is to establish overall guidelines for the management and investment of the City of Milpitas (the City) unexpended funds under authority granted by the City Council. This policy is in compliance with the provisions of the California Government Code, Sections 16340, 16429.1-16429.4, and 53600-53686, the authority governing investments for municipal governments.

INVESTMENT OBJECTIVES

The primary objectives of this investment policy, in order of priority, are safety, liquidity, and yield:

1) **Safety -** Safety of principal is the foremost objective of the investment program. Investments shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. This objective shall be accomplished by mitigating credit risk and market risk.

2) **Liquidity -** The investment portfolio shall remain sufficiently liquid to meet all operating requirements that may be reasonably anticipated. This objective shall be accomplished by structuring the portfolio so that securities mature concurrently with anticipated needs. The portfolio shall consist largely of securities with active secondary or resale market. Furthermore, a portion of the portfolio may be placed in money market funds or Local Agency Investment Fund (LAIF) which offer same day liquidity for short term investment.

3) **Yield -** The investment portfolio is designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into consideration the investment risk constraints and liquidity needs. Return on investment is of secondary importance compared to the safety and liquidity objectives described above. The core of investments is limited to relatively low risk securities in anticipation of earning a fair return relative to the risk being assumed. Nevertheless, investment performance shall be continually monitored and evaluated by the City Treasurer by comparison with other investment portfolio benchmark yields.

Additionally, investments are to be made that will bear in mind the responsibility of City government to its citizens. The following investment considerations, which enhance the quality of life, will be adhered to:

- **Divestment From Publicly-Traded Fossil Fuel Companies -** The City of Milpitas has a responsibility to protect the lives and livelihoods of its inhabitants from the threat of climate

change. The City believes that its investments should support a future where all citizens can live healthy lives without the negative impacts of a warming environment. For the purposes of the Investment Policy, a "fossil fuel company" shall be defined as any of the two hundred publicly-traded companies with the largest coal, oil and gas reserves as measured by the gigatons of carbon dioxide that would be emitted if those reserves were extracted and burned, as listed in the Carbon Tracker Initiative's "Unburnable Carbon" report. Staff responsible for managing the City's investment portfolio are directed to divest all City investment funds held in fossil fuel companies once they reach their maturities and are prohibited from making any new investments in such companies.

SCOPE

The investment policy applies to all financial assets of the City of Milpitas as accounted for in the Comprehensive Annual Financial Report (CAFR), including but not limited to the funds listed below:

- General Fund
- Special Revenue Funds
- Capital Projects Funds
- Debt Service Fund
- Enterprise Funds
- Internal Service Fund
- Trust and Agency Funds
- Any new fund created by the City Council unless specifically exempted with the exception of the following:

    1) The City's Deferred Compensation Plan is excluded because it is managed by a third-party administrator and invested by individual plan participants.
    2) Proceeds of debt issuance shall be invested in accordance with the investment objectives of this policy. However, such proceeds are generally invested in accordance with permitted investment provisions of their specific bond indentures. If the City Treasurer determines that the matching of bond reserve fund with the maturity schedule of an individual bond issue is prudent, the investment policy authorizes extending beyond the five year maturity limitation as outlined in this document.

STANDARDS OF CARE

1) Prudence - The City investment officials shall act as a fiduciary subject to the Prudent Investor Standard. Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived. The City Treasurer and other individuals assigned to manage the investment portfolio, acting within the intent and scope of the investment policy and other written procedures and exercising due diligence, shall be relieved of personal responsibility and liability for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely manner and appropriate action is taken to control adverse developments.

2) **Ethics and Conflict of Interest -** Officers and employees involved in the investment process shall refrain from personal business activity that could conflict with proper execution of the investment program, or could impair their ability to make impartial investment decisions. City employees involved in the investment process shall disclose to the City Manager any material financial interest in financial institutions that conduct business within the jurisdiction. They shall further disclose any large personal financial/investment positions that could affect the performance of the investment portfolio.

3) **Delegation of Authority -** Authority to manage the investment program is granted to the City Treasurer and derived from Section VI-1-3.04 of the City of Milpitas Municipal Code. Under the oversight of the City Treasurer, responsibility for the operation of the investment program may be delegated to the Finance Administration staff, who shall act in accordance with established written procedures and internal controls consistent with the investment policy. The City Treasurer shall be responsible for all transactions undertaken and shall establish a system of controls to regulate the activities of the subordinate staff members. The system of internal controls includes separation of duties, custodial safekeeping, avoidance of physical delivery securities, development of wire transfer agreement, and clear delegation of authority to subordinate staff members.

INVESTMENT GUIDELINES

SAFETY OF PRINCIPAL

Safety of principal is the primary objective of The City. Each investment transaction shall seek to ensure that capital losses are avoided, whether from securities default, broker/dealer default or erosion of market value. The City shall seek to preserve principal by mitigating the two types of risk, credit risk and market risk:

Credit risk, defined as the risk of loss due to failure of the issuer of a security, shall be mitigated by investing in investment grade securities and by diversifying the investment portfolio so that the failure of any one issuer does not unduly harm the City's capital base and cash flow.

Market risk, defined as market value fluctuations due to overall changes in the general level of interest rates, shall be mitigated by limiting the average maturity of the City's investment portfolio to three years, the maximum maturity of any one security to five years, structuring the portfolio based on historic and current cash flow analysis eliminating the need to sell securities prior to maturity and avoiding the purchase of long term securities for the sole purpose of short term speculation.

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2) **Maximum Maturities** - To the extent possible, the City shall attempt to match its investments with anticipated cash flow requirements. Unless matched to a specific cash flow, the City will not directly invest in securities maturing more than five (5) years from the date of purchase. The intent to invest in securities beyond the five year maturity limitation shall be disclosed in writing to the City Council no less than 3 months prior to the investment. As a general rule, the weighted average maturity of the investment portfolio will not exceed three years. Reserve funds established by the issuance of bonds and other funds with longer-term investment horizons may be invested in securities exceeding five years if the maturity of such investments are made to coincide with the expected use of funds.

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- Securities held in custody for the City shall be reviewed and verified quarterly by Finance staff who has not been assigned to the investment function.

INTERNAL CONTROL

The City Treasurer is responsible for establishing and maintaining an internal control structure designed to ensure that the assets of the City are protected from loss, theft or misuse. The internal control structure shall be designed to provide reasonable assurance that these objectives are met. The concept of reasonable assurance recognizes that the cost of a control should not exceed the benefits to be derived and that the valuation of costs and benefits requires estimates and judgments by management.

The internal controls shall address the following points:

- Control of collusion
- Separation of transaction authority from accounting and record keeping
- Custodial safekeeping
- Avoidance of physical delivery securities
- Clear delegation of authority to subordinate staff members
- Written confirmation of transactions for investments and wire transfers
- Development of a wire transfer agreement with the lead bank and third party custodian

REPORTING

- The City Treasurer shall review and render quarterly reports to the City Manager and City Council which shall include the par and dollar amount of the investment, the classification of the investment, the percentage of the total portfolio which each type of investment represents, the name of the institution or entity, the rate of interest, the maturity date, the current market value, and the source of the market value.
- Statement that the projected cash flow is adequate to meet expected obligations over the next six months.
- The weighted average maturity of the investment portfolio.
- The average weighted yield to maturity of the portfolio as compared to the applicable benchmark.
- Statement of compliance with the investment policy.
- The report is due within 30 days of the end of the quarter.
- The City Manager may, at his discretion, require this reporting on a monthly basis based upon market conditions.

QUALIFIED BROKER/DEALERS

- The City shall transact business with financial institutions and security broker/dealers after careful review of their qualifications and creditworthiness. All dealers who desire to do business with the City shall provide the necessary information (e.g. audited financial statements, proof of state registration, proof of National Association of Securities Dealers certification, etc.) from which the City can determine their creditworthiness, the existence of any pending legal action against the firm or the individual broker as well as an understanding of the security markets that they service.

- The City Treasurer shall annually send a copy of the current investment policy to all financial institutions and broker/dealers approved to do business with the City. Confirmation of receipt of this policy shall be considered evidence that the dealer understands the City's investment policies and intends to sell the City only appropriate investments authorized by this investment policy.

COLLATERAL REQUIREMENTS

Collateral is required for investments in non-negotiable certificates of deposit and repurchase agreements. In order to reduce market risk, the collateral level shall be at least 102% of market value of principal and accrued interest and marked-to-market weekly. Securities acceptable as collateral shall be the direct obligations of, or are fully guaranteed as to principal and interest by the United States or any agency of the United States.

AUTHORIZED INVESTMENTS

Investment of City funds is governed by the California Government Code, Sections 16340, 16429.1-16429.4, and 53600-53686. Within the context of the limitations, the following investments are authorized, as further limited herein:

1) **United States Treasury Bills, Bonds, and Notes** or those for which the full faith and credit of the United States are pledged for payment of principal and interest. There is no percentage limitation of the portfolio which can be invested in this category, though a five year maturity limitation is applicable.

2) **Federal Agency Obligations** - Obligations issued by the Federal Government agencies such as Government National Mortgage Association (GNMA), the Federal Farm Credit Bank (FFCB), the Federal Home Loan Bank (FHLB), the Federal National Mortgage Association (FNMA), the Student Loan Marketing Association (SLMA), and the Federal Home Loan Mortgage Corporation (FHLMC). There is no percentage limitation of the portfolio which can be invested in this category, although a five year maturity limitation is applicable.

3) **Bills of Exchange/Time Drafts**- Bills of exchange or time drafts drawn on and accepted by commercial banks, otherwise known as banker's acceptances. Purchase of banker's acceptances may not exceed 180 days maturity or 40% of the cost value of the portfolio. Furthermore, no more than 30% of the cost value of the portfolio may be invested in the banker's acceptances of any one commercial bank.

4) **Commercial Paper** of the highest letter and number rating as provided by at least two nationally recognized statistical rating organizations, issued by general corporations organized and operating within the United States, having assets in excess of $500,000,000 and having an "A" or better rating on their long term debentures as provided by at least two nationally recognized statistical rating organizations. Purchases of eligible commercial paper may not exceed 270 days maturity nor represent more than 10% of the outstanding paper of the issuing corporation. Purchases of commercial paper may not exceed 40% of the cost value of the portfolio for Pooled Funds and 25% of the cost value of the portfolio for Non-Pooled Funds.

5) **Negotiable Certificates of Deposit** issued by nationally or state chartered banks, state or federal savings institutions, or state-licensed branch of foreign banks. Purchases of negotiable certificates of deposit may not exceed 30% of the cost value of the portfolio. A maturity limitation of five years is applicable.

6) **Repurchase Agreements** - Repurchase agreements may be made on any investment authorized by this investment policy. The maturity of the repurchase agreements shall not exceed one year. The market value of the securities used as collateral for the repurchase agreements shall be monitored by the investment staff weekly and shall not be allowed to fall below 102% of the value of the repurchase agreement. A Master Repurchase agreement is required between the City and the dealer for all repurchase agreements transacted.

7) **Time Deposits** - Time deposits, non-negotiable and collateralized in accordance with the California Government Code, may be purchased through banks or savings and loan associations. A maturity limitation of five years is applicable.

8) **Medium-Term Corporate Notes** issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States with a maximum maturity of five years may be purchased. Securities eligible for investment shall be rated "A" or better by at least two nationally recognized statistical rating organizations. Purchase of medium-term notes may not exceed 30% of the cost value of the portfolio and no more than 10% of the cost value of the portfolio may be invested in notes issued by one corporation. Commercial paper holdings should also be included when calculating the 10% limitation.

9) **Local Agency Investment Fund (LAIF)** - a State of California managed investment pool may be used up to the maximum permitted by California State Law.

10) **Money Market Funds** - Money Market funds invested in U.S. Government securities are permitted under this policy and under the California Government Code Section 53601. In order to be eligible for investment under this section, an investment objective of such a fund must be the maintenance of a price per share of $1.00. Investment in such funds shall not exceed 20% of the City's total portfolio and no more than 10% of the City's total portfolio may be invested in any one money market fund. In addition, either one of the following criteria must be met:
    - The fund shall have achieved a rating of "AAA" by at least two nationally recognized statistical rating organizations, or
    - The fund shall have retained an advisor who is registered or exempt from registration with the Security Exchange Commission with not less than five years' experience managing money market funds with assets under management in excess of five hundred million dollars ($500,000,000).

For both the LAIF and Money Market Funds investment, a thorough investigation of the investment pool is required on a continual basis. The types of investment and average maturity as reported by LAIF on their monthly investment reports and by the Money Market Mutual Funds on their semiannual reports will be examined closely to ensure that the criteria for qualifying these investment pools remain unchanged.

11) **Security Swaps -** The City may take advantage of security swap opportunities to improve the overall quality, yield or target duration of the portfolio. A swap that improves the portfolio yield may be selected even if the transactions result in an accounting loss. Documentation for swaps will be included in the City's permanent investment file documents.

12) **Ineligible Investments -** Ineligible investments are those that are not described herein, including but not limited to, common stocks, reverse repurchase agreements, inverse floaters, range notes, mortgage derived interest only strips, derivatives securities, or any security that could result in zero interest accrual.

MAXIMUM INVESTMENT MATURITY AND PERCENTAGE

The following matrix of maximum maturity and percentage limits, by instrument, are established for the City's total pooled funds portfolio:

Investment Type	Maturity	Percentage
Repurchase Agreements	1 Year	0 to 100%
Local Agency Investment Fund	Upon Demand	Up to State Limits
U.S. Treasury Bonds/Notes/Bills	5 Years	0 to 100%
U.S. Government Agency Obligations	5 Years	0 to 100%
Bankers' Acceptances	180 Days	0 to 40%
Commercial Paper — Pooled Funds	270 Days	0 to 40%
Commercial Paper — Non-Pooled Funds	270 Days	0 to 25%
Negotiable Certificates of Deposit	5 Years	0 to 30%
Time Certificates of Deposit	5 Years	0 to 100%
Medium-Term Corporate Notes	5 Years	0 to 30%
Money Market Funds	Upon Demand	0 to 20%

LEGISLATIVE CHANGES

Any State of California legislative action, that further restricts allowable maturities, investment type or percentage allocations, will be incorporated into the City's Investment Policy and supersede any and all previous applicable language.

INTEREST EARNINGS

All moneys earned and collected from investments authorized in this policy shall be allocated monthly to various fund accounts based on the cash balance in each fund as a percentage of the entire pooled portfolio.

ANNUAL POLICY APPROVAL

~~1) **Exemption** - Any investment currently held that does not meet the guidelines of this policy shall be exempted from the requirements of this policy. At maturity or liquidation, such monies shall be reinvested only as provided by this policy.~~

~~**Amendments** –~~The City's investment policy shall be adopted by resolution of the City Council on an annual basis. This investment policy shall be reviewed at least annually to ensure its consistency with the overall objectives of preservation of principal, liquidity and yield, and its relevance to current law and financial and economic trends. Any amendments to the policy shall be forwarded to City Council for approval.

GLOSSARY OF TERMS

Accrued Interest- Interest earned but not yet received.

Active Deposits- Funds which are immediately required for disbursement.

Amortization- An accounting practice of gradually decreasing (increasing) an asset's book value by spreading its depreciation (accretion) over a period of time.

Arbitrage- Transactions by which securities are bought and sold in different markets at the same time for the sake of the profit arising from a yield difference in the two markets.

Asked Price- The price a broker dealer offers to sell securities.

Banker's Acceptance- A high quality, short term money market instrument used to finance international trade. There has never been an instance of a failure to pay a banker's acceptance in full at its maturity date.

Basis Point- One basis point is one hundredth of one percent (.01).

Bid Price- The price a broker dealer offers to purchase securities.

Bond- A financial obligation for which the issuer promises to pay the bondholder a specified stream of future cash flows, including periodic interest payments and a principal repayment.

Book Value- The value at which a debt security is shown on the holder's balance sheet. Book value is acquisition cost less amortization of premium or accretion of discount.

Broker- Someone who brings buyers and sellers together and is compensated for his/her service.

Certificate of Deposit- A deposit insured up to $250,000 by the FDIC at a set rate for a specified period of time.

Collateral- Securities, evidence of deposit or pledges to secure repayment of a loan. Also refers to securities pledged by a bank to secure deposit of public moneys.

Commercial Paper- Short-term, negotiable unsecured promissory notes of corporations.

Comprehensive Annual Financial Report (CAFR)- The official annual financial report for the City, prepared in conformity with Generally Accepted Accounting Principles (GAAP).

Coupon- The annual rate of interest that a bond's issuer promises to pay the bondholder on the bond's face value.

Credit Risk - Defined as the risk of loss due to failure of the issuer of a security.

Current Yield- The interest paid on an investment expressed as a percentage of the current price of the security.

Custodian- A bank or other financial institution that keeps custody of stock certificates and other assets.

Defeased Bond Issues- Issues that have sufficient money to retire outstanding debt when due so that the agency is released from the contracts and covenants in the bond document.

Delivery vs. Payment (DVP)- Delivery of securities with a simultaneous exchange of money for the securities.

Derivative- Securities that are based on, or derived from, some underlying asset, reference date, or index.

Discount- The difference between the cost of a security and its value at maturity when quoted at lower than face value.

Diversification- Dividing investment funds among a variety of securities offering independent returns and risk profiles.

Duration- A measure of the timing of the cash flows, such as the interest payments and the principal repayment, to be received from a given fixed-income security. This calculation is based on three variables: term to maturity, coupon rate, and yield to maturity. The duration of a security is a useful indicator of its price volatility for given changes in interest rates.

Fannie Mae- Trade name for the Federal National Mortgage Association (FNMA), a U.S. sponsored corporation.

Federal Reserve System- The central bank of the U.S. which consists of a seven member Board of Governors, 12 regional banks and 5,700 commercial banks that are members.

Federal Deposit Insurance Corporation (FDIC)- Insurance provided to customers of a subscribing bank which guarantees deposits to a set limit (currently $250,000) per account.

Fed Wire- A wire transmission service established by the Federal Reserve Bank to facilitate the transfer of funds through debits and credits of funds between participants within the Fed system.

Freddie Mac- Trade name for the Federal Home Loan Mortgage Corporation (FHLMC), a U.S. sponsored corporation.

Ginnie Mae- Trade name for the Government National Mortgage Association (GNMA), a direct obligation bearing the full faith and credit of the U.S. Government.

Government Accounting Standards Board (GASB)- A standard-setting body, associated with the Financial Accounting Foundation, which prescribes standard accounting practices for governmental units.

Guaranteed Investment Contracts (GICS)- An agreement acknowledging receipt of funds, for deposit, specifying terms for withdrawal, and guaranteeing a rate of interest to be paid.

Inactive Deposits- Funds not immediately needed for disbursement.

Interest Rate- The annual yield earned on an investment, expressed as a percentage.

Investment Agreements- An agreement with a financial institution to borrow public funds subject to certain negotiated terms and conditions concerning collateral, liquidity and interest rates.

Liquidity- An asset that can easily and rapidly be converted into cash without significant loss of value.

Local Agency Investment Fund (LAIF) - A pooled investment vehicle for local agencies in California sponsored by the State of California and administered by the State Treasurer.

Local Agency Investment Pool- A pooled investment vehicle sponsored by a local agency or a group of local agencies for use by other local agencies.

Market Risk- Defined as market value fluctuations due to overall changes in the general level of interest rates.

Market Value- The price at which a security is trading and could presumably be purchased or sold.

Maturity- The date upon which the principal or stated value of an investment becomes due and payable.

Modified Duration- A measure of exposure to market risk of a security or a portfolio. It is the percent change in the price of a security (portfolio) or a 100 basis point change in the security's (portfolio's) yield.

Mutual Funds- An investment company that pools money and can invest in a variety of securities, including fixed-income securities and money market instruments.

Negotiable Certificate of Deposit- A large denomination certificate of deposit which can be sold in the open market prior to maturity.

New Issue- Term used when a security is originally "brought" to market.

Note- A written promise to pay a specified amount to a certain entity on demand or on a specified date.

Par Value- The amount of principal which must be paid at maturity. Also referred to as the face amount of a bond, normally quoted in S1,000 increments per bond.

Perfected Delivery- Refers to an investment where the actual security or collateral is held by an independent third party representing the purchasing entity.

Portfolio- Combined holding of more than one stock, bond, commodity, real estate investment, cash equivalent, or other asset. The purpose of a portfolio is to reduce risk by diversification.

Primary Dealer- A group of government securities dealers that submit daily reports of market activity and security positions held to the Federal Reserve Bank of New York and are subject to its informal oversight.

Principal- The face value or par value of a debt instrument, or the amount of capital invested in a given security.

Prospectus- A legal document that must be provided to any prospective purchaser of a new securities offering registered with the SEC that typically includes information on the issuer, the issuer's business, the proposed use of proceeds, the experience of the issuer's management, and certain certified financial statements (also known as an "official statement")

Prudent Investor Standard- A standard of conduct where a person acts with care, skill, prudence, and diligence when investing, reinvesting, purchasing, acquiring, exchanging, selling and managing funds. The test of whether the standard is being met is if a prudent person acting in a similar situation would engage in similar conduct to ensure that investments safeguard principal and maintain liquidity.

Purchase Date- The date in which a security is purchased for settlement on that or a later date.

Rate of Return- The yield obtainable on a security based on its purchase price or its current market price. This may be the amortized yield to maturity on a bond or the current income return.

Repurchase Agreement (REPO)- A transaction where the seller agrees to buy back from the buyer (City) the securities at an agreed upon price on demand or at a specified date.

Reverse Repurchase Agreement (REVERSE REPO)- A transaction where the seller (City) agrees to buy back from the buyer the securities at an agreed upon price on demand or at a specified date.

Risk- Degree of uncertainty of return on an asset.

Rule G-37 of the Securities Rulemaking Board- Federal regulations to sever any connection between the making of political contributions and the awarding of municipal securities business.

Safekeeping Service- An arrangement under which a third party institution holds securities or valuables under safe, controlled conditions. A safekeeping arrangement is evidenced by a safekeeping receipt.

Sallie Mae- Trade name for the Student Loan Marketing Association (SLMA), a U.S. sponsored corporation.

Secondary Market- A market made for the purchase and sale of outstanding issues following the initial distribution.

Securities and Exchange Commission (SEC)- The federal agency responsible for supervising and regulating the securities industry.

Settlement Date- The date on which a trade is cleared by delivery of securities against funds.

Tax and Revenue Anticipation Notes (TRANS)- Notes issued in anticipation of receiving tax proceeds or other revenues at a future date.

Time Certificate of Deposit- A non-negotiable certificate of deposit which cannot be sold prior to maturity.

Treasury Bills- U.S. Treasury Bills which are short-term, direct obligations of the U.S. Government issued with original maturities of 13 weeks, 26 weeks and 52 weeks; sold in minimum amounts of $10,000 in multiples of $5,000 above the minimum. Issued in book entry form only. T-bills are sold on a discount basis.

Trustee or trust company or trust department of a bank- A financial institution with trust powers which acts in a fiduciary capacity for the benefit of the bondholders in enforcing the terms of the bond contract.

Underwriter- A dealer which purchases a new issue of municipal securities for resale.

U.S. Government Agencies- Instruments issued by various US Government Agencies most of which are secured only by the credit worthiness of the particular agency.

U.S. Treasury Obligations- Debt obligations of the United States Government sold by the Treasury Department in the forms of Bills, Notes, and Bonds. Bills are short-term obligations that mature in 1 year or less and are sold on the basis of a rate of discount. Notes are obligations which mature between 1 year and 10 years. Bonds are long-term obligations which generally mature in **10** years or more.

Weighted Average Maturity (WAM)- The average maturity of all the securities that comprise a portfolio that is typically expressed in days or years.

Yield- The rate of annual income return on an investment, expressed as a percentage. It is obtained by dividing the current dollar income by the current market price of the security.

Yield to Maturity- The rate of income return on an investment, minus any premium or plus any discount, with the adjustment spread over the period from the date of purchase to the date of maturity of the bond, expressed as a percentage.

Yield Curve- A graphic representation that shows the relationship at a given point in time between yields and maturity for bonds that are identical in every way except maturity.

CITY OF MILPITAS
AGENDA REPORT
(AR)

Item Title:	Adopt a Resolution Granting Acceptance of Public Improvements and Approving Reduction of Faithful Performance Bond for Public Improvements for the McCarthy Creekside Phase 1 – Buildings A, B and F Subdivision at 625 North McCarthy Boulevard by The McCarthy Ranch Limited Partnership, and Granting Authorization to the City Engineer to Release the Performance Bond After the One-year Warranty Period.
Category:	Consent Calendar-Community Development
Meeting Date:	8/20/2019
Staff Contact:	Steve Erickson, 408-586-3301
Recommendation:	Adopt a resolution: 1) Granting acceptance of public improvements for the McCarthy Creekside Phase 1 – Buildings A, B and F Subdivision at 625 North McCarthy Boulevard, Tract 10393, Public Improvement Plan No. 2-1213 & 2-1222; 2) Approving a reduction in the faithful performance bond to $60,300, which shall be subject to and in effect for the duration of a one-year warranty period; and 3) Granting authorization to the City Engineer to release the performance bond after the one-year warranty period, without further City Council action provided all required warranty work is completed to the satisfaction of the City Engineer.

Background:
On November 15, 2016, the City Council approved the Final Map, public improvement plans and the Subdivision Improvement Agreement for Tract 10393 for the McCarthy Creekside Phase 1 – Buildings A, B and F Subdivision located at 625 North McCarthy Boulevard by The McCarthy Ranch Limited Partnership.

Public improvements installed with the project included the installation of new sidewalk along North McCarthy Boulevard between Ranch Drive and Dixon Landing Road, installation of driveway ramps, utility services, street lights, landscaping and other miscellaneous items of work.

Analysis:
The developer has completed all public improvements in accordance with the approved public improvement plans, and the improvements are now ready for acceptance and commencement of the 1-year warranty period. Staff recommends the City Council adopt a resolution to accept the public improvements, reduce the performance Bond to $60,300 which is 10% of the security's original value, and authorize the City Engineer to release the performance bond after the one-year warranty period once all required warranty work is satisfactorily completed.

Policy Alternatives:

Alternative 1:
Do not approve resolution granting acceptance of installed public improvements.

Pros: None

Cons: The Subdivision Improvement Agreement between the City and Developer requires the City to acc installed public improvements passing inspection and meeting the requirements of the Agreement and the approved plans and specifications.

Reason not recommended: Granting acceptance of installed public improvements would allow the City to own and maintain the improvements and would ensure the City is in compliance with the terms of the agreement with the Developer.

Fiscal Impact:
None.

California Environmental Quality Act:
Granting acceptance of public improvements and reducing faithful performance bond for public improvements are not considered projects under CEQA as there will be no direct or reasonably foreseeable indirect physical change in the environment.

Recommendation:
Adopt a resolution:

1) Granting acceptance of public improvements for the McCarthy Creekside Phase 1 – Buildings A, B and F Subdivision at 625 North McCarthy Boulevard, Tract 10393, Public Improvement Plan No. 2-1213 & 2-1222;
2) Approving a reduction of the faithful performance bond to $60,300, which shall be subject to and in effect for the duration of one-year warranty period; and
3) Granting authorization to the City Engineer to release the performance bond after the one-year warranty period, without further City Council action provided all required warranty work is completed to the satisfaction of the City Engineer.

Attachments:
Resolution

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILPITAS APPROVING ACCEPTANCE AND REDUCING PERFORMANCE BOND OF MCCARTHY CREEKSIDE PHASE 1 – BUILDINGS A, B AND F SUBDIVISION, TRACT NO. 10393 AND GRANTING AUTHORIZATION TO THE CITY ENGINEER TO RELEASE THE PERFORMANCE BOND AFTER THE ONE-YEAR WARRANTY PERIOD

WHEREAS, the City Council of the City of Milpitas on November 15, 2016, approved the plans and specifications for the McCarthy Creekside Phase 1 – Buildings A, B and F Subdivision, Tract No. 10393, (the "Project") to be completed by The McCarthy Ranch Limited Partnership as part of its industrial development on 625 North McCarthy Boulevard; and

WHEREAS, the City of Milpitas has heretofore entered into a subdivision improvement agreement on November 15, 2016 with The McCarthy Ranch Limited Partnership, for the McCarthy Creekside Phase 1 – Buildings A, B and F Subdivision; and

WHEREAS, The McCarthy Ranch Limited Partnership, as Principal, and The Guarantee Company of North America USA, as Surety, executed and posted a certain Performance Bond No. 12137656 conditioned upon the faithful performance of the provisions of said subdivision improvement agreement and upon the faithful performance of all improvement work required thereunder; and

WHEREAS, said public improvements for McCarthy Creekside Phase 1 – Buildings A, B and F Subdivision have been completed and the subdivision improvement agreement provides that the security shall extend for a period of one year after the date of acceptance of said improvements to cover the warranty period of said improvements under said agreement; and

WHEREAS, the City Council is willing to consent to a reduction in the penal sum of said security during said one year warranty period; and

WHEREAS, the City Engineer of the City of Milpitas has made a final inspection of said improvements for the McCarthy Creekside Phase 1 – Buildings A, B and F Subdivision and recommends that the City Council of the City of Milpitas accept the same as constructed in accordance with the approved plans and specifications.

NOW, THEREFORE, the City Council of the City of Milpitas hereby finds, determines, and resolves as follows:

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

2. Those certain public improvements constructed as part of the McCarthy Creekside Phase 1 – Buildings A, B and F Subdivision, Tract No. 10393, are hereby accepted as constructed in accordance with the approved plans and specifications upon recommendation of the City Engineer of the City of Milpitas.

3. The penal sum of the faithful performance bond securing said improvements may be reduced to the sum of $60,300, upon request of Principal and Surety, with said penal sum as reduced to apply from the date of completion and acceptance of said improvements and to extend for the balance of the term of one year of said security. Provided, however, that nothing herein

contained shall in any way be deemed to be a waiver, release or relinquish by City of any obligations imposed upon the developer or his surety, or sureties, by law or by the above referend public improvement agreement, save and except as expressly set forth herein.

4. The City Council grants authorization to the City Engineer to release the performance bond after the one-year warranty period without further City Council action provided all required warranty work is completed to the satisfaction of the City Engineer.

PASSED AND ADOPTED this _____ day of _____, 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

_____
Mary Lavelle, City Clerk

APPROVED:

_____
Rich Tran, Mayor

APPROVED AS TO FORM:

_____
Christopher J. Diaz, City Attorney

CITY OF MILPITAS
AGENDA REPORT
(AR)

Item Title:	Approve and Authorize the Interim City Manager to Execute a Stormwater Management Facilities Operation and Maintenance Agreement for Milpitas – District 1 Owner, LLC for the District 1 Lot 1 Mixed Use Project at 1315 McCandless Drive
Category:	Consent Calendar-Community Development
Meeting Date:	8/20/2019
Staff Contact:	Steve Erickson, 408-586-3301
Recommendation:	Approve and Authorize the Interim City Manager to Execute a Stormwater Management Facilities Operation and Maintenance Agreement for Milpitas – District 1 Owner, LLC for the District 1 Lot 1 Mixed Use Project at 1315 McCandless Drive

Background:
On March 20th, 2012, the City Council approved Site Development Permit No. SD11-0001, Major Tentative Map Amendment No. TM11-0002 and Conditional Use Permit No. UP11-0037 ("District 1 Lot 1 Mixed Use Project ") for the development of a 371-unit mixed use subdivision on approximately 5.02 acres located at 1315 McCandless Drive.

In accordance with State Law and the City's Municipal Regional Stormwater NPDES Permit ("MRP") issued by the Regional Water Quality Control Board ("RWQCB"), new development and redevelopment projects that create and/or replace 10,000 square feet or more of impervious surface are required to incorporate Low Impact Development ("LID") post construction stormwater control measures into the project. LID control measures include bioretention areas, flow-through planters, permeable pavement, infiltration trenches and tree well filters.

Analysis:
MRP section C3.h.ii.(1)(a) and Milpitas Municipal Code Title XI Chapter 16 requires development project property owners meeting the 10,000 sqft threshold to execute and record a Stormwater Management Facilities Operation and Maintenance Agreement ("Agreement") with the City for the perpetual operation, maintenance and annual inspection of LID stormwater treatment facilities.

The property owner has complied with the LID requirements and has executed the required Agreement, which has been reviewed by the City Attorney as to form and by the City Engineer as to content.

Policy Alternatives:

Alternative 1:
Not approve the Agreement with the City for operation, maintenance and annual inspection of stormwater treatment facilities.

Pros: None

Cons: Not approving the Agreement would cause the project to be not in compliance with the MRP and would be prohibitive by federal and state law.

Reason not recommended: To be in compliance with federal and state law and to allow for the on-going maintenance and annual City Inspection of the installed stormwater treatment devices, staff recommends approval of the Agreement.

Fiscal Impact:
None. The developer will pay for the required annual maintenance and inspection of the stormwater facilities.

California Environmental Quality Act:
In accordance with the California Environmental Quality Act (CEQA), staff has determined that the agreement is exempt from further environmental review as a Class 7 or 8 Categorical Exemption under CEQA Guidelines § 15307 or § 15308, Actions by Regulatory Agencies for Protection of Natural Resources.

Recommendation:
Approve and Authorize the Interim City Manager to Execute a Stormwater Management Facilities Operation and Maintenance Agreement for Milpitas – District 1 Owner, LLC for the District 1 Lot 1 Mixed Use Project at 1315 McCandless Drive.

Attachments:
Stormwater Management Facilities Operation and Maintenance Agreement

Recording Requested by
and when Recorded, return to:

CITY OF MILPITAS
455 E. CALAVERAS BOULEVARD
MILPITAS, CA 95035-5479

Attn: City Clerk
Exempt From Recording Fees per Government Code 6103 and 27383

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

Document Transfer Tax is $ 0
( ) Computed on full value of property conveyed
( ) Computed on full value less value of liens and encumbrances remaining
City transfer tax is $ 0

STORMWATER MANAGEMENT FACILITIES OPERATION AND MAINTENANCE AGREEMENT

This Stormwater Management Facilities Operation and Maintenance Agreement ("AGREEMENT") is made and entered into this _____ day of _____ 2019 ("Effective Date"), by and between MILPITAS – DISTRICT 1 OWNER, LLC, A DELAWARE LIMITED LIABILITY COMPANY. ("Property Owner") and the City of Milpitas, a municipal corporation of the State of California ("City").

RECITALS

This AGREEMENT is made and entered into with reference to the following facts:

A. **WHEREAS**, the Property Owner is the owner of real property more particularly depicted and described on the attached as **Exhibit A** ("Property") and fully incorporated herein by reference; and

B. **WHEREAS**, the Property Owner received entitlements from the City allowing the development of the Property, including the construction of 1 building comprising of up to 371 units with, emergency vehicle access, utilities, and associated offsite and onsite improvements landscaping, irrigation, and stormwater treatment measures on a 5.020 acre site located at 1315 McCandless Drive in Milpitas and more commonly known as District 1 – Building 1, Project No. PJ 1134, (the "Project") on the Property; and subject to conditions set forth in the following (collectively "City Approvals"):

1. Resolution No. 8165 approving Site Development Permit No. SD11- 0001,

2. Resolution No. 8165 approving Major Tentative Map No. MT11- 0002,

3. Resolution No. 8165 approving Conditional Use Permit No. UP11-0037; and

C. **WHEREAS**, discharges to the City's municipal separate storm sewer system ("MS4") are regulated under state and federal law pursuant to Waste Discharge Requirements and National Pollutant Discharge Elimination System permit ("MS4 Permit") issued by the Regional Water Quality Control Board, San Francisco Region ("Regional Board"); and

D. **WHEREAS**, pursuant to the requirements of the MS4 Permit and the City's Stormwater and Urban Runoff Pollution Control Ordinance as codified in Milpitas Municipal Code Chapter 16 ("Ordinance"), the City Approvals require the Property Owner to install, operate and maintain, at no cost or expense to the City, the Permanent Stormwater Pollution Prevention Measures ("BMPs") more particularly described in the City-approved Stormwater Control Operation and Maintenance Plan (sometimes referred to herein as "Plan") for the Project on file with the City as **Exhibit B** and fully incorporated herein by reference; and

E. **WHEREAS**, the Stormwater Control Operation and Maintenance Plan may be subsequently modified from time to time with City's written approval and such changes shall be fully incorporated as part of this Agreement by this reference; and

F. **WHEREAS**, the Stormwater Control Operation and Maintenance Plan includes provisions for the BMP Operation and Maintenance and an annual inspection checklist for the BMPs constructed on the Property, and

G. **WHEREAS**, this Agreement memorializes the Property Owner's maintenance, operations, and inspection obligations under the City's Ordinance and the approved Stormwater Control Operation and Maintenance Plan.

NOW, THEREFORE, in consideration of the foregoing premises, the mutual covenants contained herein, and the following terms and conditions, the parties hereto agree as follows:

SECTION 1. Responsibility for Operation and Maintenance:

The Property Owner, at its sole cost and expense, shall construct and install the BMPs shown in Exhibit B in accordance with the plans approved by and on file with the City. Property Owner shall diligently maintain in perpetuity the BMPs in a manner assuring peak performance at all times, shall make such changes or modifications to the BMPs, subject to City's prior approval as may be reasonably necessary for the BMPs to continue to operate as designed and approved and to accomplish its intended purpose and in good repair, and in compliance with all applicable Federal, State, County and local laws and regulations, including but not limited to the Ordinance, as the same may be amended, revised, and/or replaced from time to time. The Owner shall be responsible for the costs incurred in operating, maintaining, repairing and replacing the BMPs. Property Owner shall not destroy or remove the BMPs or modify any measure in any manner that would lessen its effectiveness. Property Owner shall make available copies of the approved Stormwater Control Operation and Maintenance Plan at the site with the facility or property manager.

SECTION 2: Inspection by Property Owner:

The Property Owner, at its sole cost and expense, shall conduct annual inspections of all permanent installed BMPs per the Plan. The annual inspection report shall include completion of the checklist described in the approved Stormwater Control Operation and Maintenance Plan. The BMPs must be inspected by a qualified independent inspector who is acceptable to the City. The Property Owner shall submit the Inspection Report on these BMPs to the City Engineer no later than July 15th of each year.

SECTION 3. Facility Inspection by the City:

(a) Right of Entry. The Property Owner, on its behalf and on behalf of its successors and assigns, grants permission to the City, the inspectors of the Regional Board, and local mosquito and vector control agency, and their authorized agents and employees, to enter the Property, and to inspect the BMPs whenever the City deems necessary to enforce provisions of the Ordinance, this Agreement, or any other local or state requirements. The City may enter the premises at any reasonable time during normal business hours and upon at least 48 hours prior written notice (except that prior written notice is not required in case of emergency) to inspect the premises related to BMPs and BMP operation and maintenance, to inspect and copy records related to storm water compliance, and to collect samples and take measurements related to BMPs. The Property Owner shall deposit and maintain a Private Job Account with the City a minimum balance of Four Thousand Dollars ($4,000) for inspection by City Staff pursuant to this Section 3. The deposit of four Thousand Dollars ($4,000.00) shall be made simultaneously with the execution of this Agreement.

(b) Security. The City may require the Owner, its successors and assigns, from time to time, to post security in a form, amount, and for a time period satisfactory to City to guarantee performance of the obligations stated herein. Should the Owner, its successors and assigns, fail to perform the obligations under this Agreement, the City may, in the case of a cash bond, act for the Owner, its successors and assigns, using the proceeds from such cash bond, or in the case of a surety bond, require the surety to perform the obligations of this Agreement.

SECTION 4. Failure to Perform Required Facility Repairs or Maintenance by the Property Owner:

(a) Enforcement Action. If the Property Owner or its successors fail to operate and maintain the BMPs in good working order and in accordance with the approved Plan and the City's Ordinance, the City may, but is not required to, pursue any enforcement action available at law or in equity to cause the completion of all maintenance and may charge the costs of such enforcement action against the Property Owner in any manner authorized by law or in equity.

(b) City Maintenance. In the event of Property Owner's failure to operate and maintain BMPs in accordance with the Plan and the City's Ordinance, the City may also, with prior written notice, enter the Property to return the BMPs to good working order; provided however that the Property Owner shall have 30 days after any such notice, or such other time provided by law, to cure the relevant failure and provided further that the Property Owner shall have such additional time after the initial 30 days to complete a cure so long as Property Owner commences the cure within the initial 30 days and diligently prosecutes the cure to completion. Notwithstanding the foregoing, City may in its sole discretion enter the Property to return the BMPs to good working order in an emergency and take any other necessary action to mitigate an emergency without any notice to Property Owner. The City is under no obligation to maintain or repair the BMPs, and this Agreement may not be construed to impose any such obligation on the City. If the City, under this Section 4 takes any action to return the BMPs to good working order, the Property Owner

shall reimburse the City for all the reasonable costs and expenses incurred by the City. The City will provide the Property Owner with an itemized invoice of the City's costs and expenses and the Property Owner shall make full payments to the City within thirty (30) days of the date of the invoice. If the Property Owners fails to pay the invoice within thirty (30) days, the City shall be entitled to cause a lien for any such unpaid maintenance expense bill to be recorded against the Property. In addition, the City shall be entitled to have the unpaid amount of the invoice placed as a special assessment on the next regular tax bill levied against the Property, after which such assessment shall be collected in the same manner as ordinary municipal taxes are collected, and shall be subject to the same penalties and same procedures under foreclosure and sale in the case of delinquency as provided for ordinary municipal taxes. The actions described in this section are in addition to and not in lieu of other legal remedies provided by law. Notwithstanding the above, it is understood that City is under no obligation to repair or maintain the BMPs, and in no event shall this Agreement be construed to impose any such obligation on City.

(c) Specific Performance. The provisions of this Agreement are expressly declared to be for the benefit of the City. The City may bring an action to obtain specific performance of this Agreement and may recover its costs, including attorney fees, incurred in bringing such action.

SECTION 5: Successors and Assigns:

Property Owner hereby declares that the Property shall be held, transferred, encumbered, used, conveyed, leased and occupied subject to the covenants, conditions, restrictions, easements and rights set forth herein for the use and benefit of each of the Lots. All of the limitations, easements, uses, obligations, covenants, restrictions and conditions stated herein shall run with the Property and shall be binding upon Property Owner, its successors and assigns, any and all parties having or acquiring any right, title or interest in or to the Property or any part thereof or interest therein and shall inure to the benefit of and be binding upon each successor-in-interest thereto.

Upon transfer of the property, the Property Owner shall provide the new owner with the current Plan and a copy of this Agreement and shall, in any event, be released from all obligations under this Agreement as of the effective date of the transfer of the Property.

SECTION 6. Indemnity:

The Property Owner, on Property Owner's behalf and on behalf of all successors in interest pursuant to Section 5 of this Agreement, shall indemnify, release, hold harmless, and defend the City and its authorized agents and employees from and against any and all demands, suits, liabilities, fines, losses, damages, accidents, casualties, occurrences or claims, including reasonable attorneys' fees, against the City which may in anyway arise or relate to the construction, operation, presence, existence or maintenance of the BMPs, or from any personal injury or property damage that may arise or relate from the City entering the property under Section 4 caused solely and exclusively by the negligence or willful misconduct of the City. If a claim is asserted against the City, its authorized agents or employees, the City shall promptly notify the Property Owner and the Property Owner shall defend the claim and any resulting litigation at its sole cost and expense, with counsel reasonably acceptable to the City. If any judgment is entered against the City, or its authorized agents or employees, the Property Owner must pay all costs and expenses to satisfy the judgment.

SECTION 7. Severability:

Invalidation of any one of the provisions of this Agreement shall in no way effect any other provisions, and all other provisions shall remain in full force and effect.

SECTION 8. Non-Discrimination:

The Property Owner shall not discriminate, in any way, against any person on the basis of race, sex, color, age, religion, sexual orientation, actual or perceived gender identity, disability, ethnicity, or national origin, in connection with or related to the performance of this Agreement.

SECTION 9. Governing Law:

City and Property Owner agree that the law governing this Agreement shall be that of the State of California and that Property Owner shall comply with all applicable laws, ordinances, codes and regulations of the federal, state and local governments.

SECTION 10. Recordation:

Property Owner shall, within 10 days after the effective date of this Agreement, record or cause the Agreement to be recorded in the Office of the Recorder, Santa Clara County, California, at the expense of the Property Owner, which recording shall constitute notice of the obligations he
rein set forth and a covenant running with the land and shall be binding upon all of the successors and assigns in title to the Property. In the event Property Owner fails to timely record this Agreement, City shall be authorized but not required to record the Agreement.

SECTION 11. Books and Records:

A. The Property Owner shall maintain any and all ledgers, books of account, invoices, vouchers, cancelled checks, and other records or documents evidencing or relating to charges for services, or expenditures and disbursements or in any way relating to the performance of this Agreement for a minimum period of three (3) years, or for any longer period required by law.

B. Any records or documents required to be maintained pursuant to this Agreement shall be made available for inspection or audit at no cost to City, at reasonable any time during regular business hours, upon at least 48 hours' prior written request by the City Attorney, City Manager, or a designated representative of any of these officers. Copies of such documents shall be provided to City for inspection at City Hall when it is practical to do so. Otherwise, unless an alternative is mutually agreed upon, the records shall be available at the Property Owner's address indicated for receipt of notices in this Agreement.

SECTION 12. Notices:

All notices and other communications required or permitted to be given under this Agreement shall be in writing and shall be personally served or mailed, postage prepaid and return receipt requested, addressed to the respective parties as follows:

To CITY:

City of Milpitas
Attn: City Engineer
455 East Calaveras Blvd.
Milpitas, CA 95035

To PROPERTY OWNER:

Attn: Michael A. Barmettler
Milpitas-District 1Owner, LLC
Lyon Management Group, Inc dba Lyon Living
4901 Birch Street
Newport Beach, CA 92660

Notice shall be deemed effective on the date personally delivered or, if mailed, three (3) days after deposit in the mail.

SECTION 13. Venue:

In the event that suit shall be brought by either party to this contract, the parties agree that venue shall be exclusively vested in the state courts of the County of Santa Clara, or if federal jurisdiction is appropriate, exclusively in the United States District Court, Northern District of California, San Jose, California.

SECTION 14. Interpretation, Prior Agreements:

This Agreement, including all Exhibits attached hereto, represents the entire understanding of the parties as to those matters contained herein. In the event that the terms specified in any of the Exhibits attached hereto conflict with any of the terms specified in the body of this Agreement, the terms specified in the body of this Agreement shall control. No prior oral or written understanding shall be of any force or effect with respect to those matters covered hereunder. This Agreement may be modified only by a written amendment duly executed by the parties to this Agreement.

[Signatures on Next Page]

IN WITNESS WHEREOF, the Parties execute this Stormwater Management Facilities Operation and Maintenance Agreement as of the last date set forth below:

PROPERTY OWNER:Milpitas – District 1 Owner, LLC,
a Delaware limited liability company

By: Milpitas – District 1 Associates, LLC,
a Delaware limited liability company,
its Sole Member

By: Lyon Housing (Milpitas – District 1) LVII, LLC,
a Delaware limited liability company,
its Managing Member

By: Lyon Housing (District Associates) LVIII, LLC
a Delaware limited liability company,
its Managing Member

By: _____
Name: Michael A. Barmettler
Its: Secretary of Managing Member

CITY:

CITY OF MILPITAS, A MUNICIPAL CORPORATION:

Recommended for approval
By:

Steve Erickson, City Engineer

By:

Julie Edmonds-Mares, City Manager

Approved as to form
By:

Christopher Diaz, City Attorney

Approved as to content

By:

Walter Rossmann, Director of Financial Services

Please note that this is a placeholder for the acknowledgement. So use the most current version of the acknowledgement

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of ORANGE)

On MAY 31, 2019, before me, JENNIFER MANIACI, a Notary Public, personally appeared MICHAEL BARMETTLER,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

JENNIFER MANIACI
Notary Public – California
Orange County
Commission # 2212705
My Comm. Expires Sep 3, 2021

Signature _____

THIS CERTIFICATE MUST BE ATTACHED TO THE DOCUMENT DESCRIBED ABOVE

"EXHIBIT A"
LEGAL DESCRIPTION

All that real property situated in the City of Milpitas, County of Santa Clara, State of California, being all of “Lot 1” and “Lot 2” as shown on the map entitled “Tract 10140, McCandless District 1”, filed August 17, 2015 in Book 885 of Maps, at Pages 26 through 29, Records of Santa Clara County, California.

EXHIBIT B

Operation and Maintenance Plan

STORM WATER CONTROL PLAN

For

McCandless Project
District 1 – Building 1

City of Milpitas,
Santa Clara County, California

Revised: ~~July 16, 2012~~
~~April 16, 2013~~
~~August 1, 2014~~
~~March 9, 2015~~
~~June 25, 2015~~
~~September 8, 2015~~
~~September 21, 2015~~
~~September 19, 2016~~
~~March 3, 2017~~
~~May 11, 2017~~
May 31, 2017

Prepared for:

Lyon Communities
4901 Birch Street
Newport Beach, CA 92660
(949) 838-1206
Contact: John E. Townsend

Engineer:

RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS

8055 Camino Arroyo
Gilroy, CA 95020
(408) 848-0300
Contact: Luis Santiago-Sotelo

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I. Operations and Maintenance (O&M) plan
J. 3rd Party Certification

References

1. California Stormwater Quality Association, *Stormwater Best Management Practice Handbook: New Development and Redevelopment*. January 2003
2. Engeo Incorporated, *Geotechnical Assessment – McCandless Project – District 1, Building 1*. February 23, 2012
3. Natural Resources Conservation Service, *Web Soil Survey 2.0*, websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx
4. Santa Clara Valley Urban Runoff Pollution Prevention Program, *C.3 Stormwater Handbook.* April 2012.

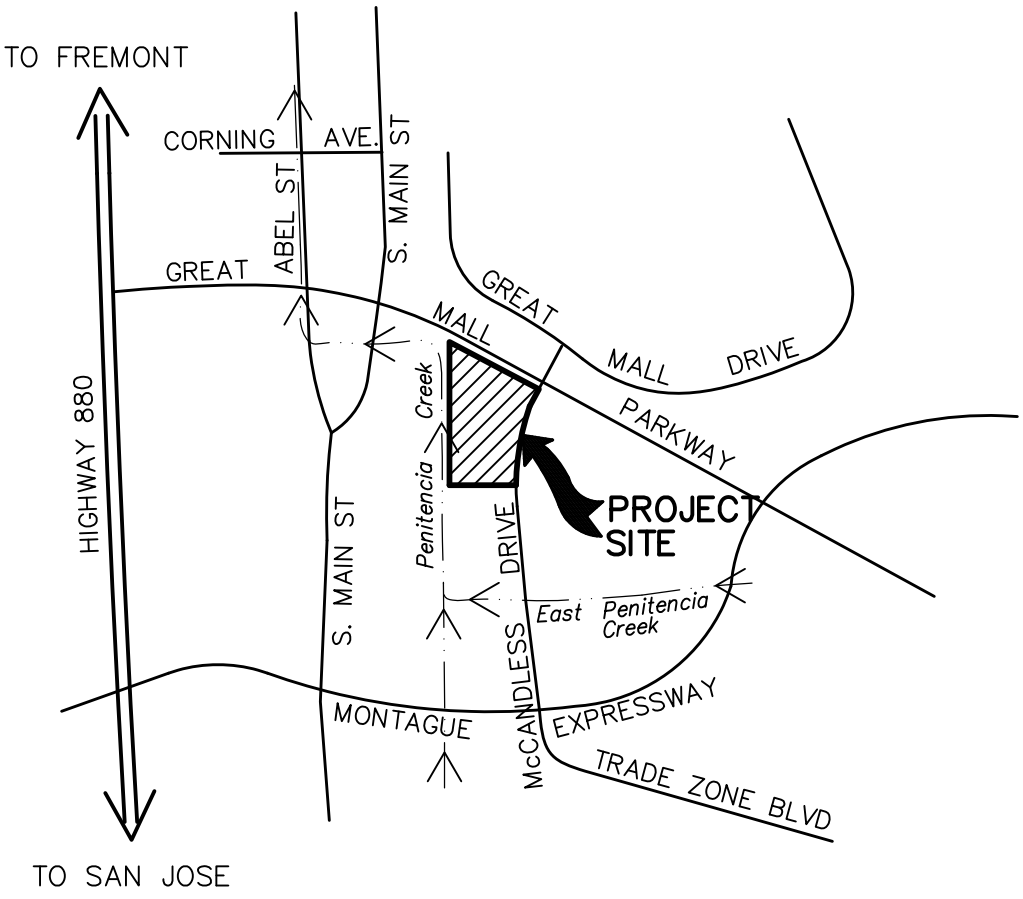

FIGURE 1
STORM WATER CONTROL PLAN
VICINITY MAP

DISTRICT 1 – BUILDING 1

MILPITAS, CALIFORNIA

JUNE 2015

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ■ PLANNERS ■ SURVEYORS
8055 CAMINO ARROYO GILROY, CA 95020
PHONE: (408) 848-0300 FAX: (408) 848-0302

1 Project Information

1.1 Purpose of the Report

The City of Milpitas requires all new projects, major developments, and redevelopment projects to comply with the "C.3 Stormwater Handbook" prepared by the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP). The guidelines been developed to comply with the current *National Pollutant Discharge Elimination System* (NPDES) *Stormwater Discharge Permit* (Permit) as issued by the San Francisco Regional Water Quality Control Board.

The guidelines require qualifying developments to apply Low Impact Development (LID) techniques to the maximum extent practicable to minimize the impacts of urban runoff on receiving waters and to promote healthy watersheds. These developments are also required to prepare a *Stormwater Control Plan* (SWCP) to detail how runoff and associated water quality impacts resulting from the development will be controlled or managed. The SWCP is, at a minimum, required to provide the following information:

- Project description and location
- Description of facility activity and pollutants of concern
- Topographic base map and site plan, including drainage areas and BMP locations
- BMP description and calculations
- Site specific soils information
- Post-construction BMP maintenance schedule

This SWCP is prepared by Ruggeri-Jensen-Azar & Associates (Engineer) for Lyon Communities (Owner) for The District 1, Building 1 Project. This SWCP shall be used for the sole purpose of providing guidance in the preparation, implementation, and on-going maintenance of post-construction Stormwater Control BMP's.

1.2 Site Description

This project is located in the southwestern part of the City of Milpitas, at the intersection of Great Mall Parkway and McCandless Drive, between Penitencia Creek and McCandless Drive (see Figure 1). The project is located within the Milpitas Transit Area Specific Plan area. The project consists of a multi-story mixed use building and parking structure. A new 7 story building, with parking structure, approximately 50,700 SF of ground level commercial/retail area and 372 upper level residential apartment units. The site improvements also include a new parking lot, medians, enhanced pavement, sidewalks, open space, utilities and landscaping. The total project area consists of 5.02 acres, plus an additional city owned 0.68 city owned parcel that will be developed and used by this project for parking lot uses. For SWCP purposes, the total storm water treatment area is approximately 7.00-acres. Refer to Table 1.1 for additional project information.

Table 1.1 – General Project Information	
Project Information	**Description**
Project Name	The District Building 1
Applicant	Lyon Communities 4901 Birch Street Newport Beach, CA 92660 Contact: John E. Townsend (949) 838-1206
Project Address	1315 McCandless Drive
APN	086-33-092
Current Zoning	TASP – Very High Density Mixed Use
Existing Land Use	Industrial Park
Proposed Land Use	Mixed-Use
Project Size	5.96 acres (onsite). 0.68 acres (city right of way)
Total Percent Impervious	85%
Building Type & Use	7 Story Mixed Use Building (Wrap style building) (372 apartment units & 50,744-sf rentable retail space)
Type & Location of Parking	Outdoor parking lot and 7-story parking structure
Site Landscaping	Landscaped paseos, planter boxes, multi-use trail.
Home Owners Association/Property Management Firm	Lyon Communities
Food Preparation, Cooking, & Eating Areas	All food service/retail areas will have separate grease waste lines and grease waste interceptors connected to the sanitary sewer system.
Outdoor Material Storage Areas	n/a
Waste Generation, Car Wash, Repair, & Fueling	Trash rooms are located inside the building, covered, and floor drains are connected to the sanitary sewer system.

1.3 Existing Site Conditions

The site is currently a vacant and demolished (2013) commercial/office lot. The project lot is currently paved and the building foundation remains as remnants of a previous office building (approximately 76,000-sf and parking lot). The site is bounded by Great Mall Parkway immediately to the north, McCandless Drive to the east, Penitencia Creek to the west, and a vacant demolished commercial lot to the south. The existing site topography is generally level with slopes averaging 0.2% to 1.0%. Runoff discharges to the public storm drain system in McCandless Drive and to a 33-inch diameter storm drain discharging to Penitencia Creek to the west. Penitencia Creek is tributary to the Coyote Creek watershed and, ultimately, San Francisco Bay, approximately 4-miles downstream of the project. See Figure 2 for the existing site conditions.

The National Soil Conservation Service (NRCS) has classified the site soils as Urbanland-Hangerone, Urbanland-Campbell, and Urbanland-Newpark with zero to two percent slopes. The Hydrologic Soil Group for this type of soil is documented as Class D with very slow saturated hydraulic conductivities in the range of 0.06 to 0.6 inches per hour. Engeo, Inc. performed a geotechnical assessment of the site in January 17, 2012. The assessment identified the site soils as highly expansive fat to lean clay with 64%-99% fines in the surface soils. Groundwater was encountered in borings between 8-feet and 20-feet below ground surface. Site specific infiltration tests have not been performed for the project. However, the Geotechnical Report indicated that site soils are expected to have a low permeability value and storm water infiltration will be limited. A complete geotechnical and soils investigation report is available at City of Milpitas offices.

1.4 Opportunities and Constraints for Stormwater Control

The following is a summary of opportunities for stormwater quality:

- Existing Site BMPs – Stormwater BMPs are not present at the project site. Redevelopment of the project site and incorporation of stormwater BMPs will provide an immediate improvement to downstream water quality.
- Landscaping – The project incorporates active and passive landscaping around the buildings, providing opportunity for incorporating BMPs and micro-retention in new landscape areas.
- Impervious Surface – The project seeks to minimize impervious surface by using alternative paving materials and reduced parking lot dimensions where feasible. In addition, redevelopment of the existing site results in a reduction in total site impervious surface area and corresponding storm water runoff.
- Home Owners Associations (HOA) – The project will be managed by an HOA, which allows for consistent maintenance of stormwater facilities. The HOA can also provide educational information to future residents regarding water quality and BMPs, and implement CC&R's to control the generation and movement of stormwater pollutants.

The following is a summary of constraints for stormwater quality:

- Soil Conditions – Site soils consist of highly expansive clay with Class D hydrologic soil group classification. This type of soil not allow for effective infiltration of stormwater, so all landscape based BMPs shall be lined and outfitted with a subdrain system. The expansive soil also limits the discharge of runoff adjacent to structures and pavement to protect against heaving and cracking.
- Groundwater – Groundwater was encountered above 10-feet below ground surface in some locations at the project site. Infiltration of stormwater runoff will not be allowed due to the high water table, so all landscape based BMPs shall be lined and outfitted with a subdrain system.
- Site Density – The project is a high density urban redevelopment project, which limits the amount of available space to incorporate BMPs. While the proposed improvements enhance landscaping areas, the orientation and distribution of landscaping may not always allow for efficient incorporation of traditional BMPs.
- Flood Conditions – The project is located within FEMA Flood Zone AO (100-year flood area with 1-ft average depths). A flood study was prepared for the project to establish effective floodways through the development. As a result, the buildings are raised above the surrounding improvements, and retaining walls and grading slopes incorporated around the buildings. This reduces the amount of effective landscape area that can be used for BMPs.

1.5 Hydrograph Modification Management Requirements

The project is located in an area that is over 90% built-out with greater than 65% impervious area. Therefore, the project is not required to create a Hydrograph Modification Management Plan, per Appendix E-2 of the SCVURPPP Handbook.

1.6 Infiltration and Rainwater Harvesting Feasibility

The San Francisco Regional Water Quality Control Board (Board) places a high priority on infiltration, evapotranspiration, and rainwater harvesting as methods to manage stormwater as part of the recent NPDES Permit issued on October 14, 2009. In response to this permit, the Bay Area Stormwater Management Agencies Association (BASMAA) submitted a "Harvest and Use, Infiltration and Evapotranspiration Feasibility/Infeasibility Criteria Report" to the Board in 2011. This report outlines criteria for when infiltration/evapotranspiration and rainwater harvesting are infeasible for a project. In the event that both infiltration/evapotranspiration and rainwater harvesting are infeasible, a project is only required to implement biotreatment while maximizing infiltration opportunities. The Board has accepted this report, and as a result, requires all agencies to track the feasibility through a worksheet/checklist method and submit all findings to the Board. SCVURPPP has prepared worksheet procedures for use in determining the feasibility of infiltration/evapotranspiration and rainwater

harvesting on a project specific basis.

The completed feasibility worksheets are provided in Appendix B. Infiltration is considered infeasible since site soils have a hydraulic conductivity less than 1.6 inches/hour and are classified as Hydrologic Soil Group D. Rainwater Harvesting is considered infeasible because recycled water service is available at the project and recycled water will be used to irrigate all landscaping.

1.7 Special Project Eligibility

The San Francisco Regional Water Quality Control Board (Board) allows LID credits for three categories of "Smart Growth" development, specifically urban infill, high-density, and transit oriented developments projects, called "Special Projects". Special Projects were approved because, when considered at the watershed level, smart growth development projects can either reduce existing impervious surfaces, or create less "accessory" impervious areas and automobile-related pollutant impacts. The conclusion was that these types of projects were recognized by the Water Board as having an inherent water quality and other environmental benefits.

Projects that receive LID treatment reduction credits are allowed to use specific types of non-LID treatment, if the use of LID treatment is first evaluated and determined to be infeasible. The LID treatment reduction credit is applied to the project as a percentage of total impervious surface area allowed to be managed by non-LID treatment facilities. The types of non-LID treatment facilities that may be used are:

- High flow-rate media filters, and
- High flow-rate tree well filters.

The SCVURPPP prepared worksheet procedures for use in determining project eligibility for Special Project status and corresponding LID treatment reduction credits. The completed worksheet is provided in Appendix C. The District 1, Building 1 project is **NOT** eligible for Special Project status.

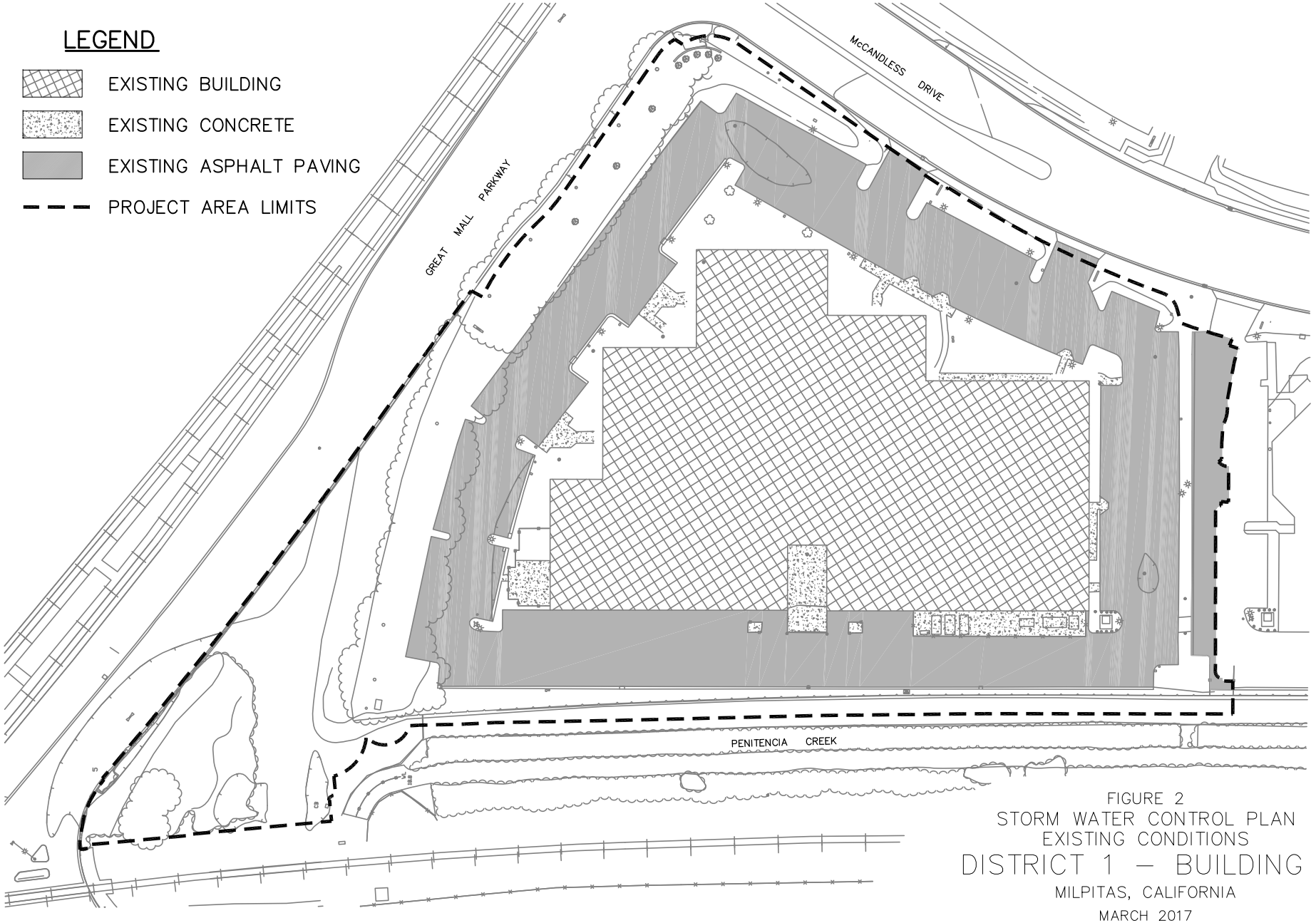

FIGURE 2
STORM WATER CONTROL PLAN
EXISTING CONDITIONS
DISTRICT 1 – BUILDING 1
MILPITAS, CALIFORNIA
MARCH 2017

TOTAL PROJECT AREA: 259,600 SF (5.96 AC)
TOTAL IMPERVIOUS SURFACE: 170,000 SF (3.90 AC, 65%)

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2 Stormwater Treatment Evaluation

The Project is not significantly increasing impervious surfaces from the existing condition since it is redeveloping an existing industrial/office complex. However, the high-density urban nature of the project means there is a high percentage of impervious surface, which has the potential to impact water quality by concentrating and transporting pollutants to downstream receiving waters.

Stormwater Best Management Practices (BMPs) including Low Impact Development (LID) site design strategies, Integrated Management Practices, and source controls will be used to reduce runoff volume, peak flow, and pollutant loadings. All BMP's selected for the Project shall comply with the City's Guidelines.

2.1 LID Site Design Strategies

The project implements a "Start at the Source" design through the use of LID site planning and design techniques. The following LID strategies are being used to the maximum extent practicable (MEP) to comply with stormwater control requirements:

- Limit Impervious Surfaces – The following site design measures are used to limit impervious surface to the MEP:
  - Standard parking stall widths are reduced to 8.75-ft, and 16 compact parking stalls are provided in order to reduce pavement surface.
  - Turf Block pavement is used in the Emergency Vehicle Access along the west side of the building.
  - The building design includes four internal courtyards open to the sky, which will incorporate landscaping areas to encourage evapotranspiration.
- Disconnect Impervious Surfaces – The project seeks to disconnect impervious surface to the MEP by directing impervious surface runoff and roof downspouts to landscape based BMPs.
- Incorporate Self-retaining Areas – The project incorporates self-retaining areas to the MEP by designing micro-retention into landscaping areas. The landscaping areas are designed with a concave shape and a minimum 2-inch ponding depth. Micro-retention has the benefit of reducing runoff volume while minimizing prolonged ponding and vector issues.
- Use of pumps for low flow design – The site design constraints and flat topography require the use of low flow pumps to divert stormwater runoff from various areas within the site, and pump the water to biotreatment areas. The areas receiving the "pumped" water are large open landscaped areas, which offer the most benefit for treatment.
- Landscaping Design – The project incorporates large canopy trees and shrubs where possible to promote evapotranspiration and to provide shade. The project also

incorporates drought resistant plants and efficient irrigation methods to minimize water use and avoid nuisance water as a result of excessive irrigation.

- Water Conservation – McCandless Drive contains an active 12-inch recycled water main. The project will install recycled water services for use in supplying water for landscape irrigation.
- Preserve Existing Open Space – The project preserves approximately 4,300-sf of existing open space in addition to providing large-linear open space areas along the a multi-use trail as well as other large open space buffers around the building.
- Source Control – The project reduces contact between stormwater runoff and pollutants through the use of Source Control measures (see Section 4).

2.2 Treatment Control BMPs

Due to the opportunities and constraints identified in Section 1.4 of this SWCP, the treatment control BMPs described in Table 2.1 has been selected for use in this project. As mentioned previously, micro-detention in landscape areas is also incorporated to provide additional benefits.

Table 2.1 – Selected Treatment Control BMPs

BMP	Description
Bioretention – Landscape Detention	A depressed vegetated area with porous engineered soils and subdrain system that captures, treats, and infiltrates stormwater runoff. They are suitable for removal of sediment, nutrients, trash, metals, bacteria, oil and grease, and organics. They will be used to capture and treat runoff from parking areas, building rooftops and landscaping.
Bioretention – Pumps	An underground pump collects site runoff and "lifts" water or diverts water by means of a pressure line to a designated large biotreatment area. Since the site topography and grading does not allow to direct water by gravity to the designated biotreatment areas, the use of pumps allows the site the maximum potential to treat water in the largest treatment areas offering the maximum treatment capacities. Two pumps were added to the project because of grading constraints and not being able to surface gravity runoff to the desired treatment areas. One pump is located on the south east corner of the building. Runoff surface flows and collected by storm drain pipes, outfalling into the pump vault, and water pumped to a biotreatment area immediately to the west of the pump location. A second pump is located on the north west corner of the building and collects runoff from the westerly portion of the building. Runoff is collected in storm drain pipes, outfalling into the pump vault, and water pumped to treatment areas along the north portion of the project. See Appendix G and H for treatment area details. The pumps are low flow capacity pumps, compact, and are housed in a 6' diameter commercially available vault. The storm drain pumps are designed to convey only the "low flows or "water quality" flows. The large flows (non water quality flows) will be bypassed from the pump system and continue downstream of the pump as if the pump was not present. Each pump assembly, inside the vault at each of the two locations, contains a primary pump, a backup secondary pump, and four floats. The "on" and "off" pump operations and sequences are controlled by the four floats set in accordance with the manufacturer's recommendations. The floats are controlled by the rising or lowering of the water elevation inside the pump wet well, which in turn control the pump "on" and "off" sequences. The floats are also positioned according the flow and volume design criteria for storm water quality treatment. These flows are calculated based on two times the project 85th percentile hourly rainfall intensity for flow based design (0.18 in/hr) and the

3.2 BMP Sizing Calculations

All BMPs shall be sized according to the SCVURPPP Handbook. A summary of the drainage area BMP sizing calculations are provided in Table 3.1. The complete BMP calculations and details are provided in Appendix F.

3.3 Source Control Measures

The following stormwater source control measures are anticipated to be implemented with the Project:

Table 3.1 – Selected Source Control Measures

Potential Source	BMP Description
Education	Property owner is responsible to provide practical information and materials to the employees and tenants on general practices that contribute to the protection of storm water quality. Materials shall include: • Chemical use guidelines and restrictions on the property. • The proper handling of material such as fertilizers, pesticides, and cleaning solutions. • The environmental and legal impacts of illegal dumping of harmful substances into storm drains and sewers. • Hazardous waste collection programs. • Proper procedures for spill prevention and clean up. • Proper storage of materials that pose pollution risks to local waters. • Carpooling programs and public transportation alternatives to driving.
Landscape Management	Ongoing management consistent with the CASQA *Stormwater Best Management Practice Handbook: New Development and Redevelopment* BMPs SD-10 & SD-12, including limiting pesticide and fertilizer usage and minimizing irrigation and runoff.
BMP Maintenance	Property owner is responsible for the inspection and maintenance of structural BMPs consistent with this SWCP and the City of Milpitas Guidelines. (See Section 5)
Litter Control	Litter shall be routinely picked up and properly disposed. If necessary, signage shall be installed to discourage littering.
Employee Training	Property owner is responsible for training employees or hiring an outside consultant to properly implement this SWCP.
Drain Inlet Inspection	All inlets shall be marked with "No Dumping Drains to Bay" or similar message. Property owner is responsible for inspection and maintenance of all privately owned drain inlets.
Street Sweeping	Streets and parking areas will be swept weekly, weather permitting, and prior to the rainy season.
Vehicle Washing	Vehicle washing shall be strictly prohibited onsite.
Vehicle Fueling	Vehicle fueling shall be strictly prohibited onsite.
Outdoor Pesticide Use	Where possible, pest resistant plants will be used. Planting for swales will be selected to be appropriate for the soil and moisture conditions. Landscaping is to be maintained using integrated pest management principles with minimal or no use of pesticides.
Outdoor Trash Enclosures	Outdoor trash enclosures shall be covered and equipped with a drain inlet connected to the sanitary sewer system.

Table 3.1 – Selected Source Control Measures (cont.)	
Potential Source	**BMP Description**
Delivery Area/Loading Docks	Delivery areas and loading docks shall be covered and equipped with a drain inlet connected to the sanitary sewer system.
Outdoor Material Storage	Outdoor material storage shall be strictly prohibited onsite. All stored materials shall be sufficiently covered.
Fire Sprinklers	Sprinkler tests will drain to landscape treatment areas before entering the storm drain system.

3.4 Permitting and Code Compliance

There are no known conflicts between this SWCP and the City of Milpitas ordinances or policies. If any conflicts are found, the City's ordinances and policies will take precedence.

3.5 BMP Operation and Maintenance Plan – See Appendix I

4 Certification

SWCP Certification

The selection, sizing, and design of Stormwater BMPs and other control measures in this SWCP meet the requirements of the Regional Water Quality Control Board Order R2-2009-0074, as amended.

Owner/Developer Signature	Date
Owner/Developer Name and Title	Telephone Number
Engineer Signature	Date
Engineer Name and Title	Telephone Number

As-Constructed Confirmation

The *Engineer* confirms that this Stormwater Control Plan has been built and implemented per the approved Civil Engineer construction plans.

Owner/Developer Signature	Date
Owner/Developer Name and Title	Telephone Number
Engineer Signature	Date
Engineer Name and Title	Telephone Number

Appendix A

Provision C.3 Data Form

City of Milpitas – Stormwater Requirements C.3 Data Form

Santa Clara Valley Urban Run-Off Pollution Prevention Program

Which Projects Must Comply with Stormwater Requirements?

All projects that create and/or replace **10,000 sq. ft.** or more of impervious surface on the project site must fill out this worksheet and submit it with the development project application.

All restaurants, auto service facilities, retail gasoline outlets, and uncovered parking lot projects (stand-alone or part of another development project, including the top uncovered portion of parking structures) that create and/or replace **5,000 sq. ft.** or more of impervious surface on the project site must also fill out this worksheet.

Interior remodeling projects, routine maintenance or repair projects such as re-roofing and re-paving, and single family homes that are not part of a larger plan of development are **NOT** required to complete this worksheet.

What is an Impervious Surface?

An impervious surface is a surface covering or pavement that prevents the land's natural ability to absorb and infiltrate rainfall/stormwater. Impervious surfaces include, but are not limited to rooftops, walkways, paved patios, driveways, parking lots, storage areas, impervious concrete and asphalt, and any other continuous watertight pavement or covering. Pervious pavement, underlain with pervious soil or pervious storage material (e.g., drain rock), that infiltrates rainfall at a rate equal to or greater than surrounding unpaved areas OR that stores and infiltrates the water quality design volume specified in Provision C.3.d of the Municipal Regional Stormwater Permit (MRP) is not considered an impervious surface.

For More Information

For more information regarding selection of Best Management Practices for stormwater pollution prevention or stormwater treatment in Santa Clara County: http://www.scvurppp-w2k.com/c3_handbook_2012.shtml

1. Project Information

Project Name: _____ **APN #** _____

Project Address: _____

Cross Streets: _____

Applicant/Developer Name: _____

Project Phase(s): _____**of**_____ **Engineer:** _____

Project Type (Check all that apply): ☐ New Development ☐ Redevelopment

☐ Residential ☐ Commercial ☐ Industrial ☐ Mixed Use ☐ Public ☐ Institutional

☐ Restaurant ☐ Uncovered Parking ☐ Retail Gas Outlet ☐ Auto Service (SIC code)_____
(5013-5014, 5541, 7532-7534, 7536-7539)

☐ Other _____

Project Description: _____

_____

_____

Project Watershed/Receiving Water (creek, river, or bay): _____

2. Project Size - LOT 1

a. Total Site Area: _____acre	b. Total Site Area Disturbed: _____ acre (including clearing, grading, or excavating)			
	Existing Area (ft^2)	Proposed Area (ft^2)		Total Post-Project Area (ft^2)
		Replaced	New	
Impervious Area				
Roof				
Parking				
Sidewalks and Streets				
c. Total Impervious Area				
d. Total new and replaced impervious area				
Pervious Area				
Landscaping				
Pervious Paving				
Other (e.g. Green Roof)				
e. Total Pervious Area				
f. Percent Replacement of Impervious Area in Redevelopment Projects (Replaced Total Impervious Area ÷ Existing Total Impervious Area) x 100% = _____%				

3. State Construction General Permit Applicability:

a. Is #2.b. equal to one acre or more?

☐ Yes, applicant must obtain coverage under the State Construction General Permit (i.e., file a Notice of Intent and prepare a Stormwater Pollution Prevention Plan) (see www.swrcb.ca.gov/water_issues/programs/stormwater/construction.shtml for details).

☐ No, applicant does not need coverage under the State Construction General Permit.

4. MRP Provision C.3 Applicability:

a. Is #2.d. equal to **10,000** sq. ft. or more, or **5,000** sq. ft. or more for restaurants, auto service facilities, retail gas outlets, and uncovered parking?

☐ Yes, C.3. source control, site design, and treatment requirements apply.

☐ No, C.3. source control and site design requirements may apply – check with local agency

b. Is #2.f. equal to 50% or more?

☐ Yes, C.3. requirements (site design, source control, as appropriate, and stormwater treatment) apply to entire site.

☐ No, C.3. requirements only apply to impervious area created and/or replaced.

5. Hydromodification Management (HM) Applicability:

a. Does project create and/or replace one acre or more of impervious surface AND is the total post-project impervious area greater than the pre-project (existing) impervious area?

☐ Yes (continue) ☐ No – exempt from HM, go to page 3

b. Is the project located in an area of HM applicability (green area) on the HM Applicability Map? (www.scvurppp-w2k.com/hmp_maps.htm)

☐ Yes, project must implement HM requirements

☐ No, project is exempt from HM requirements

6. Selection of Specific Stormwater Control Measures: - LOT 1

Site Design Measures

- ❑ Minimize land disturbed
- ❑ Minimize impervious surfaces
- ❑ Minimum-impact street or parking lot design
- ❑ Cluster structures/ pavement
- ❑ Disconnected downspouts
- ❑ Pervious pavement
- ❑ Green roof
- ❑ Microdetention in landscape
- ❑ Other self-treating area
- ❑ Self-retaining area
- ❑ Rainwater harvesting and use (e.g., rain barrel, cistern connected to roof drains) [1]
- ❑ Preserved open space: _____ ac. or sq. ft .(circle one)
- ❑ Protected riparian and wetland areas/buffers (Setback from top of bank: _____ft.)
- ❑ Other _____

Source Control Measures

- ❑ Alternative building materials
- ❑ Wash area/racks, drain to sanitary sewer[2]
- ❑ Covered dumpster area, drain to sanitary sewer[2]
- ❑ Sanitary sewer connection or accessible cleanout for swimming pool/spa/fountain[2]
- ❑ Beneficial landscaping (minimize irrigation, runoff, pesticides and fertilizers; promotes treatment)
- ❑ Outdoor material storage protection
- ❑ Covers, drains for loading docks, maintenance bays, fueling areas
- ❑ Maintenance (pavement sweeping, catch basin cleaning, good housekeeping)
- ❑ Storm drain labeling
- ❑ Other _____

Treatment Systems

- ❑ None (all impervious surface drains to self-retaining areas)

LID Treatment

- ❑ Rainwater harvest and use (e.g., cistern or rain barrel sized for C.3.d treatment)
- ❑ Infiltration basin
- ❑ Infiltration trench
- ❑ Exfiltration trench
- ❑ Underground detention and infiltration system (e.g. pervious pavement drain rock, large diameter conduit)

Biotreatment [3]

- ❑ Bioretention area
- ❑ Flow-through planter
- ❑ Tree box with bioretention soils
- ❑ Other _____

Other Treatment Methods

- ❑ Proprietary tree box filter[4]
- ❑ Media filter (sand, compost, or proprietary media)[4]
- ❑ Vegetated filter strip[5]
- ❑ Dry detention basin[5]
- ❑ Other _____

Flow Duration Controls for Hydromodification Management (HM)

- ❑ Detention basin
- ❑ Underground tank or vault
- ❑ Bioretention with outlet control
- ❑ Other _____

[1] Optional site design measure; does not have to be sized to comply with Provision C.3.d treatment requirements.
[2] Subject to sanitary sewer authority requirements.
[3] Biotreatment measures are allowed only with completed feasibility analysis showing that infiltration and rainwater harvest and use are infeasible.
[4] These treatment measures are only allowed if the project qualifies as a "Special Project".
[5] These treatment measures are only allowed as part of a multi-step treatment process.

7. Treatment System Sizing for Projects with Treatment Requirements - LOT 1

Indicate the hydraulic sizing criteria used and provide the calculated design flow or volume:

Treatment System Component	Hydraulic Sizing Criteria Used[3]	Design Flow or Volume (cfs or cu.ft.)

[3]Key: 1a: Volume – WEF Method
1b: Volume – CASQA BMP Handbook Method
2a: Flow – Factored Flood Flow Method
2b: Flow – CASQA BMP Handbook Method
2c: Flow – Uniform Intensity Method
3: Combination Flow and Volume Design Basis

8. Alternative Certification: Was the treatment system sizing and design reviewed by a qualified third-party professional that is not a member of the project team or agency staff?

☐ Yes ☐ No Name of Reviewer: _____

9. Operation & Maintenance Information

A. Property Owner's Name: _____

B. Responsible Party for Stormwater Treatment/Hydromodification Control O&M:

a. Name: _____
b. Address: _____
c. Phone/E-mail: _____

This section to be completed by City of Milpitas staff.

O&M Responsibility Mechanism

Indicate how responsibility for O&M is assured. Check all that apply:

☐ O&M Agreement

☐ Other mechanism that assigns responsibility (describe below):

_____

_____

Reviewed:

Planning Department	**Public Works Department**
Planning Division: _____	Land Development: _____
Other (Specify): _____	Other (Specify): _____

Appendix B

Infiltration/Harvesting infeasibility worksheet

Infiltration/Harvesting and Use Feasibility Screening Worksheet

Apply these screening criteria for C.3 Regulated Projects required to implement Provision C.3 stormwater treatment requirements. See the Glossary (Attachment 1) for definitions of terms marked with an asterisk (*). Contact municipal staff to determine whether the project meets Special Project* criteria. If the project meets Special Project criteria, it may receive LID treatment reduction credits.*

1. Applicant Info

Site Address: _____, CA APN: _____

Applicant Name: _____ Phone No.: _____

Mailing Address: _____

2. Feasibility Screening for Infiltration

Do site soils either (a) have a saturated hydraulic conductivity* (Ksat) that will NOT allow infiltration of 80% of the annual runoff (that is, the Ksat is LESS than 1.6 inches/hour), or, if the Ksat rate is not available, (b) consist of Type C or D soils?[1]

☐ Yes (continue) ☐ No – complete the Infiltration Feasibility Worksheet. If infiltration of the C.3.d amount of runoff is found to be feasible, there is no need to complete the rest of this screening worksheet.

3. Recycled Water Use

Check the box if the project is installing and using a recycled water plumbing system for non-potable water use.

☐ The project is installing a recycled water plumbing system, and installation of a second non-potable water system for harvested rainwater is impractical, and considered infeasible due to cost considerations. Skip to Section 6.

4. Calculate the Potential Rainwater Capture Area* for Screening of Harvesting and Use

Complete this section for the entire project area. If rainwater harvesting and use is infeasible for the entire site, and the project includes one or more buildings that each have an individual roof area of 10,000 sq. ft. or more, then complete Sections 4 and 5 of this form for each of these buildings.

4.1 Table 1 for (check one): ☐ The whole project ☐ Area of 1 building roof (10,000 sq.ft. min.)

Table 1: Calculation of the Potential Rainwater Capture Area*

The Potential Rainwater Capture Area may consist of either the entire project area or one building with a roof area of 10,000 sq. ft. or more.

	1	2	3	4
	Pre-Project Impervious surface[2] (sq.ft.), if applicable	Proposed Impervious Surface[2] (IS), in sq. ft.		Post-project landscaping (sq.ft.), if applicable
		Replaced[3] IS	Created[4] IS	
a. Enter the totals for the area to be evaluated:				
b. Sum of replaced and created impervious surface:	N/A			N/A
c. Area of existing impervious surface that will NOT be replaced by the project.		N/A		N/A

[1] Base this response on the site-specific soil report, if available. If this is not available, consult soil hydraulic conductivity maps in Attachment 3.
[2], Enter the total of all impervious surfaces, including the building footprint, driveway(s), patio(s), impervious deck(s), unroofed porch(es), uncovered parking lot (including top deck of parking structure), impervious trails, miscellaneous paving or structures, and off-lot impervious surface (new, contiguous impervious surface created from road projects, including sidewalks and/or bike lanes built as part of new street). Impervious surfaces do NOT include vegetated roofs or pervious pavement that stores and infiltrates rainfall at a rate equal to immediately surrounding, unpaved landscaped areas, or that stores and infiltrates the C.3.d amount of runoff*.
[3] "Replaced" means that the project will install impervious surface where existing impervious surface is removed.
[4] "Created" means the project will install new impervious surface where there is currently no impervious surface.
* For definitions, see Glossary (Attachment 1).

4.2 Answer this question ONLY if you are completing this section for the entire project area. If existing impervious surface will be replaced by the project, does the area to be replaced equal 50% or more of the existing area of impervious surface? *(Refer to Table 1, Row "a". Is the area in Column 2 > 50% of Column 1?)*

☐ Yes, C.3. stormwater treatment requirements apply to areas of impervious surface that will remain in place as well as the area created and/or replaced. This is known as the 50% rule.

☐ No, C.3. requirements apply only to the impervious area created and/or replaced.

4.3 Enter the square footage of the Potential Rainwater Capture Area*. If you are evaluating only the roof area of a building, or you answered "no" to Question 4.2, this amount is from Row "b" in Table 1. If you answered "yes" to Question 4.2, this amount is the sum of Rows "b" and "c" in Table 1.:

_____ square feet.

4.4 Convert the measurement of the Potential Rainwater Capture Area* from square feet to acres (divide the amount in Item 4.3 by 43,560):

_____ acres.

5. Feasibility Screening for Rainwater Harvesting and Use

5.1 Use of harvested rainwater for landscape irrigation:

Is the onsite landscaping LESS than 2.5 times the size of the Potential Rainwater Capture Area* (Item 4.3)? (Note that the landscape area(s) would have to be contiguous and within the same Drainage Management Area to use harvested rainwater for irrigation via gravity flow.)

☐ Yes (continue) ☐ No – Direct runoff from impervious areas to self-retaining areas* OR refer to Table 11 and the curves in Appendix F of the LID Feasibility Report to evaluate feasibility of harvesting and using the C.3.d amount of runoff for irrigation.

5.2 Use of harvested rainwater for toilet flushing or non-potable industrial use:

a. Residential Projects: Proposed number of dwelling units:_____
Calculate the dwelling units per impervious acre by dividing the number of dwelling units by the acres of the Potential Rainwater Capture Area* in Item 4.4. Enter the result here:

_____)

Is the number of dwelling units per impervious acre LESS than 100 (assuming 2.7 occupants/unit)?

☐ Yes (continue) ☐ No – complete the Harvest/Use Feasibility Worksheet.

b. Commercial/Industrial Projects: Proposed interior floor area:_____ (sq. ft.)

Calculate the proposed interior floor area (sq.ft.) per acre of impervious surface by *dividing the interior floor area (sq.ft.) by the acres of the Potential Rainwater Capture Area* in Item 4.4. Enter the result here:*

_____

Is the square footage of the interior floor space per impervious acre LESS than 70,000 sq. ft.?

☐ Yes (continue) ☐ No – complete the Harvest/Use Feasibility Worksheet

c. School Projects: Proposed interior floor area:_____ (sq. ft.)

Calculate the proposed interior floor area per acre of impervious surface by *dividing the interior floor area (sq.ft.) by the acres of the Potential Rainwater Capture Area* in Item 4.4 . Enter the result here:*

_____.

Is the square footage of the interior floor space per impervious acre LESS than 21,000 sq. ft.?

☐ Yes (continue) ☐ No – complete the Harvest/Use Feasibility Worksheet

* For definitions, see Glossary (Attachment 1).

d. Mixed Commercial and Residential Use Projects

- Evaluate the residential toilet flushing demand based on the dwelling units per impervious acre for the residential portion of the project, following the instructions in Item 5.2.a, except you will use a prorated acreage of impervious surface, based on the percentage of the project dedicated to residential use.
- Evaluate the commercial toilet flushing demand per impervious acre for the commercial portion of the project, following the instructions in Item 5.2.a, except you will use a prorated acreage of impervious surface, based on the percentage of the project dedicated to commercial use.

e. Industrial Projects: Estimated non-potable water demand (gal/day): _____

Is the non-potable demand LESS than 2,400 gal/day per acre of the Potential Rainwater Capture Area?

☐ Yes (continue) ☐ No – refer to the curves in Appendix F of the LID Feasibility Report to evaluate feasibility of harvesting and using the C.3.d amount of runoff for industrial use.

6. Use of Biotreatment

If only the "Yes" boxes were checked for all questions in Sections 2 and 5, or the project will have a recycled water system for non-potable use (Section 3), then the applicant may use appropriately designed bioretention facilities for compliance with C.3 treatment requirements. The applicant is encouraged to maximize infiltration of stormwater if site conditions allow.

7. Results of Screening Analysis

Based on this screening analysis, the following steps will be taken for the project (check all that apply):

☐ Implement biotreatment measures (such as an appropriately designed bioretention area).

☐ Conduct further analysis of infiltration feasibility by completing the Infiltration Feasibility Worksheet.

☐ Conduct further analysis of rainwater harvesting and use (check one):

- ☐ Complete the Rainwater Harvesting and Use Feasibility Worksheet for:
  - ☐ The entire project
  - ☐ Individual building(s), if applicable, describe:_____
- ☐ Evaluate the feasibility of harvesting and using the C.3.d amount of runoff for irrigation, based on Table 11 and the curves in Appendix F of the LID Feasibility Report
- ☐ Evaluate the feasibility of harvesting and using the C.3.d amount of runoff for non-potable industrial use, based on the curves in Appendix F of the LID Feasibility Report.

* For definitions, see Glossary (Attachment 1).

LID Feasibility Worksheet
Attachment 1: Glossary

Biotreatment

A type of low impact development treatment allowed under Provision C.3.c of the *MRP**, if infiltration, evapotranspiration and rainwater harvesting and use are infeasible. As required by Provision C.3.c.i(2)(vi), biotreatment systems shall be designed to have a surface area no smaller than what is required to accommodate a 5 inches/hour stormwater runoff surface loading rate and shall use biotreatment soil as specified in the biotreatment soil specifications submitted by the MRP co-permittees to the Regional Water Quality Control Board on May 1, 2011, or equivalent.

C.3 Regulated Projects:

Development projects as defined by Provision C.3.b.ii of the *MRP**. This includes public and private projects that create and/or replace 10,000 square feet or more of impervious surface, and restaurants, retail gasoline outlets, auto service facilities, and uncovered parking lots (stand-alone or part of another use) that create and/or replace 5,000 square feet or more of impervious surface. Single family homes that are not part of a larger plan of development are specifically excluded.

C.3.d Amount of Runoff

The amount of stormwater runoff from C.3 Regulated Projects that must receive stormwater treatment, as described by hydraulic sizing criteria in Provision C.3.d of the *MRP**.

Heritage Tree

An individual tree of any size or species given the 'heritage tree' designation as defined by the municipality's tree ordinance or other section of the municipal code.

Infiltration Devices

Infiltration facilities that are deeper that they are wide and designed to infiltrate stormwater runoff into the subsurface and, as designed, bypass the natural groundwater protection afforded by surface soil. These devices include dry wells, injection wells and infiltration trenches (includes French drains).

Infiltration Facilities

A term that refers to both infiltration devices and measures.

Infiltration Measures

Infiltration facilities that are wider than they are deep (e.g., bioinfiltration, infiltration basins and shallow wide infiltration trenches and dry wells).

Low Impact Development (LID) Treatment

Removal of pollutants from stormwater runoff using the following types of stormwater treatment measures: rainwater harvesting and use, infiltration, evapotranspiration, or, where these are infeasible, biotreatment.

Municipal Regional Stormwater Permit (MRP)

The municipal stormwater NPDES permit under which discharges are permitted from municipal separate storm sewer systems throughout the NPDES Phase I jurisdictions within the San Francisco Bay Region.

Potential Rainwater Capture Area

The impervious area from which rainwater may be potentially be captured, if rainwater harvesting and use were implemented for a project. If the entire site is evaluated for rainwater harvesting and use feasibility, this consists of the impervious area of the proposed project; for redevelopment projects that replace 50% or more of the existing impervious surface, it also includes the areas of existing impervious surface that are not modified by the project. If only a roof area or designated impervious area is evaluated for rainwater harvesting and use feasibility, the potential rainwater capture area consists only of the applicable impervious area.

Screening Density

A threshold of density (e.g., number of units or interior floor area) per acre of impervious surface, associated with a certain potential demand for non-potable water, for C.3 regulated projects. The screening density varies by municipality, according to location (see Attachment 2.) If the screening density is met or exceeded, the Rainwater Harvesting and Use Feasibility Worksheet must be completed for the project.

Self-Retaining Area

A portion of a development site designed to retain the first one inch of rainfall (by ponding and infiltration and/or evapotranspiration) without producing stormwater runoff. Self-retaining areas must have at least a 2:1 ratio of contributing area to a self-retaining area and a 3" ponding depth. Self-retaining areas may include graded depressions with landscaping or pervious pavement.

Areas that Contribute Runoff to Self-Retaining Areas are impervious or partially pervious areas that drain to self-retaining areas.

Self-Treating Area

A portion of a development site in which infiltration, evapotranspiration and other natural processes remove pollutants from stormwater. Self-treating areas may include conserved natural open areas, areas of landscaping, green roofs and pervious pavement. Self-treating areas treat only the rain falling on them and do not receive stormwater runoff from other areas.

Special Projects

Certain types of smart growth, high density and transit oriented development projects that are allowed, under Provision C.3.e.ii of the MRP, to receive LID treatment reductions. The specific development project types will be described in an amendment to the MRP, anticipated in Fall 2011.

Total Project Cost

Total project cost includes the construction (labor) and materials cost of the physical improvements proposed; however, it does not include land, transactions, financing, permitting, demolition, or off-site mitigation costs.

LID Feasibility Worksheet
Attachment 2: Toilet-Flushing Demand for Harvested Rainwater[1] Required for Rainwater Harvesting Feasibility per Impervious Acre (IA) [2]

Table 1 - Alameda County:

Rain Gauge[3]	Required Demand (gal/day/IA)[4]	Residential		Office/Retail[5]		Schools[6]	
		No. of residents per IA[7]	Dwelling Units per IA[8]	Employees per IA[9]	Interior Floor Area (sq.ft./IA)[10]	Employees[11] per IA	Interior Floor Area (sq.ft./IA)[12]
Berkeley	5,900	690	255	860	172,000	170	51,000
Dublin	4,100	480	177	590	118,000	120	36,000
Hayward	4,800	560	207	700	140,000	140	42,000
Palo Alto	2,900	340	125	420	84,000	90	27,000
San Jose	2,400	280	103	350	70,000	70	21,000

Table 2 - Santa Clara County:

Rain Gauge[3]	Required Demand (gal/day/IA)[4]	Residential		Office/Retail[5]		Schools[6]	
		No. of residents per IA[7]	Dwelling Units per IA[8]	Employees per IA[9]	Interior Floor Area (sq.ft./IA)[10]	Employees[11] per IA	Interior Floor Area (sq.ft./IA)[12]
Morgan Hill	6,500	760	260	940	188,000	190	57,000
Palo Alto	2,900	340	116	420	84,000	90	27,000
San Jose	2,400	280	96	350	70,000	70	21,000

Table 3 – San Mateo County:

Rain Gauge[3]	Required Demand (gal/day/IA)[4]	Residential		Office/Retail[5]		Schools[6]	
		No. of residents per IA[7]	Dwelling Units per IA[8]	Employees per IA[9]	Interior Floor Area (sq.ft./IA)[10]	Employees[11] per IA	Interior Floor Area (sq.ft./IA)[12]
Palo Alto	2,900	340	124	420	84,000	90	27,000
San Francisco	4,600	530	193	670	134,000	140	42,000
SF Oceanside	4,300	500	182	620	124,000	130	39,000

Table 4 – Contra Costa County:

Rain Gauge[3]	Required Demand (gal/day/IA)[4]	Residential		Office/Retail[5]		Schools[6]	
		No. of residents per IA[7]	Dwelling Units per IA[8]	Employees per IA[9]	Interior Floor Area (sq.ft./IA)[10]	Employees[11] per IA	Interior Floor Area (sq.ft./IA)[12]
Berkeley	5,900	690	254	860	172,000	170	51,000
Brentwood	4,200	490	180	610	122,000	120	36,000
Dublin	4,100	480	176	590	118,000	120	36,000
Martinez	5,900	690	254	860	172,000	170	51,000

Table 5 – Solano County:

Rain Gauge[3]	Required Demand (gal/day/IA)[4]	Residential		Office/Retail[5]		Schools[6]	
		No. of residents per IA[7]	Dwelling Units per IA[8]	Employees per IA[9]	Interior Floor Area (sq.ft./IA)[10]	Employees[11] per IA	Interior Floor Area (sq.ft./IA)[12]
Lake Solano	9,000	1,050	362	1,300	260,000	270	81,000
Martinez	5,900	690	238	860	172,000	170	51,000

Notes:

1. Demand thresholds obtained from the "Harvest and Use, Infiltration and Evapotranspiration Feasibility/Infeasibility Criteria Report" (LID Feasibility Report) submitted to the Regional Water Board on May 1, 2011.
2. Toilet flushing demands assume use of low flow toilets per the California Green Building Code.
3. See Attachment 3 to identify the rain gauge that corresponds to the project site.
4. Required demand per acre of impervious area to achieve 80% capture of the C.3.d runoff volume with the maximum allowable drawdown time for cistern of 50,000 gallons or less, from Table 9 of the LID Feasibility Report.
5. "Office/Retail" includes the following land uses: office or public buildings, hospitals, health care facilities, retail or wholesale stores, and congregate residences.
6. "Schools" includes day care, elementary and secondary schools, colleges, universities, and adult centers.
7. Residential toilet flushing demand identified in Table 10 of the LID Feasibility Report.
8. Residential toilet flushing demand divided by the countywide average number of persons per household (US Census data reported on www.abag.org), as follows: Alameda County: 2.71 persons per household; Santa Clara County: 2.92; San Mateo County: 2.74; Contra Costa County: 2.72; Solano County: 2.90.
9. Office/retail employee toilet flushing demand identified in Table 10 of the LID Feasibility Report.
10. Interior floor area required for rainwater harvest and use feasibility per acre of impervious area is based on the number of employees in Column 5 multiplied by an occupant load factor of 200 square feet per employee (reference: 2010 California Plumbing Code, Chapter 4, Plumbing Fixtures and Fitting Fixtures, Table A, page 62.)
11. School employee toilet flushing demand identified in Table 10 of the LID Feasibility Report. Each school employee represents 1 employee and 5 "visitors" (students and others).
12. Interior floor area required for rainwater harvest and use feasibility per acre of impervious area is based on the number of employees in Column 7 multiplied by 6 to account for visitors, then multiplied by an occupant load factor of 50 square feet per employee (reference: 2010 California Plumbing Code).

Appendix C

Special Projects Worksheet

Special Projects Worksheet

Project Name:

Project Address:

Applicant/Developer Name:

1. "Special Project" Determination:

Special Project Category "A"

Does the project have ALL of the following characteristics?

- ☐ Located in a municipality's designated central business district, downtown core area or downtown core zoning district, neighborhood business district or comparable pedestrian-oriented commercial district, or historic preservation site and/or district[1];
- ☐ Creates and/or replaces 0.5 acres or less of impervious surface;
- ☐ Includes no surface parking, except for incidental parking for emergency vehicle access, ADA access, and passenger or freight loading zones;
- ☐ Has at least 85% coverage of the entire site by permanent structures. The remaining 15% portion of the site may be used for safety access, parking structure entrances, trash and recycling service, utility access, pedestrian connections, public uses, landscaping and stormwater treatment.

☐ No (continue) ☐ Yes – complete Section 2 of the Special Project Worksheet

Special Project Category "B"

Does the project have ALL of the following characteristics?

- ☐ Located in a municipality's designated central business district, downtown core area or downtown core zoning district, neighborhood business district or comparable pedestrian-oriented commercial district, or historic preservation site and/or district[1];
- ☐ Creates and/or replaces an area of impervious surface that is greater than 0.5 acres, and no more than 2.0 acres;
- ☐ Includes no surface parking, except for incidental parking for emergency access, ADA access, and passenger or freight loading zones;
- ☐ Has at least 85% coverage of the entire site by permanent structures. The remaining 15% portion of the site may be used for safety access, parking structure entrances, trash and recycling service, utility access, pedestrian connections, public uses, landscaping and stormwater treatment;
- ☐ Minimum density of either 50 dwelling units per acre (for residential projects) or a Floor Area Ratio (FAR) of 2:1 (for commercial or mixed use projects)

☐ No (continue) ☐ Yes – complete Section 2 of the Special Project Worksheet

Special Project Category "C"

Does the project have ALL of the following characteristics?

- ☐ At least 50% of the project area is within 1/2 mile of an existing or planned transit hub[2] or 100% within a planned Priority Development Area[3];
- ☐ The project is characterized as a non-auto-related use[4]; and
- ☐ Minimum density of either 25 dwelling units per acre (for residential projects) or a Floor Area Ratio (FAR) of 2:1 (for commercial or mixed use projects)

☐ No ☐ Yes – complete Section 2 of the Special Project Worksheet

---

[1] And built as part of a municipality's stated objective to preserve/enhance a pedestrian-oriented type of urban design.

[2] "Transit hub" is defined as a rail, light rail, or commuter rail station, ferry terminal, or bus transfer station served by three or more bus routes. (A bus stop with no supporting services does not qualify.)

[3] A "planned Priority Development Area" is an infill development area formally designated by the Association of Bay Area Government's / Metropolitan Transportation Commission's FOCUS regional planning program.

[4] Category C specifically excludes stand-alone surface parking lots; car dealerships; auto and truck rental facilities with onsite surface storage; fast-food restaurants, banks or pharmacies with drive-through lanes; gas stations; car washes; auto repair and service facilities; or other auto-related project unrelated to the concept of transit oriented development.

2. LID Treatment Reduction Credit Calculation:

Category	Impervious Area Created/Replaced (acres)	Site Coverage (%)	Project Density or FAR	Density/Criteria	Allowable Credit (%)	Applied Credit (%)
A			N.A.	N.A.	100%	
B				Res ≥ 50 DU/ac or FAR ≥ 2:1	50%	
				Res ≥ 75 DU/ac or FAR ≥ 3:1	75%	
				Res ≥ 100 DU/ac or FAR ≥ 4:1	100%	
C				**Location credit (select one)[5]:**		
				Within ¼ mile of transit hub	50%	
				Within ½ mile of transit hub	25%	
				Within a planned PDA	25%	
				Density credit (select one):		
				Res ≥ 30 DU/ac or FAR ≥ 2:1	10%	
				Res ≥ 60 DU/ac or FAR ≥ 4:1	20%	
				Res ≥ 100 DU/ac or FAR ≥ 6:1	30%	
				Parking credit (select one):		
				≥ 10% at-grade surface parking[6]	10%	
				No surface parking	20%	
				TOTAL TOD CREDIT =		

[5] To qualify for the location credit, at least 50% of the project's site must be located within the ¼ mile or ½ mile radius of an existing or planned transit hub, as defined on page 1, footnote 2. A planned transit hub is a station on the MTC's Regional Transit Expansion Program list, per MTC's Resolution 3434 (revised April 2006), which is a regional priority funding plan for future transit stations in the San Francisco Bay Area. To qualify for the PDA location credit, 100% of the project site must be located within a PDA, as defined on page 1, footnote 3.

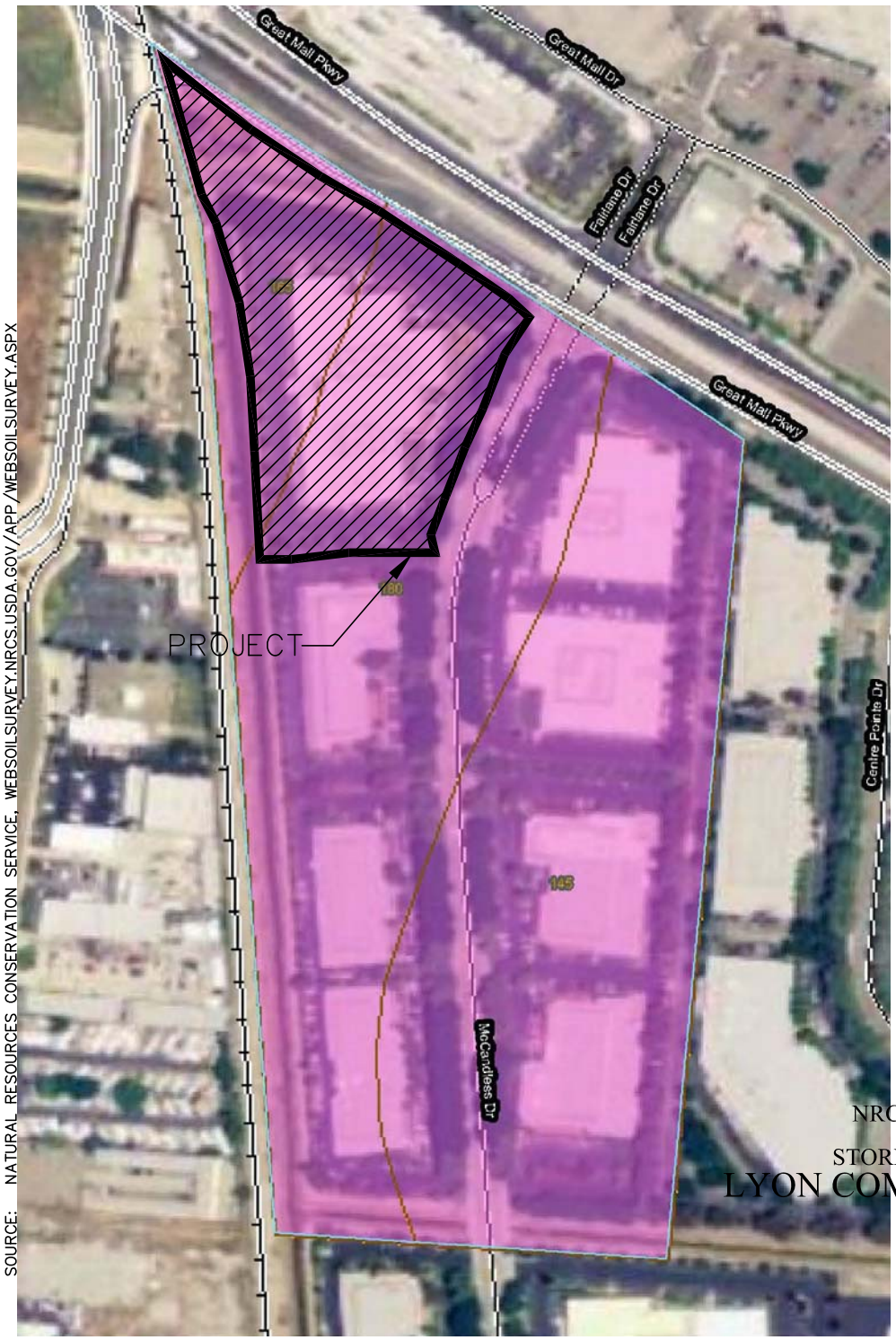
[6] The at-grade surface parking must be treated with LID treatment measures.

Appendix D

Soil Properties

Hydrologic Soil Group— Summary by Map Unit — Santa Clara Area, California, Western Part (CA641)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
145	Urbanland-Hangerone complex, 0 to 2 percent slopes, drained	D	14.5	44.4%
165	Urbanland-Campbell complex, 0 to 2 percent slopes, protected	D	3.8	11.7%
180	Urbanland-Newpark complex, 0 to 2 percent slopes	D	14.4	44.0%

APPROXIMATE SATURATED HYDRAULIC CONDUCTIVITY PER NRCS
= 0.06 INCHES PER HOUR TO 0.6 INCHES PER HOUR (VARIES)



MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Units

Soil Ratings
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Political Features
- Cities

Water Features
- Streams and Canals

N

NOT TO SCALE

SOURCE: NATURAL RESOURCES CONSERVATION SERVICE, WEBSOILSURVEY.NRCS.USDA.GOV/APP/WEBSOILSURVEY.ASPX

FIGURE 3
NRCS SOIL CLASSIFICATION

STORM WATER CONTROL PLAN
LYON COMMUNITIES - DISTRICT 1
MILPITAS, CALIFORNIA

JUNE 2015

RUGGERI-JENSEN-AZAR
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Appendix E

MRP Calculations Worksheet

Section II. Sizing for Volume-Based Treatment Measures, continued

Section II.B. — Sizing Volume-Based Treatment Measures based on the Adapted CASQA Stormwater BMP Handbook Approach

The equation that will be used to size the BMP is:

*Calculation for areas 1 and 5.

BMP Volume = (Correction Factor) × (Unit Storage) × (Drainage Area to the BMP)

Step 1. Determine the drainage area for the BMP, A = 2.19 acres

Step 2. Determine percent imperviousness of the drainage area:

a. Estimate the amount of impervious surface (rooftops, hardscape, streets, and sidewalks, etc.) in the area draining to the BMP: 1.75 acres

b. % impervious area=(amount of impervious area/drainage area for the BMP) × 100
% impervious area= **(Step 2.a/Step 1)** × 100
% impervious area= 80 %

Step 3. Find the mean annual precipitation at the site (MAP_{site}). To do so, estimate where the site is on Figure B-1 and estimate the mean annual precipitation in inches from the rain line (isopleth) nearest to the project site.[6] Interpolate between isopleths if necessary.

MAP_{site} = 14.5 inches

Step 4. Identify the reference rain gage closest to the project site from Table B-2b and record the MAP_{gage}:

MAP_{gage} = 13.9 inches

Table B-2b: Precipitation Data for Three Reference Gages

Reference Rain Gages	Mean Annual Precipitation (MAP_{gage}) (in)
San Jose Airport	13.9
Palo Alto	13.7
Morgan Hill	19.5

[6] Check with the local municipality to determine if more detailed maps are available for locating the site and estimating MAP.

Section II. Sizing for Volume-Based Treatment Measures, continued

Section II.B. —Adapted CASQA Stormwater BMP Handbook Approach (continued)

Step 5 Determine the rain gage correction factor for the precipitation at the site using the information from **Step 3** and **Step 4**.

Correction Factor = MAP_{site} (**Step 3**)/MAP_{gage} (**Step 4**)

Correction Factor = 1.04

Step 6. Identify the representative soil type for the BMP drainage area.

a) Identify from Figure B-1 or from site soils data, the soil type that is representative of the pervious portion of the project shown here in order of increasing infiltration capability:

X Clay (D) ____ Sandy Clay (D) ____ Clay Loam (D)

____ Silt Loam/Loam (B) ____ Not Applicable (100% Impervious)

b) Does the site planning allow for protection of natural areas and associated vegetation and soils so that the soils outside the building footprint are not graded/compacted? N (Y/N)

If your answer is no, and the soil will be compacted during site preparation and grading, the soil's infiltration ability will be decreased. Modify your answer to a soil with a lower infiltration rate (e.g., Silt Loam to Clay Loam or Clay).

Modified soil type:

7. Determine the average slope for the drainage area for the BMP: 0.5 %

8. Determine the unit basin storage volume from sizing curves.

a) Slope ≤ 1%

Use the figure entitled "Unit Basin Volume for 80% Capture, 1% Slope" corresponding to the nearest rain gage: Figure B-2, B-3, or B-4 for San Jose, Palo Alto, or Morgan Hill, respectively. Find the percent imperviousness of the drainage area (see answer to **Step 2**, above) on the x-axis. From there, find the line corresponding to the soil type (from **Step 6**), and obtain the unit basin storage on the y-axis.

Unit Basin Storage for 1% slope ($UBS_{1\%}$) = 0.50 (inches)

b) Slope ≥ 15%

Use the figure entitled "Unit Basin Volume for 80% Capture, 15% Slope" corresponding to the nearest rain gage: Figure B-5, B-6, or B-7 for San Jose, Palo Alto, or Morgan Hill, respectively. Find the percent imperviousness of the drainage area (see answer to **Step 2**, above) on the x-axis. From there, find the line corresponding to the soil type (from **Step 6**), and obtain the unit basin storage on the y-axis.

Unit Basin Storage for 15% slope ($UBS_{15\%}$) = 0.52 (inches)

Section II. Sizing for Volume-Based Treatment Measures, continued

Section II.B. —Adapted CASQA Stormwater BMP Handbook Approach (continued)

c) Slope > 1% and < 15%

Find the unit basin volumes for 1% and 15% using the techniques in **Steps 8.a** and **8.b** and interpolate by applying a slope correction factor per the following formula:

$UBS_x = UBS_{1\%} + (UBS_{15\%} - UBS_{1\%}) \times (X\%-1\%) / (15\% -1\%)$

$= (\textbf{Step 8a}) + (\textbf{Step 8b- Step 8a}) \times (X\%-1\%)/(15\%-1\%)$

$=0.50+(0.52-0.50)x(0.05-0.01)/(0.15-0.01)=0.52$

Where UBS_x = Unit Basin Storage volume for drainage area of intermediate slope, X %

Unit Basin Storage volume (UBS_x) = 0.52 (inches)
(corrected for slope of site)

9. Determine the BMP Design Volume, using the following equation:

Design Volume = Rain Gage Correction Factor × Unit Basin Storage Volume × Drainage Area

Design Volume = (**Step 5**) × (**Step 8**) × (**Step 1**) × 1 foot/12 inch $=1.04x0.52x2.19x(1/12)=0.10$

Design Volume = 0.10 acre-feet

III. Sizing for Flow-based Treatment Measures, continued

Section III.B.—Sizing Flow-Based Treatment Measures based on the CASQA Stormwater BMP Handbook Flow Approach

This method uses the Rational Method equation to determine the design flow:

$$Q=CIA$$ *Calculation for area 2

Where:

Q = the design flow in cubic feet per second (cfs),
C = the drainage area runoff coefficient,
I = the design intensity (in/hr), and
A = the drainage area for the BMP (acres)

Step 1. Determine the drainage area for the BMP, A = 1.65 acres

Step 2. Determine the runoff coefficient, C = 0.64 from Table B-3 or B-4.

It is more accurate to compute an area-weighted "C-factor" based on the surfaces in the drainage area (Table B-3), if possible, than to assume a composite "C-factor" such as those in Table B-4, especially for small drainage areas.

Step 3. Find the mean annual precipitation at the site (MAP_{site}). To do so, estimate where the site is on Figure B-1 and estimate the mean annual precipitation in inches from the rain line (isopleth) nearest to the project site.[8] Interpolate between isopleths if necessary.

MAP_{site} = 14.5 inches

Step 4. Identify the reference rain gage closest to the project site from Table B-2b and record the MAP_{gage}:

MAP_{gage} = 13.9 inches

Table B-2b: Precipitation Data for Three Reference Gages

Reference Rain Gages	Mean Annual Precipitation (MAP_{gage}) (in)
San Jose Airport	13.9
Palo Alto	13.7
Morgan Hill	19.5

[8] Check with the local municipality to determine if more detailed maps are available for locating the site and estimating MAP.

Section III. Sizing for Flow-Based Treatment Measures, continued

Section III.B—CASQA Stormwater BMP Handbook Flow Approach (continued)

Step 5. Determine the rain gage correction factor for the precipitation at the site using the information from **Step 3** and **Step 4**.

Correction Factor = MAP_{site} /MAP_{gage} = (**Step 3**)/(**Step 4**)

Correction Factor = 1.04

Step 6. Select the design rainfall intensity, I, for the rain gage closest to the site from Table B-2c:

Table B-2c: Precipitation Data for Three Reference Gages

Reference Rain Gages	85th Percentile Hourly Rainfall Intensity (in/hr)	Design Rainfall Intensity (I) (in/hr)*
San Jose Airport	0.087	0.17
Palo Alto	0.096	0.19
Morgan Hill	0.12	0.24

*The design intensity is twice the 85th Percentile Hourly Rainfall Intensity.

Design Rainfall Intensity: I = 0.17 in/hr

Step 7. Determine the corrected design rainfall intensity (I) for the site:

Design intensity (site) = Correction factor × Design rainfall intensity for closest rain gage

Design intensity (site) = (**Step 5**) × (**Step 6**) = 0.176 in/hr

Step 8. Determine the design flow (Q) using the Rational Method equation:

$$Q = C \times I \times A$$

$$Q = (\textbf{Step 2}) \times (\textbf{Step 7}) \times (\textbf{Step 1})$$

Q=0.64x0.176x1.65=0.185 acre-in/hr Q = 0.218 acres-in/hr

Design Flow, Q = 0.185 cfs[9]

[9] No conversion factor for correct units is needed for the rational formula because (1 acre-in/hr) X (43,560 sq.ft/acre) X (1ft/12 in) X (1hr/3600 sec) ≈ 1 ft^3/ sec or cfs.

Appendix F

BMP Sizing Calculations

Project Name: McCandless Project - District 1 Building 1
Project Location: Milpitas, CA
Date: 3/9/2017

Project Information

Area =	264,440	ft^2	*Total project area*
Ex Impervious Area =	170,000	ft^2	*Total existing project impervious area*
	64%		*Percent existing impervious area*
Ex Imperv Area To Remain =	0	ft^2	*Total existing impervious surface to remain*
Replaced Imperv Area =	170,000	ft^2	*Total existing impervious surface to be replaced as part of project*
New Imperv Area =	44,240	ft^2	*Total new impervious surface to be installed as part of project*
Total Impervious Area =	214,240	ft^2	*Total project impervious area*
	81%		*Percent impervious area*

Rainfall Design Information

Reference Rain Guage =	San Jose Airport		
MAP_{guage} =	13.9	in	*Reference Rain Guage closest to the project site*
MAP_{site} =	14.5	in	*Mean Annual Precipitation at project site*
CF =	1.04		*Rain Guage correction factor*
$P_{6\ gauge}$ =		in	*Mean storm event precipitation at reference rain gauge*
$I_{85\ gauge}$ =	0.087	in/hr	*85th percentile hourly rainfall intensity at reference rain gauge*
$P_{6\ site}$ =	0.00	in	*Project mean storm event precipitation for volume based design*
$I_{WQ\ site}$ =	0.17	in/hr	*Two times the project 85th percentile hourly rainfall intensity for flow based design*

Soil Type Design Information

Groundwater Depth =	0-10	ft	*Based on SCVWD seasonal high groundwater maps*
Site HSG =	D		*NRCS Hydrologic Soil Group Classification*
Infiltration Rate =	0.1	in/hr	*NRCS documented low saturated hydraulic conductivity*
Safety Factor =	1		
Design Infiltration Rate =	5.0	in/hr	

Project Name: McCandless Project - District 1, Building 1
Project Location: Milpitas, CA
Date: 3/9/2017

F.1-BMP Flow Calculations for Bioretention

		Impervious Surface (SF)				Pervious Surface (SF)						
Drainage Area ID	Area (SF)	Roof	Hardscape	Street	Total	Landscape	Pervious Pavement	Bioretention Basin/Swale	Total	% Impervious	Runoff Coefficient	Design WQ_F (cfs)
1	14,150	1,605	170	5,325	7,100	2,050	2,775	2,225	7,050	50%	0.43	0.025
2	71,955	38,065		13,555	51,620	6,875	11,500	1,960	20,335	72%	0.64	0.185
3	61,730	50,960	5,870	4,650	61,480	250		0	250	100%	0.87	0.216
4	14,155	5,400	5,000	0	10,400	1,985		1,770	3,755	73%	0.65	0.037
5	81,385	50,685	18,445	0	69,130	7,055	5,200	0	12,255	85%	0.76	0.249
6	12,115	0	0	7,960	7,960	2,020	1,825	310	4,155	66%	0.50	0.024
7	4,800	0	2,400	0	2,400	2,400	0	0	2,400	50%	0.45	0.009
8 [2]	4,150	0	0	4,150	4,150	0	0	0	0	100%	0.70	0.012
9 [2]	This is an equivalent area = 4,150 SF treated for Area 8											
Total	***264,440***	***146,715***	***31,885***	***35,640***	***214,240***	***22,635***	***21,300***	***6,265***	***50,200***	***81%***	***0.71***	***0.76***

Notes:
1. Assumes a 5-in/hr maximum BMP loading rate for bioretention soil.
2. Area 8 represents area for a new deceleration lane into the project. The runoff from this area alone could not be seperated from other surrounding areas. Area 9 is an existing - equivalent pavement area that's being treated In-Lieu of Area 8. Area 9 is a well defined area which storwater runoff for this area could be sepearated.

F.2-BMP Summary Table

BMP Area Required[1] (ft^2)	BMP Area Provided (ft^2)	BMP Description
See BMP Volume-Flow Calculations		Bioretention Area-TA1
1,603	1,950	Bioswale-TA2
See BMP Volume-Flow Calculations		Pumped to Bioretention Area-TA3
See BMP Volume-Flow Calculations		Bioretention Area-TA3
See BMP Volume-Flow Calculations		Pumped to Bioretention Area-TA1
211	310	Bioswale-TA4
Self-Treating Area		
101	1950	Part of Bioswale-TA2
See Area 8		

Governing Equations:

$$WQ_F = \frac{CI_{WQ}A}{43{,}200} \text{ cfs}$$

C = *WQ Runoff Coefficient*
I_{WQ} = **0.174** *2 x 24-hr 85th percentile rainfall intensity (in*
A = *drainage area (ft^2)*
WQ_F = *Water quality design flow (cfs)*

WQ Runoff Coefficient Table	
Roof	0.90
Hardscape/Concrete	0.80
Street	0.70
Landscape	0.10
Grasscrete	0.15
Bioretention	0.10

Required BMP Area :

$$\text{Bioretention} = \frac{WQ_F * 43{,}200}{LR}$$

Area = *Bioretention surface area (ft^2)*
LR = *Loading Rate (5 in/hr)*

Self-Retaining = Imperv*2
Area = *Self-Retaining surface area (ft^2)*
Imperv = *Tributary impervious area (ft^2)*

Project Name: McCandless Project-District 1, Building 1
Project Location: Milpitas, CA
Date: 3/9/2017

F.3 BMP Volume Calculations - CASQA BMP Handbook Method

						Unit Basin Storage (in)		
Drainage Area ID	Area (SF)	Imperv Area (SF)	% Imperv	Soil Type	Average Slope (%)	1%	Drainage Area Specific	Design WQ_v (ft^3)
1 and 5	95,535	76,230	80%	Clay (D)	1%	0.50	0.52	4,332
3 and 4	75,885	71,880	95%	Clay (D)	1%	0.55	0.57	3,785
Total	***171,420***	***148,110***	***86%***					***8,117***

F.4 BMP Combined Volume-Flow Calculations

BMP Sizing Calculation - Combination Flow & Volume Based Method							
SCM Description	Rain Event Duration @ I_{WQ} (hr)	BMP Surface Area (ft^2)	WQ_v Filterd During T_D (ft^3)	WQ_v Remaing Volume (ft^3)	Surface Ponding Depth (in)	Required BMP Area (ft^2)	Drawdown Time (hr)
Bioretention Area TA1	3.00	2,225	2,779	1,553	11	1694	5
Bioretention Area TA3	3.30	1,765	2,425	1,360	12	1360	5

Notes:
1. Unit basin storage factors are based on Appendix B of the SCVURPPP C.3 Manual dated April 2013.
2. BMP sizing is based on Flow & Volume based method described in Chapter 5 and Appendix B of the SCVURPPP C.3 Manual dated April 2013.

Governing Equations:

$$WQ_v = \frac{(CF)SA}{12} \text{ acre-ft}$$

CF = *Rain gauage correction factor*
CF = 1.04
S = *Unit Basin Storage (in)*
A = *drainage area (ft^2)*

$$T_{WQ} = \frac{S}{I_{WQ}}$$

T_{WQ} = *Rain event duratio*
I_{WQ} = *0.17* in/hr

$$WQ_{VF} = \frac{Area * T_{WQ} * I}{12}$$

WQ_{VF} = *Water qaulity volume filtered during T_D (ft^3)*
T_{WQ} = *Rain event duration (hr)*
Area = *BMP surface area (ft^2)*
I = 5 *Design Infiltration Rate (in/hr)*

$$\text{Required BMP Area} = \frac{WQ_v * 12}{D_P + D_{BSM} * R_{BSM} + D_G * R_G}$$

Area = *BMP surface area (ft*
D = *BMP Layer depth (in,*
R = *BMP Layer porosity (*

$$T_D = \frac{WQ_v * 12}{I * \text{Area}}$$

T_D = *Drawdown time (hr)*
Area = *BMP surface area (ft^2)*
I = 5 *Design Infiltration Rate (in/hr)*

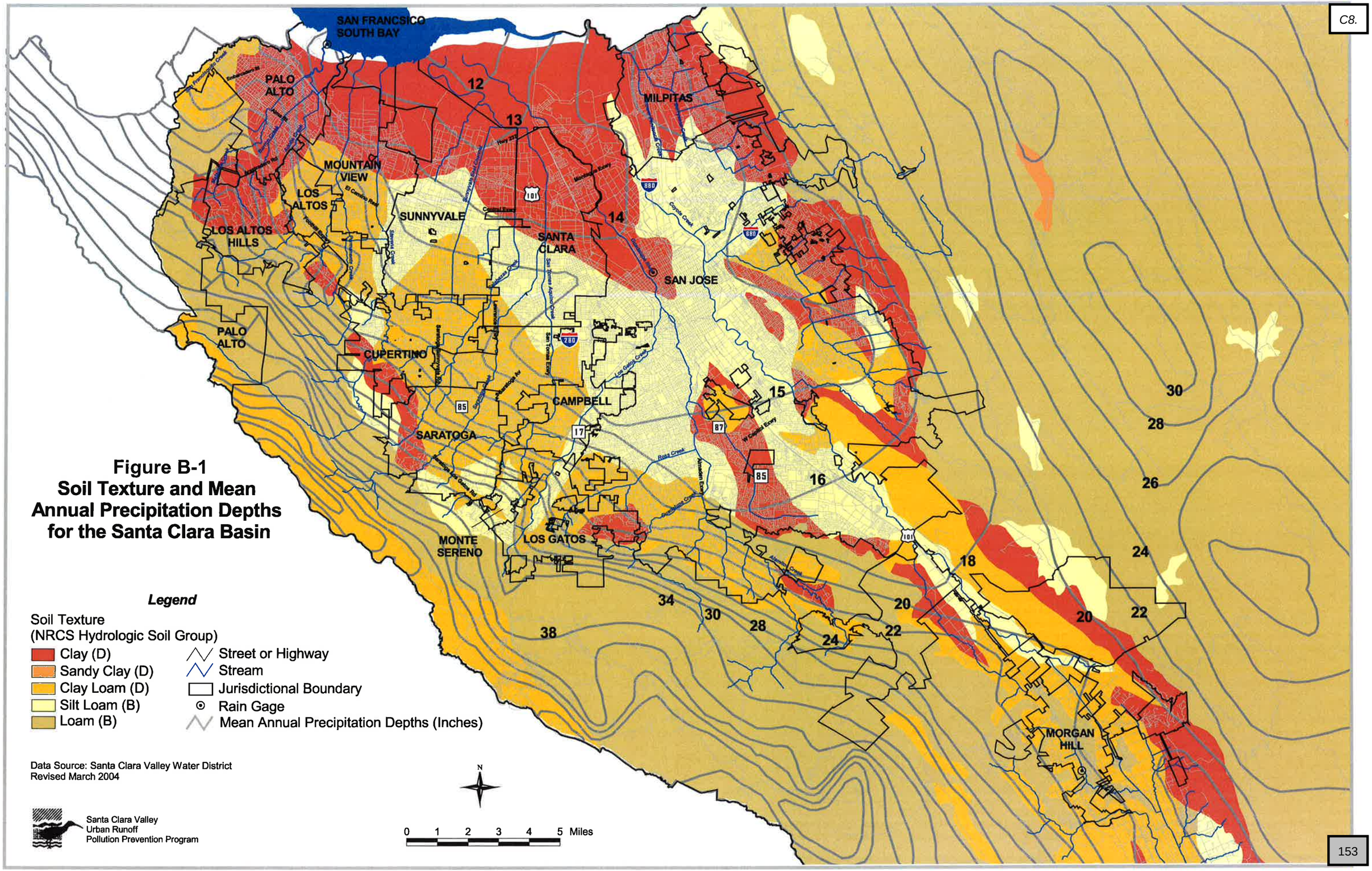

Figure B-1
Soil Texture and Mean Annual Precipitation Depths for the Santa Clara Basin

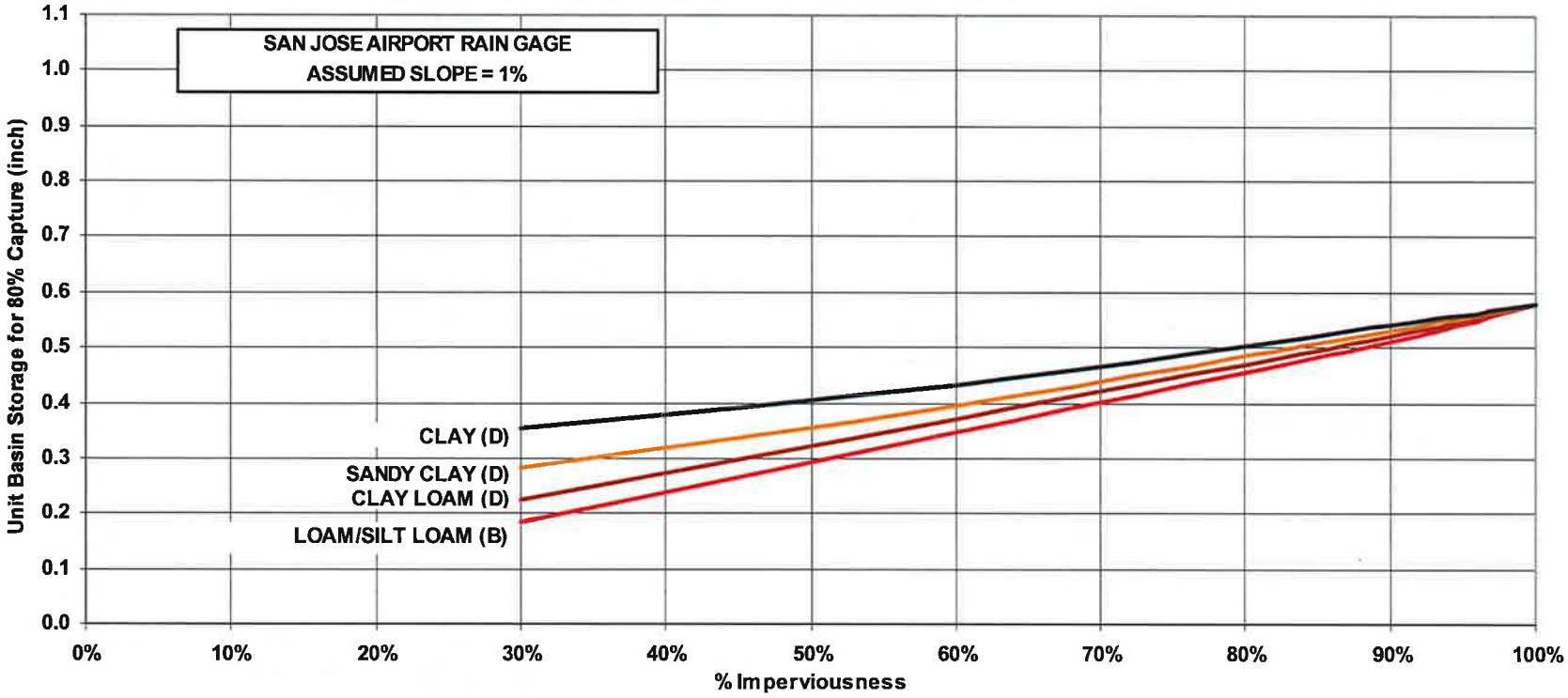

Figure B-2 Unit Basin Volume for 80% Capture - San Jose Airport Rain Gage

Appendix G

Site Plan

SEE TABLE F.3 ON APPENDIX F
FOR BMP SUMMARY INFORMATION

LEGEND

- BUILDING ROOF AREA
- BMP AREA
- CONCRETE
- DRAINAGE AREA
- XX — DRAINAGE AREA NUMBER
- TA(X) — BMP DESCRIPTION
- STORM DRAIN SYSTEM
- HP — HIGH POINT
- LP — LOW POINT
- CP — CATCH POINT
- DRAINAGE FLOW LINES
- TURF BLOCK

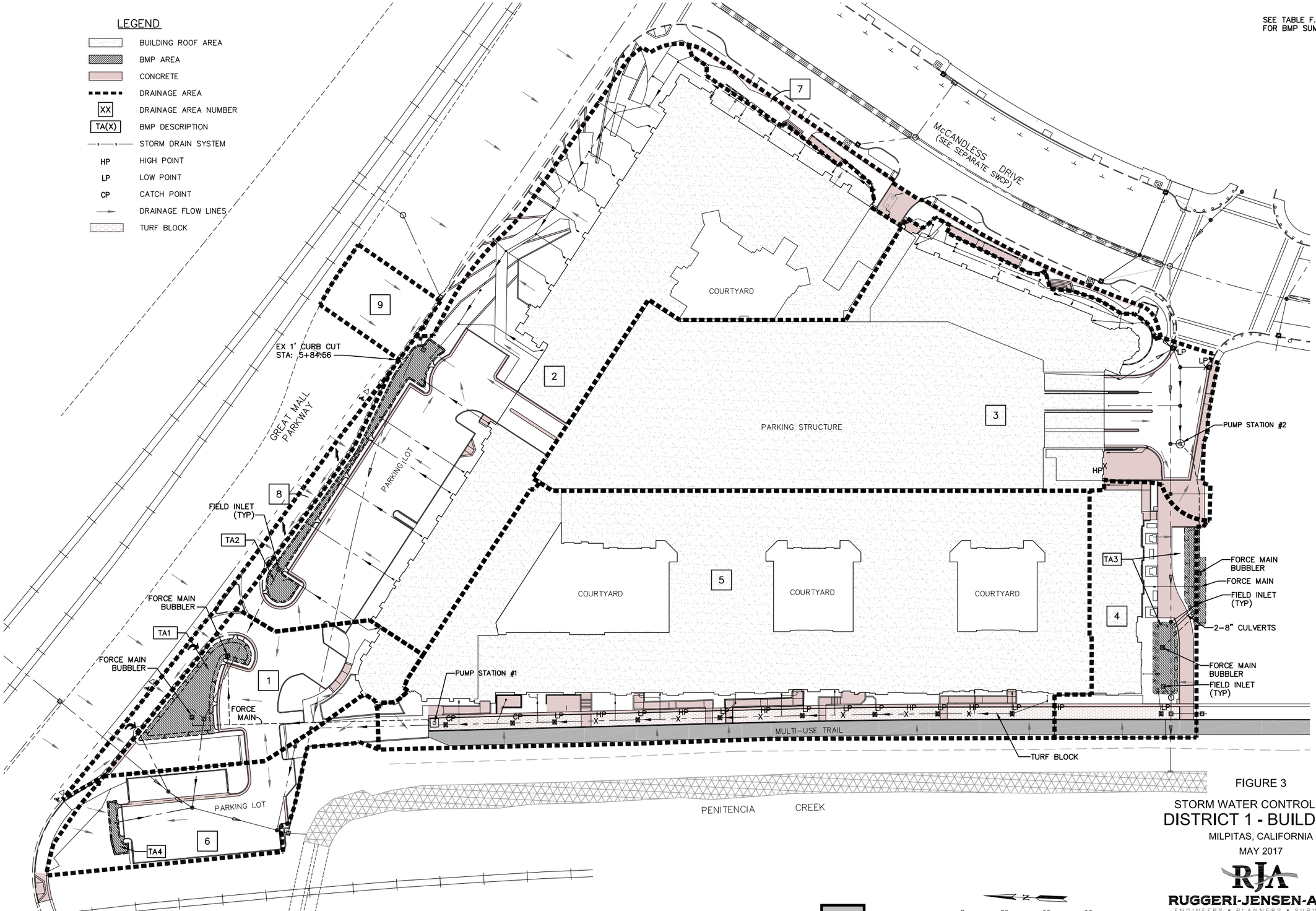

FIGURE 3

STORM WATER CONTROL PLAN

DISTRICT 1 - BUILDING 1

MILPITAS, CALIFORNIA

MAY 2017

SCALE IN FEET: 1"= 30'

RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
8055 CAMINO ARROYO GILROY, CA 95020
PHONE: (408) 848-0300 FAX: (408) 848-0302

JOB NUMBER: 072030 SHEET 1 OF 1 SHEETS

PLOT DATE: May 31, 2017
FILE PATH: W:\Jobs 07\072030\Drawings\Final\Studies & Calculations\Bldg 1\SWCP\2017-05-30\Appdx G - Site Plan.dwg

Appendix H

Treatment Measure Details

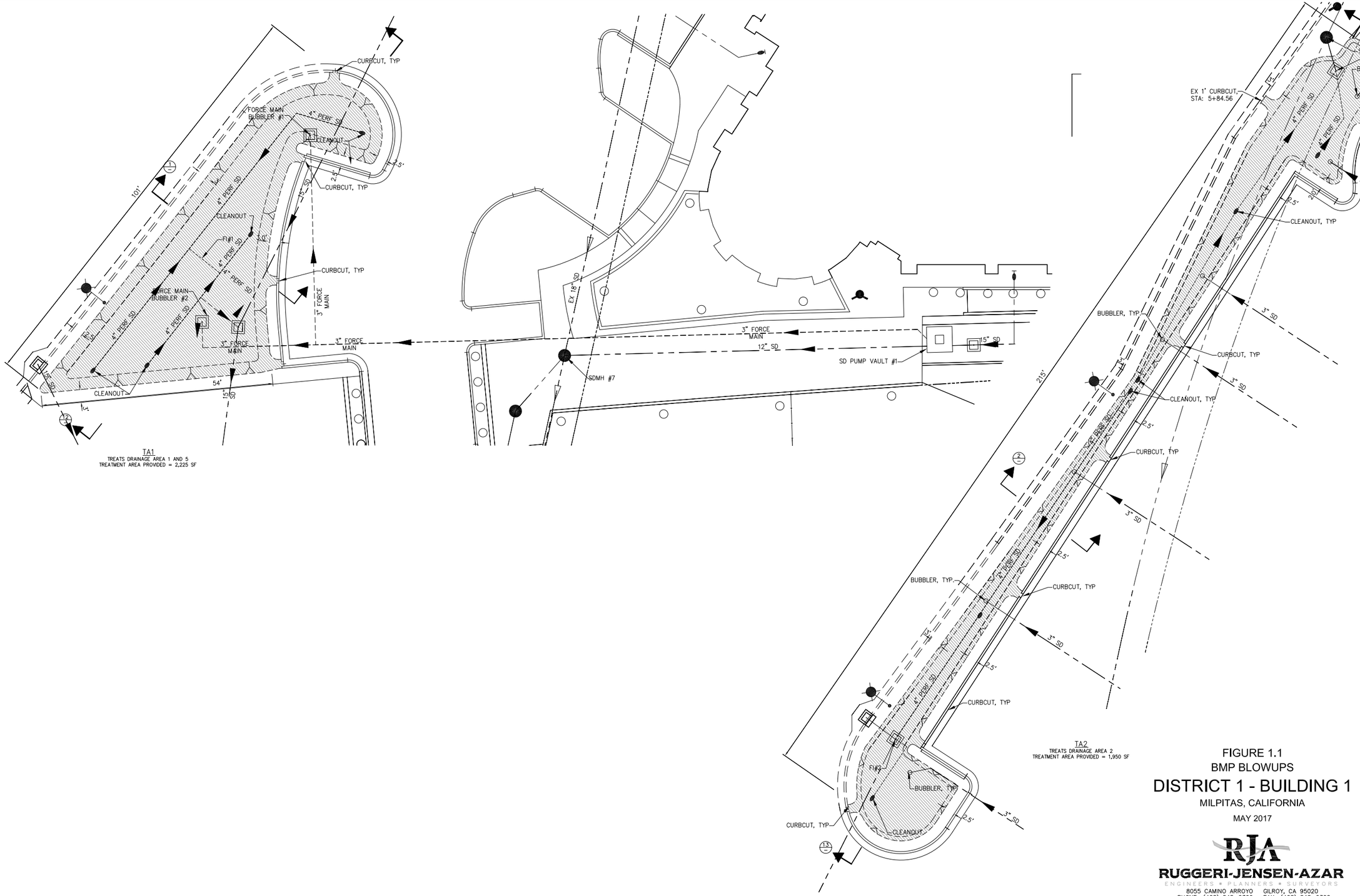

FIGURE 1.1
BMP BLOWUPS
DISTRICT 1 - BUILDING 1
MILPITAS, CALIFORNIA
MAY 2017

RJA
RUGGERI-JENSEN-AZAR
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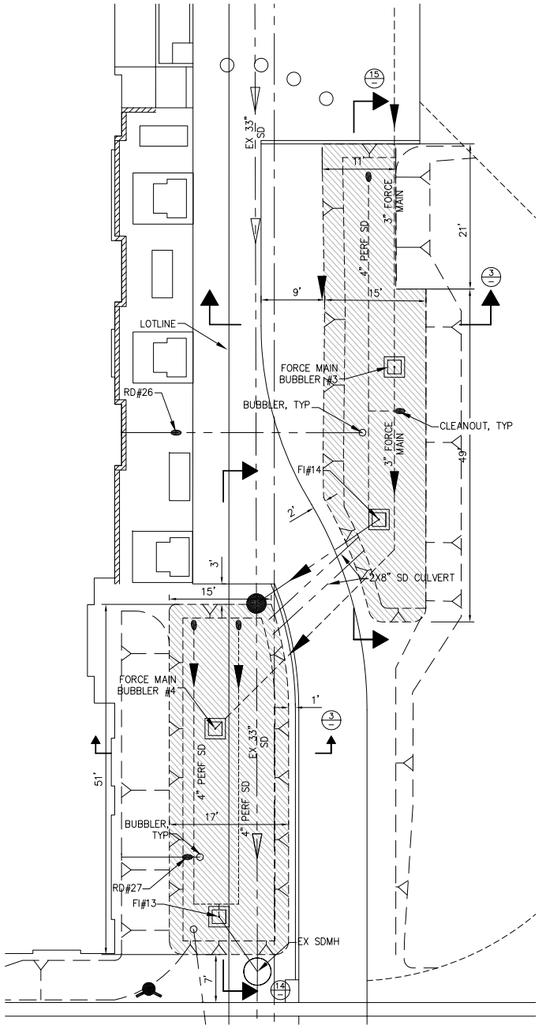
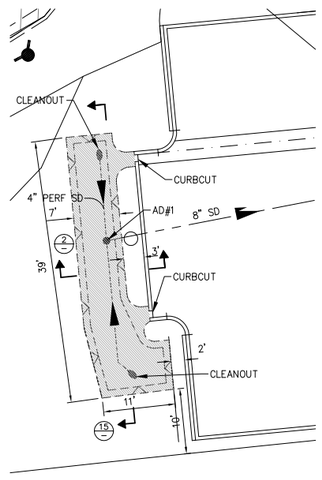
PHONE: (408) 848-0300 FAX: (408) 848-0302

JOB NUMBER: 072030 SHEET 1 OF 2

PLOT DATE: May 31, 2017
FILE PATH: W:\Jobs 07\072030\Drawings\Final\Studies & Calculations\Bldg 1\SWQP\2017-05-30\BMP Blowups.dwg



TA3
TREATS DRAINAGE AREA 3 AND 4
TREATMENT AREA PROVIDED = 1,765 SF



TA4
TREATS DRAINAGE AREA 6
TREATMENT AREA PROVIDED = 310 SF

FIGURE 1.2
BMP BLOWUPS
DISTRICT 1 - BUILDING 1
MILPITAS, CALIFORNIA
MAY 2017

RUGGERI-JENSEN-AZAR
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PHONE: (408) 848-0300 FAX: (408) 848-0302

JOB NUMBER: 072030 SHEET 2 OF 2

PLOT DATE: May 31, 2017
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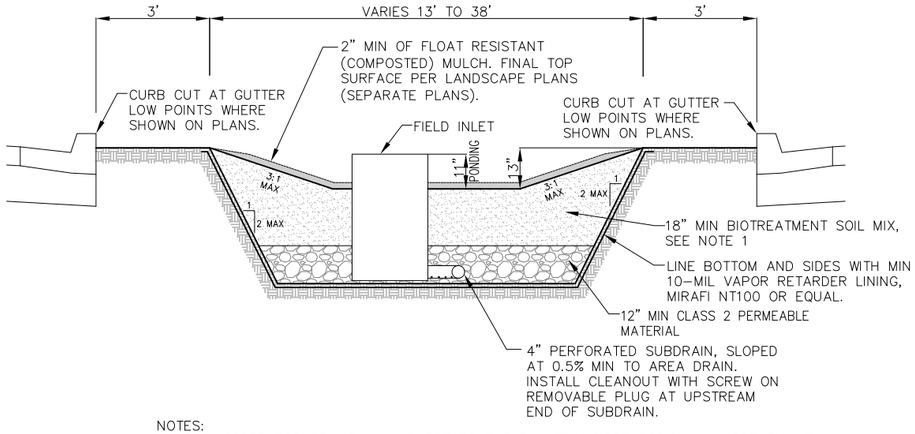
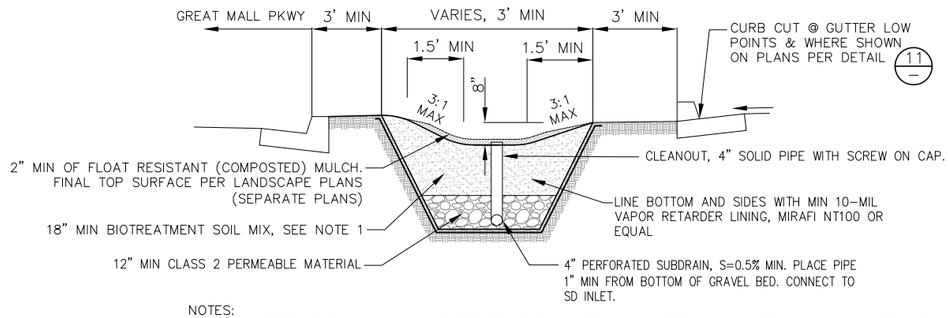


NOTES:
1. ENGINEERED TOP SOIL SHALL ADHERE TO THE SAN FRANCISCO REGIONAL WATER QUALITY CONTROL BOARD SPECIFICATIONS FOR BIORETENTION SOIL MIX AND CONTAIN THE FOLLOWING PROPERTIES: 5-10 IN/HR MIN INFILTRATION RATE, 60-70% CLEAN SAND, & 30-40% CERTIFIED COMPOST.
2. SEE LANDSCAPE DRAWINGS FOR BIOSWALE PLANTINGS AND IRRIGATION.

1 — BIORETENTION AREA DETAIL-TREATMENT AREA #1

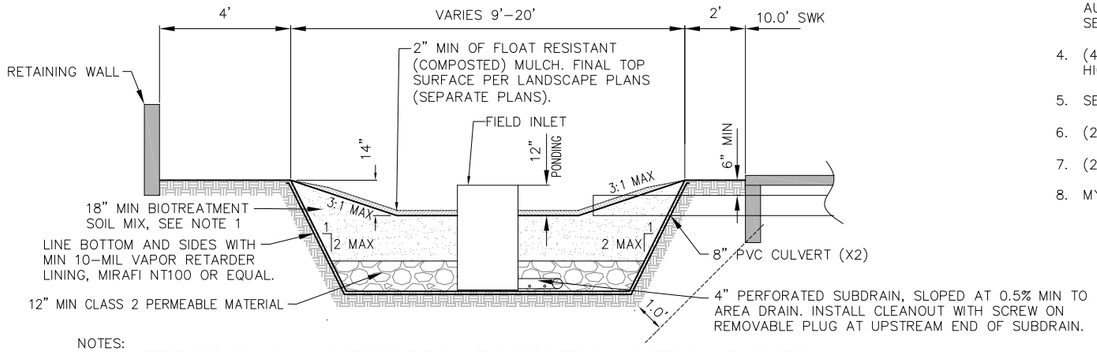
NO SCALE



NOTES:
1. ENGINEERED TOP SOIL SHALL ADHERE TO THE SAN FRANCISCO REGIONAL WATER QUALITY CONTROL BOARD SPECIFICATIONS FOR BIORETENTION SOIL MIX AND CONTAIN THE FOLLOWING PROPERTIES: 5-10 IN/HR MIN INFILTRATION RATE, 60-70% CLEAN SAND, & 30-40% CERTIFIED COMPOST.
2. SEE LANDSCAPE DRAWINGS FOR BIOSWALE PLANTINGS AND IRRIGATION.

2 — BIOSWALE DETAIL-TREATMENT AREA #2 AND #4

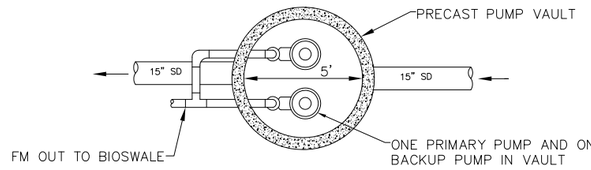
NO SCALE



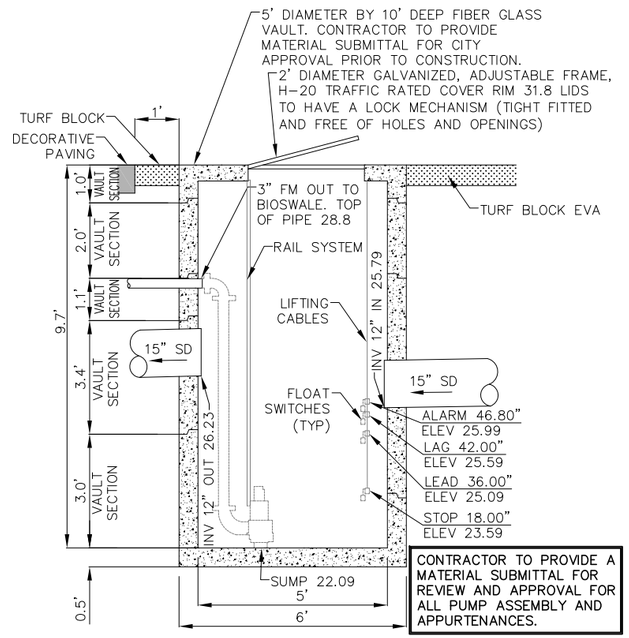
NOTES:
1. ENGINEERED TOP SOIL SHALL ADHERE TO THE SAN FRANCISCO REGIONAL WATER QUALITY CONTROL BOARD SPECIFICATIONS FOR BIORETENTION SOIL MIX AND CONTAIN THE FOLLOWING PROPERTIES: 5-10 IN/HR MIN INFILTRATION RATE, 60-70% CLEAN SAND, & 30-40% CERTIFIED COMPOST.
2. SEE LANDSCAPE DRAWINGS FOR BIOSWALE PLANTINGS AND IRRIGATION.

3 — BIORETENTION AREA DETAIL-TREATMENT AREA #3

NO SCALE



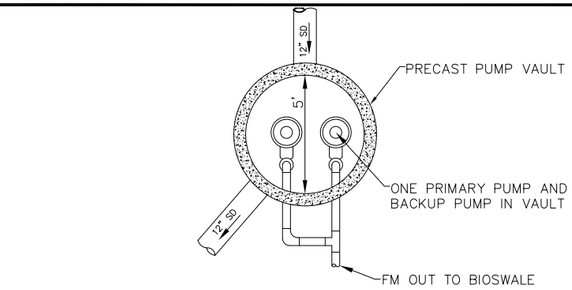
PUMP STATION #1 PLAN VIEW



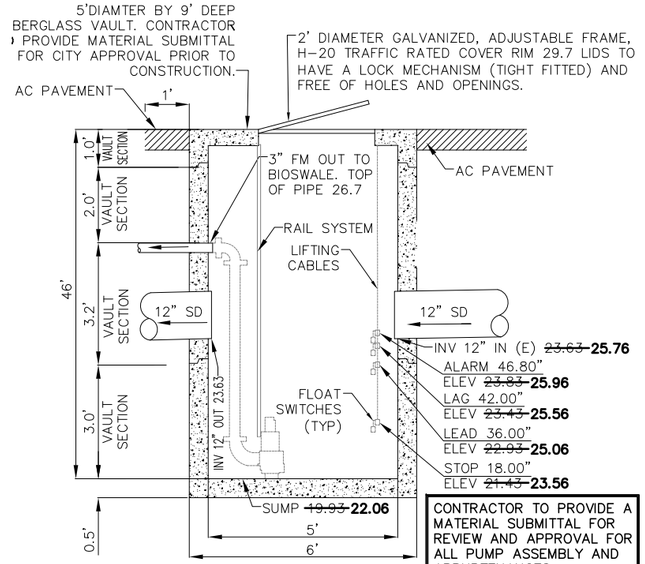
4 — PUMP STATION #1 DETAIL

NO SCALE

NOTES:
1. (2) MYERS MODEL 3VX10M4-21 SUBMERSIBLE PUMP 1.5 HP, 230 V, 1 PH WITH 35' POWER AND SENSOR CABLES, 5.4" DIAMETER IMPELLER.
2. (2) MYERS SRA-3030 SLIDE RAIL SYSTEM WITH SS UPPER GUIDE RAIL BRACKET, SS GUIDE RAILS, AND SS LIFT STATION.
3. (1) MYERS DUPLEX CONTROL PLANEL WITH INNER DOOR, INDIVIDUAL PUMP CIRCUIT BREAKERS, CONTACTORS, MOTOR OVERLOAD, SEAL FAILURE SENSOR, ALTERNATOR, ELAPSE TIME METERS, DOMED HIGH WATER ALARM LIGHT, AUXILIARY CONTACT FOR REMOTE ALARM ANNUNCIATION, HAND-OFF AUTO SELECT SWITCHES, NEMA 3R ENCLOSURE.
4. (4) LEVEL CONTROLS FOR PUMP OFF, LEAD PUMP ON, LAG PUMP ON AND HIGH WATER ALARM, WITH SS MOUNTING BRACKET.
5. SET OF FLOATS AS PER DRAWING FROM FLOOR OF WET WELL.
6. (2) FLOMATIC 3" CAST IRON BALL CHECK VALVES.
7. (2) MATCO 3" PVC TRUE UNION BALL SHUT-OFF VALVES.
8. MYERS CONTACT: STEPHEN HIPP
PHONE: (650) 589-9900



PUMP STATION #2 PLAN VIEW



5 — PUMP STATION #2 DETAIL

NO SCALE

NOTES:
1. (2) MYERS MODEL 3VX15M4-21 SUBMERSIBLE PUMP 1.5 HP, 230 V, 1 PH WITH 35' POWER AND SENSOR CABLES, 5.25" DIAMETER IMPELLER.
2. (2) MYERS SRA-3030 SLIDE RAIL SYSTEM WITH SS UPPER GUIDE RAIL BRACKET, SS GUIDE RAILS, AND SS LIFT STATION.
3. (1) MYERS DUPLEX CONTROL PLANEL WITH INNER DOOR, INDIVIDUAL PUMP CIRCUIT BREAKERS, CONTACTORS, MOTOR OVERLOAD, SEAL FAILURE SENSOR, ALTERNATOR, ELAPSE TIME METERS, DOMED HIGH WATER ALARM LIGHT, AUXILIARY CONTACT FOR REMOTE ALARM ANNUNCIATION, HAND-OFF AUTO SELECT SWITCHES, NEMA 3R ENCLOSURE.
4. (4) LEVEL CONTROLS FOR PUMP OFF, LEAD PUMP ON, LAG PUMP ON AND HIGH WATER ALARM, WITH SS MOUNTING BRACKET.
5. SET OF FLOATS AS PER DRAWING FROM FLOOR OF WET WELL.
6. (2) FLOMATIC 3" CAST IRON BALL CHECK VALVES.
7. (2) MATCO 3" PVC TRUE UNION BALL SHUT-OFF VALVES.
8. MYERS CONTACT: STEPHEN HIPP.
PHONE: (650) 589-9900

FIGURE 2.1

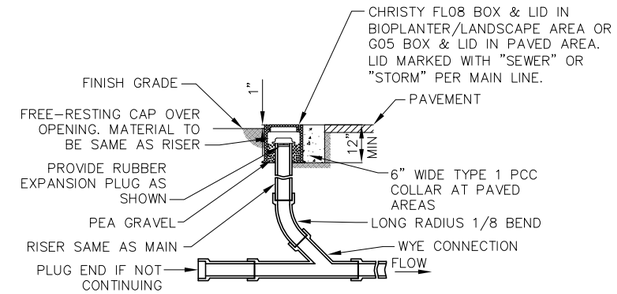
STORM WATER CONTROL PLAN DETAILS

DISTRICT 1 – BUILDING 1

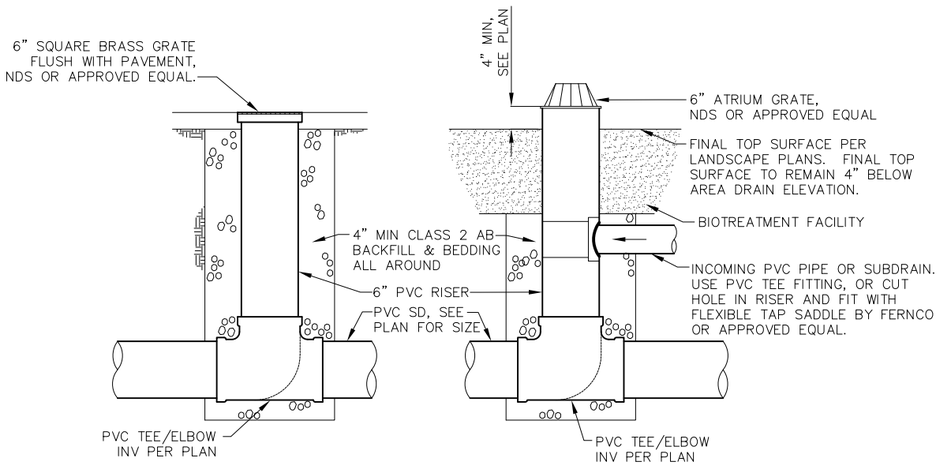
MILPITAS, CALIFORNIA

MARCH 2017

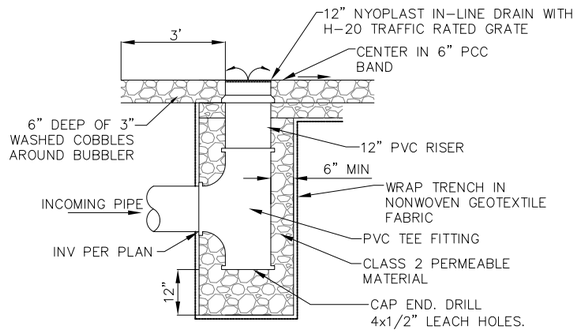
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
8055 CAMINO ARROYO GILROY, CA 95020
PHONE: (408) 848-0300 FAX: (408) 848-0302



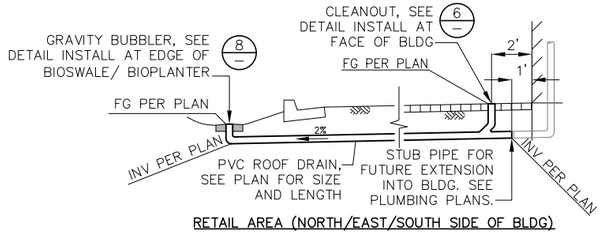
6/— CLEANOUT DETAIL
NO SCALE



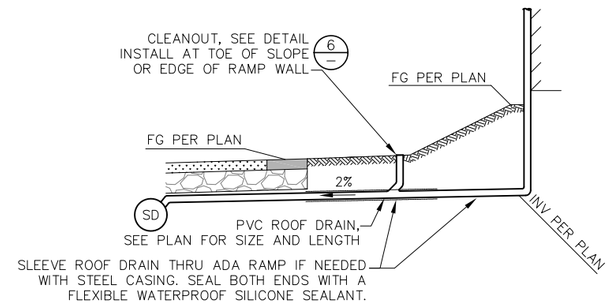
7/— AREA DRAIN DETAIL
NO SCALE



8/— PAVEMENT AND BUBBLER DETAIL
NO SCALE

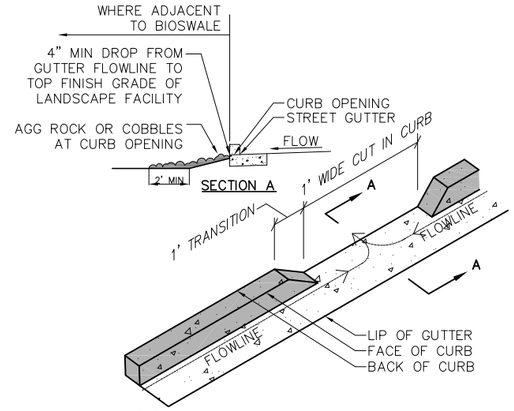


RETAIL AREA (NORTH/EAST/SOUTH SIDE OF BLDG)

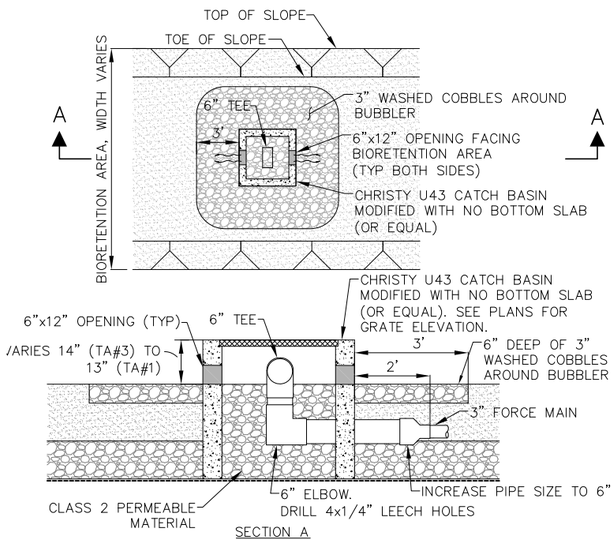


RESIDENTIAL AREA (SOUTH/WEST SIDE OF BLDG)

9/— ROOF DRAIN DETAIL
NO SCALE



11/— CURB CUT DETAIL
NOT TO SCALE



10/— FORCE MAIN BUBBLER DETAIL
NO SCALE

FIGURE 2.2

STORM WATER CONTROL PLAN DETAILS
DISTRICT 1 – BUILDING 1
MILPITAS, CALIFORNIA

MAY 2017

RJA
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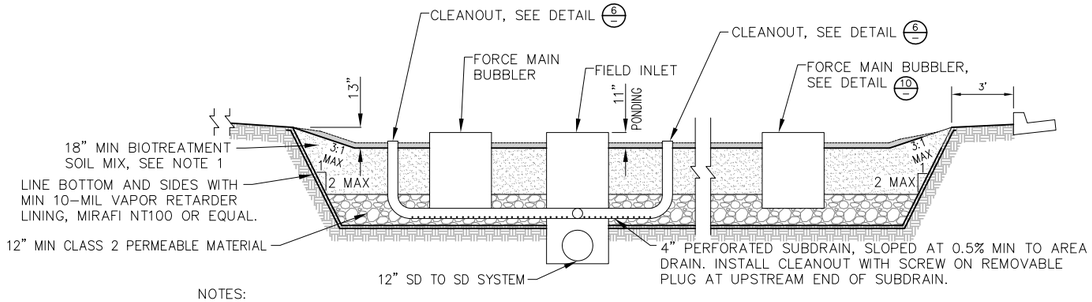
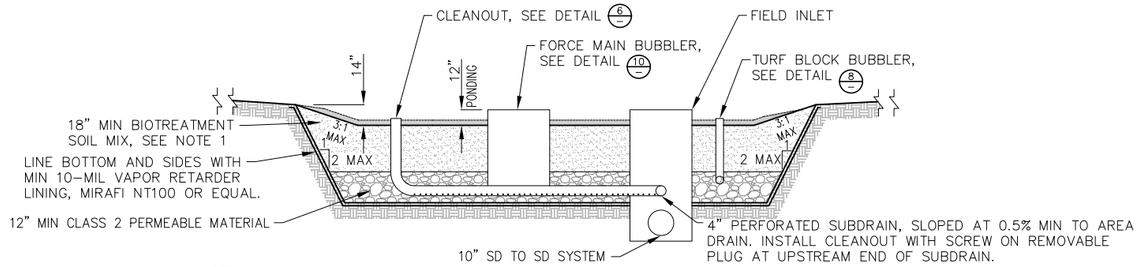
ENGINEERS ★ PLANNERS ★ SURVEYORS
8055 CAMINO ARROYO GILROY, CA 95020
PHONE: (408) 848-0300 FAX: (408) 848-0302



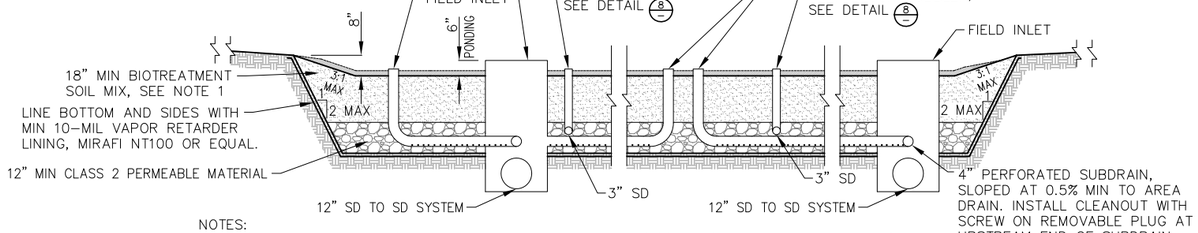
NOTES:
1. ENGINEERED TOP SOIL SHALL ADHERE TO THE SAN FRANCISCO REGIONAL WATER QUALITY CONTROL BOARD SPECIFICATIONS FOR BIORETENTION SOIL MIX AND CONTAIN THE FOLLOWING PROPERTIES: 5–10 IN/HR MIN INFILTRATION RATE, 60–70% CLEAN SAND, & 30–40% CERTIFIED COMPOST.
2. SEE LANDSCAPE DRAWINGS FOR BIOSWALE PLANTINGS AND IRRIGATION.

13/— BIOSWALE LONGITUDINAL SECTION – TREATMENT AREA #1
NO SCALE



NOTES:
1. ENGINEERED TOP SOIL SHALL ADHERE TO THE SAN FRANCISCO REGIONAL WATER QUALITY CONTROL BOARD SPECIFICATIONS FOR BIORETENTION SOIL MIX AND CONTAIN THE FOLLOWING PROPERTIES: 5–10 IN/HR MIN INFILTRATION RATE, 60–70% CLEAN SAND, & 30–40% CERTIFIED COMPOST.
2. SEE LANDSCAPE DRAWINGS FOR BIOSWALE PLANTINGS AND IRRIGATION.

15/— BIOSWALE LONGITUDINAL SECTION – TREATMENT AREA #3
NO SCALE



NOTES:
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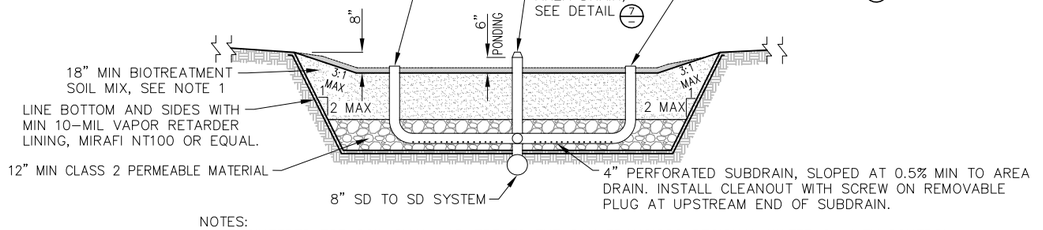
2. SEE LANDSCAPE DRAWINGS FOR BIOSWALE PLANTINGS AND IRRIGATION.

14/— BIOSWALE LONGITUDINAL SECTION – TREATMENT AREA #2
NO SCALE



NOTES:
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2. SEE LANDSCAPE DRAWINGS FOR BIOSWALE PLANTINGS AND IRRIGATION.

16/— BIOSWALE LONGITUDINAL SECTION – TREATMENT AREA #4
NO SCALE

FIGURE 2.3

STORM WATER CONTROL PLAN DETAILS
DISTRICT 1 – BUILDING 1
MILPITAS, CALIFORNIA

SEPTEMBER 2016

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PHONE: (408) 848-0300 FAX: (408) 848-0302

Appendix I

Operations and Maintenance (O&M) plan

APPENDIX I - BMP Operation and Maintenance Plan

Implementation of a long term Operation and Maintenance Plan (O&M) is necessary for the proper operation and maintenance of the stormwater control measures for the project. This O&M is intended to be a guide for the main items involved in BMP maintenance. Inspections, maintenance, and documentation will be the responsibility of the Home Owners Association.

This project is located in the southwestern part of the City of Milpitas, at the intersection of Great Mall Parkway and McCandless Drive, between Penitencia Creek and McCandless Drive (see Figure 1). The project is located within the Milpitas Transit Area Specific Plan area. The project consists of a multi-story mixed use building and parking structure. A new 7 story building, with parking structure, approximately 50,700 SF of ground level commercial/retail area and 372 upper level residential apartment units. The site improvements also include a new parking lot, medians, enhanced pavement, sidewalks, open space, utilities and landscaping. The total project area consists of 5.02 acres, plus an additional city owned 0.68 city owned parcel that will be developed and used by this project for parking lot uses. For SWCP purposes, the total storm water treatment area is approximately 6.00-acres.

Stormwater will be treated using through the use of biotreatment areas and building raised planters. Since the site is generally flat, conveyance of stormwater runoff to biotreatment areas was possible through the use of two stormwater pumps located at the south and west sides of the building. The site generally drains to the south portion and north portion of the building. Two large biotreatment areas exist; one on the south and one on the north portion of the building. Other smaller treatment areas exist on the east and treat specific building runoff by building raised planter areas. Tributary areas, treatment areas, and treatment details are shown in attachment B of this O&M Plan.

A Responsibility for Maintenance

Pursuant to the District Building 1 Declaration of Restrictions (CC&Rs), the District Building 1 Homeowners Association will be is responsible for maintaining the storm water treatment measures. The CC&Rs provides that the HOA assumes the obligations of Stormwater Management facilities Operation and Maintenance Agreement between The District Building 1 LLC and the City of Milpitas. The executed agreement - after recorded – is included as Attachment A to this O&M plan. The CC&Rs further states maintenance of storm water facilities within the Development shall be in compliance with the Stormwater Control Operations and Maintenance Plan (this plan).

Individuals Responsible for Stormwater Treatment Bmp Operations and Maintenance
Date accepted: XXX (to be recorded prior to final occupancy)
Facility Name: The District Building 1
Facility Address: XXXX
Designated Contact for Operation and Maintenance
Name: XXX
Title: Team Manage
Phone: Direct | Toll Free
Email:
Off-hours or Emergency Contact
Phone: (Off-hour service is provided)

B. Organization Chart

A five member Board of Directors has selected Compass Management to be the professional property manager for the District Building 1 Homeowners Association. Both the Board of Directors and selected property manager are subject to change in the future.

C. O&M Agreement

An Operation and Maintenance agreement between the City of Milpitas and Owner will be recorded with the County of Santa Clara prior to the final occupancy phase. The recorded document is included as attachment A to this O&M plan.

D. Means to Finance and Implement BMP Maintenance

Proper maintenance and operation of the stormwater management facilities identified in this SWCP will be the responsibility of the HOA to be established under this Project. The applicant will prepare and submit, for the City's review, an acceptable Stormwater Control Operation and Maintenance Plan prior to completion of construction, and will execute a Stormwater Management Facilities Operation and Maintenance Agreement before transfer or final occupancy at the site. The Applicant accepts responsibility for maintenance of stormwater management facilities until such responsibility is legally transferred to another entity.

E. Records

The District Building 1 Home Owner's Association will maintain annual records of the operation and maintenance of BMP's identified in this O&M. The records will consist of inspections per the BMP Maintenance Schedule in this O&M. The reports will be available to the City upon

request.

F. Summary of Drainage Areas and BMP's

A. Drainage Areas - A drawing showing the location and type of all treatment area is included on Attachment B.

B. Details of Treatment BMPs - Details of individual treatment BMP's are shown on Attachment B

G. BMP Maintenance Schedules

A. Summary of Inspection and Maintenance for all BMPs

A summary of inspection schedules are shown on Attachment C. Annual inspections shall be conducted during the months of September or October, prior to October 15 (prior to the rainy season). Bi-annual inspections shall be conducted during the months of September or October, and again during April (before April 15, end of the rainy season). Inspections shall be completed using the Inspection Maintenance Forms (Attachment D). Additional inspections may be required throughout the rainy season if excessive debris is found within the swales, or the swales do not drain completely in 48-hours after a rain event.

B. Service Agreement Information

Maintenance of the biofilter swale will be contracted for with a qualified landscape maintenance company. Maintenance of the stormwater pump system will be with a qualified stormwater compliance firm.

H. BMP Design Documents

A. Manufacturer's data, manuals, and maintenance requirements for pump – See Attachment E

ATTACHMENT A

RECORDED MAINTENANCE AGREEMENT BETWEEN CITY AND HOME OWNERS ASSOCIATION

ATTACHMENT B

MAP AND SUMMARY OF DRAINAGE AREAS, BMP'S, AND BMP DETAILS

SEE TABLE F.3 ON APPENDIX F
FOR BMP SUMMARY INFORMATION

LEGEND

- BUILDING ROOF AREA
- BMP AREA
- CONCRETE
- DRAINAGE AREA
- XX — DRAINAGE AREA NUMBER
- TA(X) — BMP DESCRIPTION
- STORM DRAIN SYSTEM
- HP — HIGH POINT
- LP — LOW POINT
- CP — CATCH POINT
- DRAINAGE FLOW LINES
- TURF BLOCK

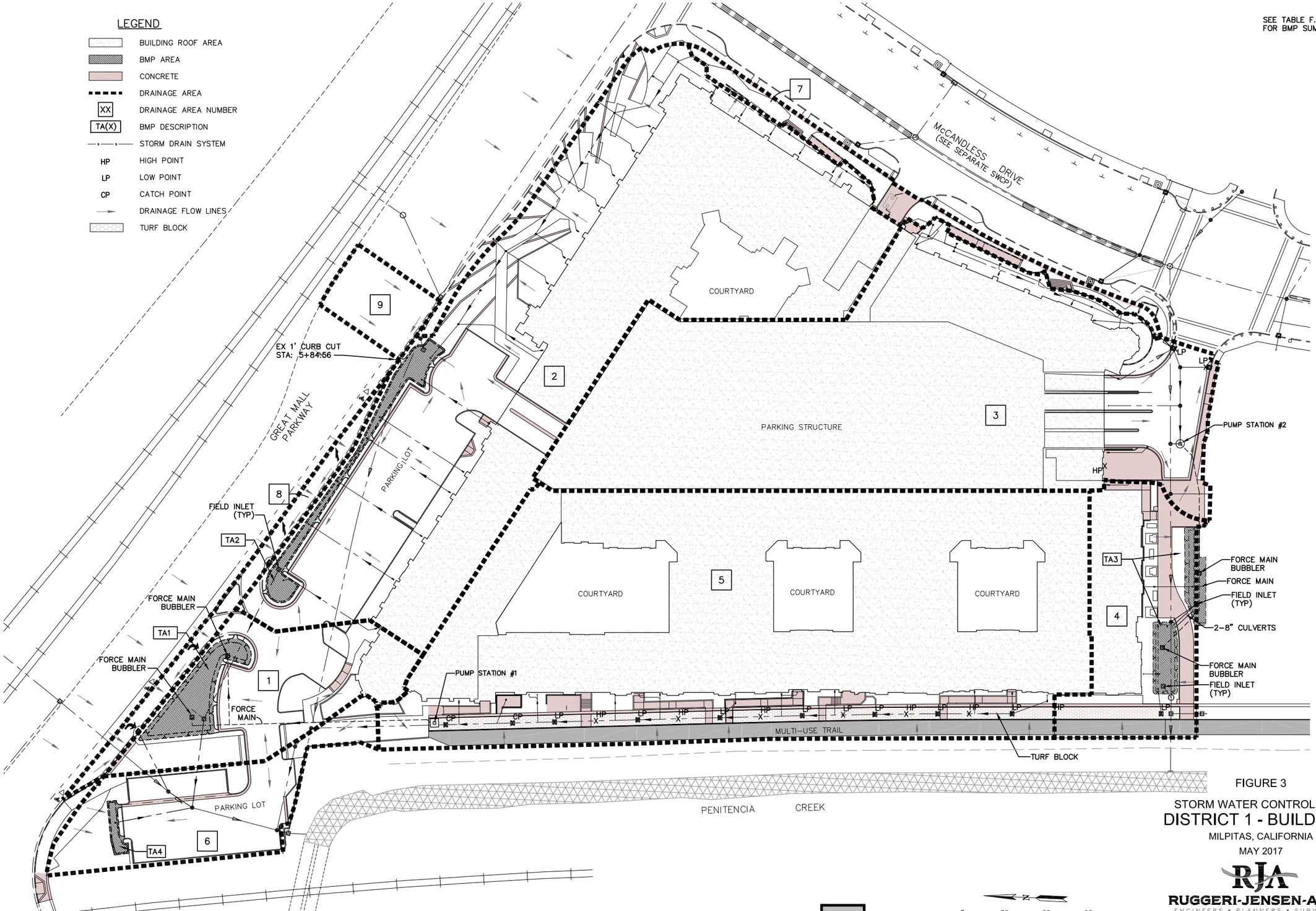


FIGURE 3

STORM WATER CONTROL PLAN

DISTRICT 1 - BUILDING 1

MILPITAS, CALIFORNIA

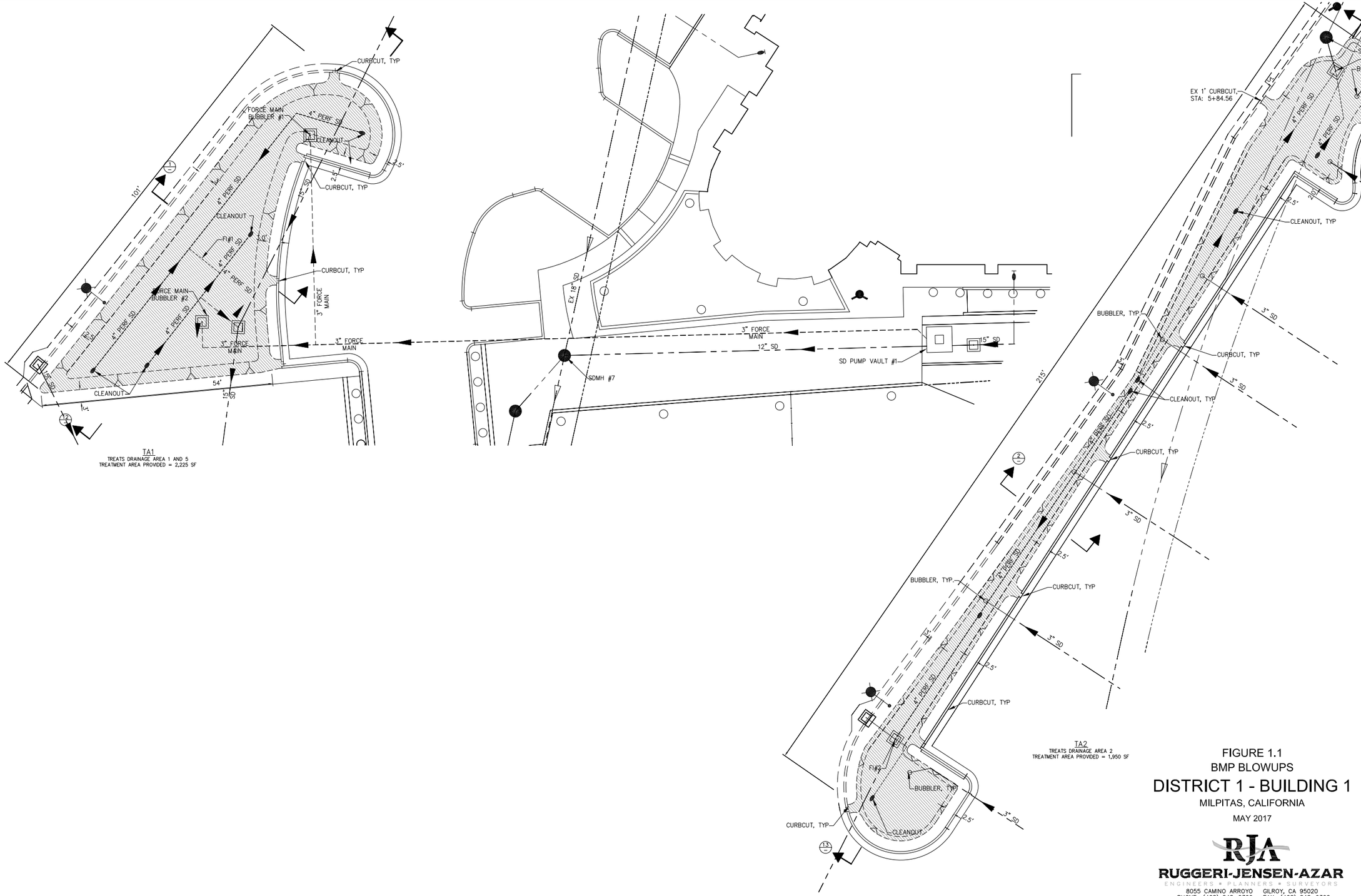
MAY 2017

RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
8055 CAMINO ARROYO GILROY, CA 95020
PHONE: (408) 848-0300 FAX: (408) 848-0302

JOB NUMBER: 072030 SHEET 1 OF 1 SHEETS

SCALE IN FEET: 1"= 30'

PLOT DATE: May 31, 2017
FILE PATH: W:\Jobs 07\072030\Drawings\Final\Studies & Calculations\Bldg 1\SWCP\2017-05-30\Appdx G - Site Plan.dwg



TA1
TREATS DRAINAGE AREA 1 AND 5
TREATMENT AREA PROVIDED = 2,225 SF

TA2
TREATS DRAINAGE AREA 2
TREATMENT AREA PROVIDED = 1,950 SF

FIGURE 1.1
BMP BLOWUPS
DISTRICT 1 - BUILDING 1
MILPITAS, CALIFORNIA
MAY 2017

RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
8055 CAMINO ARROYO GILROY, CA 95020
PHONE: (408) 848-0300 FAX: (408) 848-0302

JOB NUMBER: 072030 SHEET 1 OF 2

PLOT DATE: May 31, 2017
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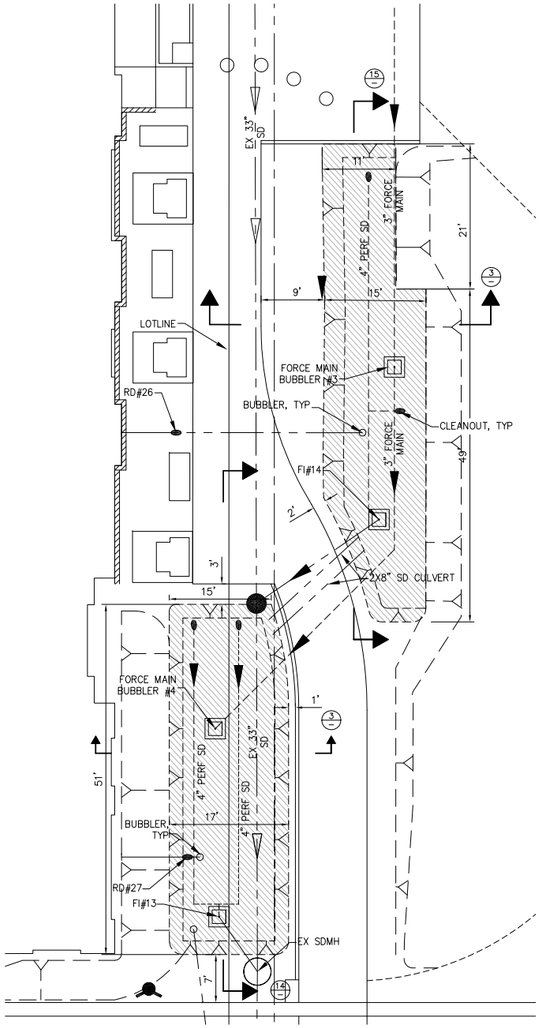
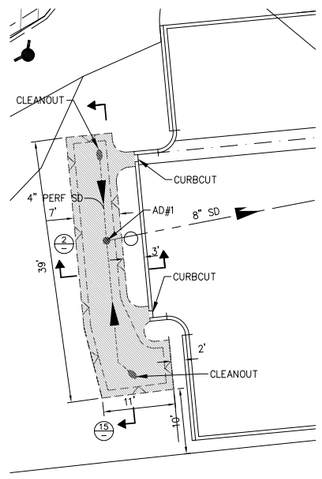


TA3
TREATS DRAINAGE AREA 3 AND 4
TREATMENT AREA PROVIDED = 1,765 SF



TA4
TREATS DRAINAGE AREA 6
TREATMENT AREA PROVIDED = 310 SF

FIGURE 1.2
BMP BLOWUPS
DISTRICT 1 - BUILDING 1
MILPITAS, CALIFORNIA
MAY 2017

RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
8055 CAMINO ARROYO GILROY, CA 95020
PHONE: (408) 848-0300 FAX: (408) 848-0302

JOB NUMBER: 072030 SHEET 2 OF 2

PLOT DATE: May 31, 2017
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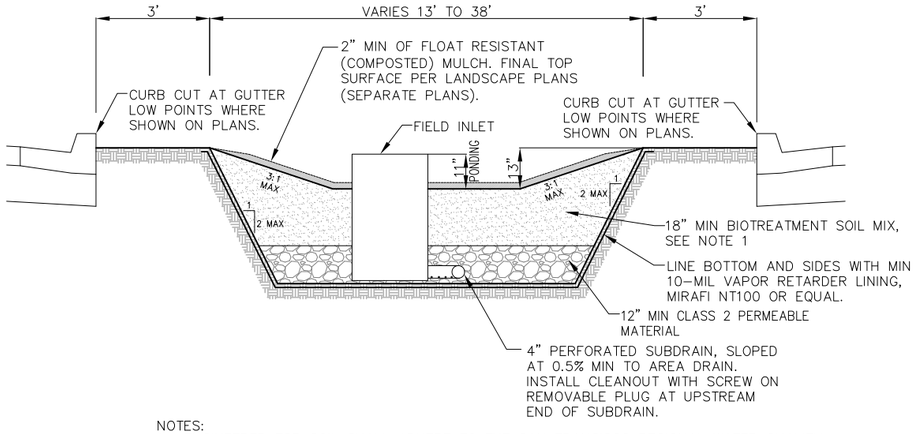
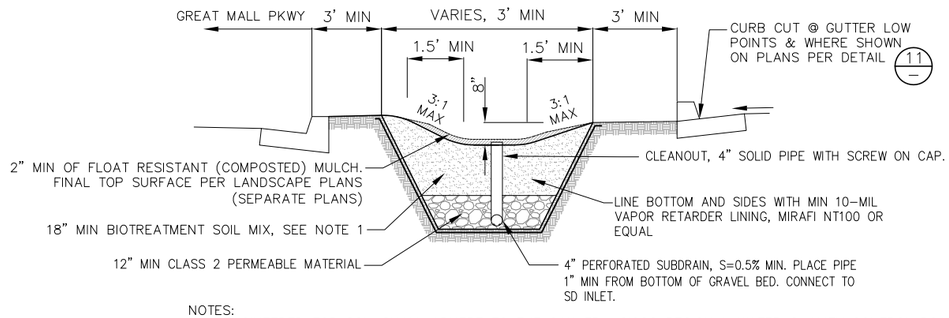


NOTES:
1. ENGINEERED TOP SOIL SHALL ADHERE TO THE SAN FRANCISCO REGIONAL WATER QUALITY CONTROL BOARD SPECIFICATIONS FOR BIORETENTION SOIL MIX AND CONTAIN THE FOLLOWING PROPERTIES: 5-10 IN/HR MIN INFILTRATION RATE, 60-70% CLEAN SAND, & 30-40% CERTIFIED COMPOST.
2. SEE LANDSCAPE DRAWINGS FOR BIOSWALE PLANTINGS AND IRRIGATION.

1 — BIORETENTION AREA DETAIL-TREATMENT AREA #1

NO SCALE



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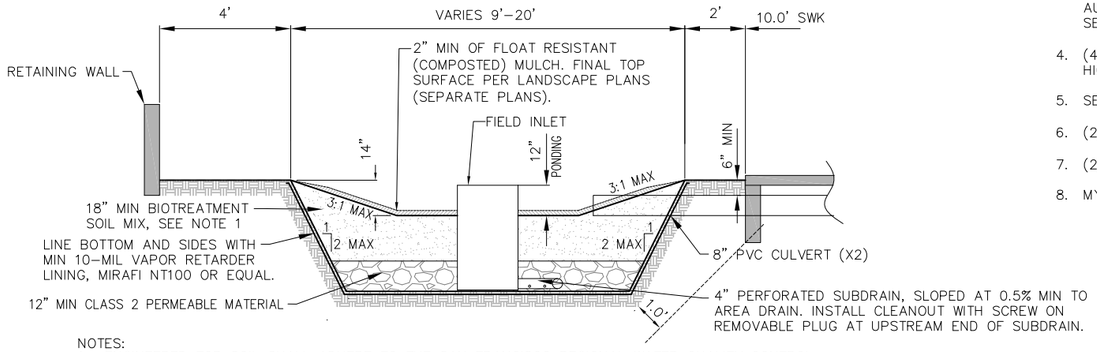
2. SEE LANDSCAPE DRAWINGS FOR BIOSWALE PLANTINGS AND IRRIGATION.

2 — BIOSWALE DETAIL-TREATMENT AREA #2 AND #4

NO SCALE



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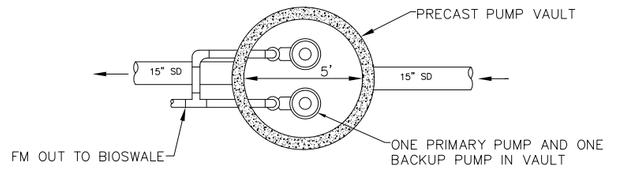
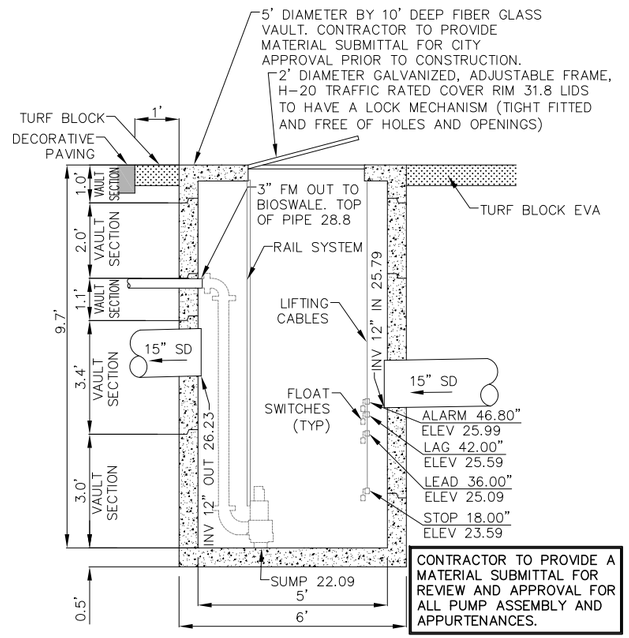
2. SEE LANDSCAPE DRAWINGS FOR BIOSWALE PLANTINGS AND IRRIGATION.

3 — BIORETENTION AREA DETAIL-TREATMENT AREA #3

NO SCALE



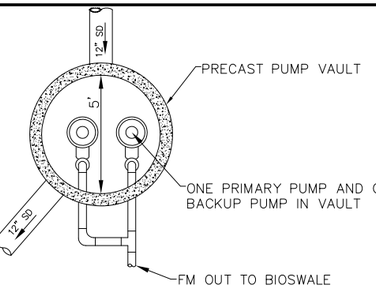
PUMP STATION #1 PLAN VIEW



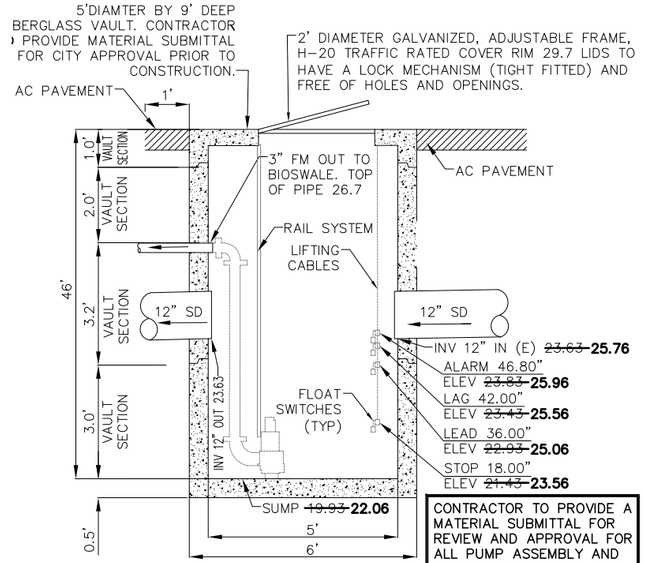
4 — PUMP STATION #1 DETAIL

NO SCALE

NOTES:
1. (2) MYERS MODEL 3VX10M4-21 SUBMERSIBLE PUMP 1.5 HP, 230 V, 1 PH WITH 35' POWER AND SENSOR CABLES, 5.4" DIAMETER IMPELLER.
2. (2) MYERS SRA-3030 SLIDE RAIL SYSTEM WITH SS UPPER GUIDE RAIL BRACKET, SS GUIDE RAILS, AND SS LIFT STATION.
3. (1) MYERS DUPLEX CONTROL PLANEL WITH INNER DOOR, INDIVIDUAL PUMP CIRCUIT BREAKERS, CONTACTORS, MOTOR OVERLOAD, SEAL FAILURE SENSOR, ALTERNATOR, ELAPSE TIME METERS, DOMED HIGH WATER ALARM LIGHT, AUXILIARY CONTACT FOR REMOTE ALARM ANNUNCIATION, HAND-OFF AUTO SELECT SWITCHES, NEMA 3R ENCLOSURE.
4. (4) LEVEL CONTROLS FOR PUMP OFF, LEAD PUMP ON, LAG PUMP ON AND HIGH WATER ALARM, WITH SS MOUNTING BRACKET.
5. SET OF FLOATS AS PER DRAWING FROM FLOOR OF WET WELL.
6. (2) FLOMATIC 3" CAST IRON BALL CHECK VALVES.
7. (2) MATCO 3" PVC TRUE UNION BALL SHUT-OFF VALVES.
8. MYERS CONTACT: STEPHEN HIPP
PHONE: (650) 589-9900



PUMP STATION #2 PLAN VIEW



5 — PUMP STATION #2 DETAIL

NO SCALE

NOTES:
1. (2) MYERS MODEL 3VX15M4-21 SUBMERSIBLE PUMP 1.5 HP, 230 V, 1 PH WITH 35' POWER AND SENSOR CABLES, 5.25" DIAMETER IMPELLER.
2. (2) MYERS SRA-3030 SLIDE RAIL SYSTEM WITH SS UPPER GUIDE RAIL BRACKET, SS GUIDE RAILS, AND SS LIFT STATION.
3. (1) MYERS DUPLEX CONTROL PLANEL WITH INNER DOOR, INDIVIDUAL PUMP CIRCUIT BREAKERS, CONTACTORS, MOTOR OVERLOAD, SEAL FAILURE SENSOR, ALTERNATOR, ELAPSE TIME METERS, DOMED HIGH WATER ALARM LIGHT, AUXILIARY CONTACT FOR REMOTE ALARM ANNUNCIATION, HAND-OFF AUTO SELECT SWITCHES, NEMA 3R ENCLOSURE.
4. (4) LEVEL CONTROLS FOR PUMP OFF, LEAD PUMP ON, LAG PUMP ON AND HIGH WATER ALARM, WITH SS MOUNTING BRACKET.
5. SET OF FLOATS AS PER DRAWING FROM FLOOR OF WET WELL.
6. (2) FLOMATIC 3" CAST IRON BALL CHECK VALVES.
7. (2) MATCO 3" PVC TRUE UNION BALL SHUT-OFF VALVES.
8. MYERS CONTACT: STEPHEN HIPP.
PHONE: (650) 589-9900

FIGURE 2.1

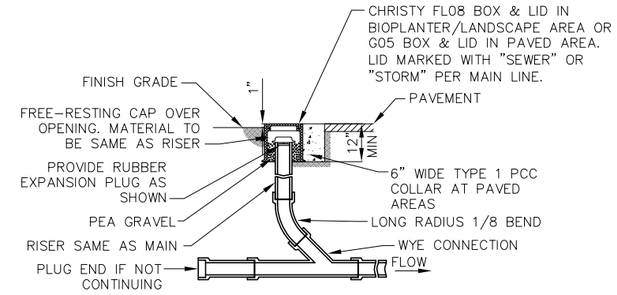
STORM WATER CONTROL PLAN DETAILS

DISTRICT 1 – BUILDING 1

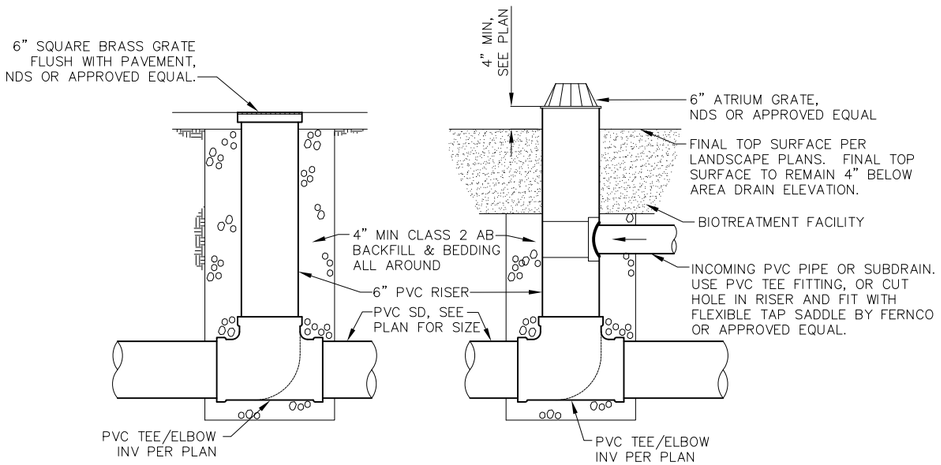
MILPITAS, CALIFORNIA

MARCH 2017

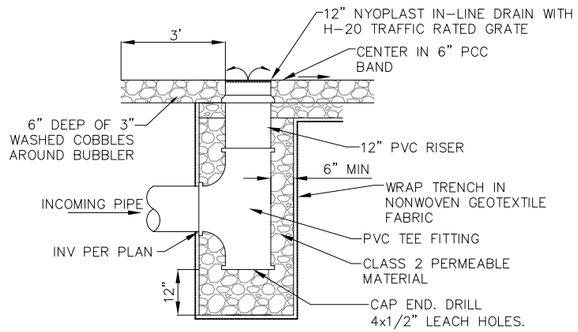
RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
8055 CAMINO ARROYO GILROY, CA 95020
PHONE: (408) 848-0300 FAX: (408) 848-0302



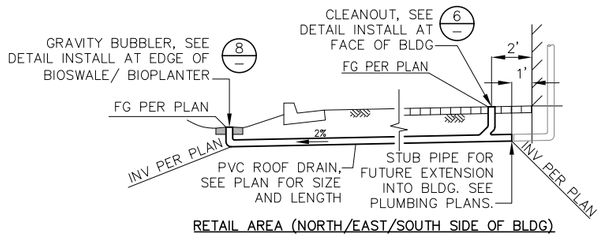
6/— CLEANOUT DETAIL
NO SCALE



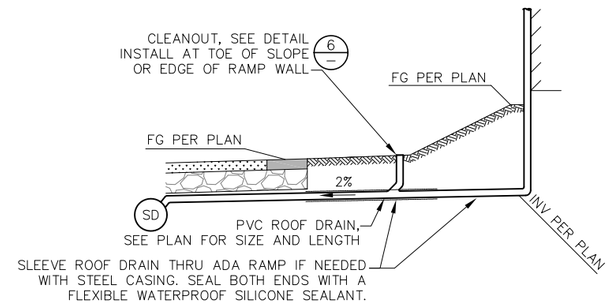
7/— AREA DRAIN DETAIL
NO SCALE



8/— PAVEMENT AND BUBBLER DETAIL
NO SCALE

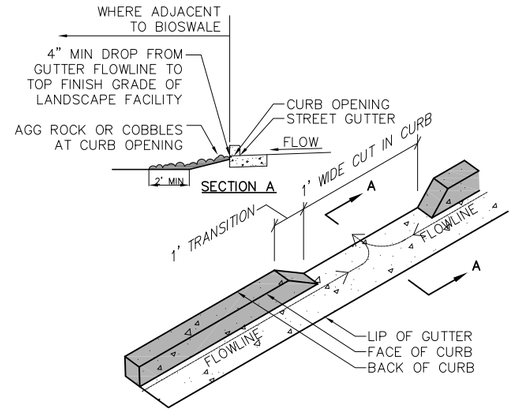


RETAIL AREA (NORTH/EAST/SOUTH SIDE OF BLDG)

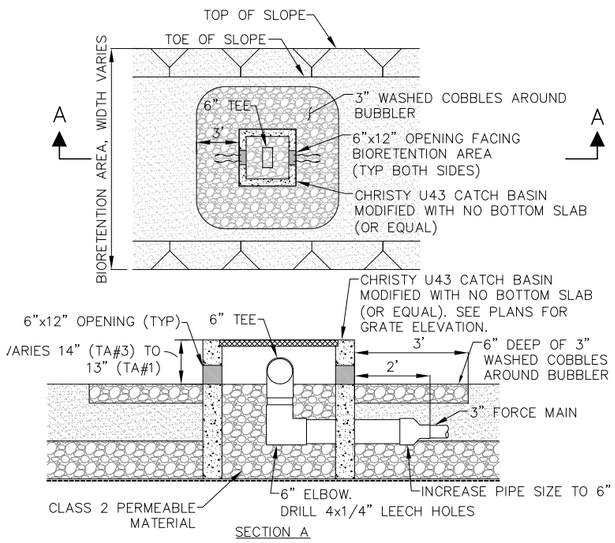


RESIDENTIAL AREA (SOUTH/WEST SIDE OF BLDG)

9/— ROOF DRAIN DETAIL
NO SCALE



11/— CURB CUT DETAIL
NOT TO SCALE



10/— FORCE MAIN BUBBLER DETAIL
NO SCALE

FIGURE 2.2

STORM WATER CONTROL PLAN DETAILS
DISTRICT 1 – BUILDING 1
MILPITAS, CALIFORNIA

MAY 2017

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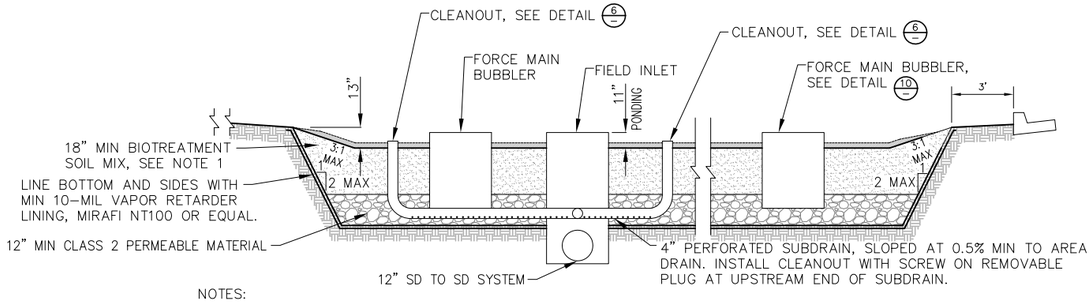
PHONE: (408) 848-0300 FAX: (408) 848-0302



NOTES:
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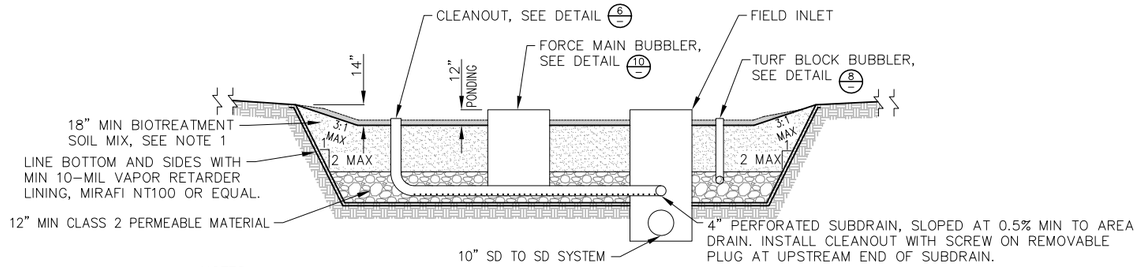
2. SEE LANDSCAPE DRAWINGS FOR BIOSWALE PLANTINGS AND IRRIGATION.

13/— BIOSWALE LONGITUDINAL SECTION – TREATMENT AREA #1
NO SCALE



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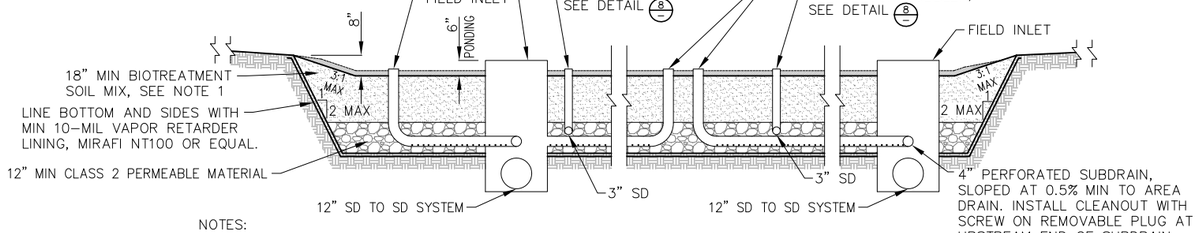
2. SEE LANDSCAPE DRAWINGS FOR BIOSWALE PLANTINGS AND IRRIGATION.

15/— BIOSWALE LONGITUDINAL SECTION – TREATMENT AREA #3
NO SCALE



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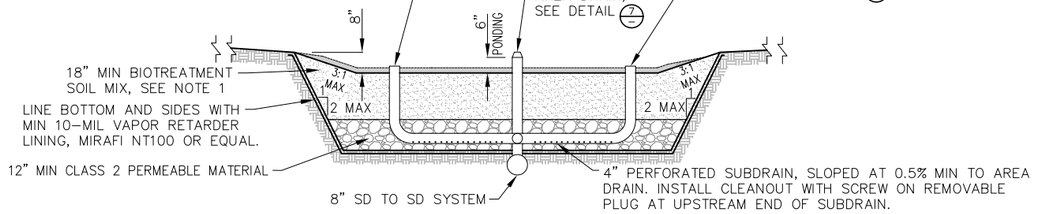
2. SEE LANDSCAPE DRAWINGS FOR BIOSWALE PLANTINGS AND IRRIGATION.

14/— BIOSWALE LONGITUDINAL SECTION – TREATMENT AREA #2
NO SCALE



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2. SEE LANDSCAPE DRAWINGS FOR BIOSWALE PLANTINGS AND IRRIGATION.

16/— BIOSWALE LONGITUDINAL SECTION – TREATMENT AREA #4
NO SCALE

FIGURE 2.3

STORM WATER CONTROL PLAN DETAILS
DISTRICT 1 – BUILDING 1
MILPITAS, CALIFORNIA

SEPTEMBER 2016

RJA
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ATTACHMENT C

SUMMARY OF INSPECTION AND MAINTENANCE OF ALL BMP'S

ATTACHMENT C - Summary of Inspection and Maintenance for all BMPs

BMP Inspection and Maintenance Schedule		
BMP	**Maintenance Operations**	
Storm Drain System and Pumps	• Inspect the storm drain system and pumps (including area drains, roof drains, pump wet wells, electrical panels, and bubblers), at the beginning and end of the rainy season. • Pump – check mechanical seal. A defective seal will show oil mixed with water or a muddy water mix. • Remove any sediment, trash, litter, rocks, and branches from surface gutters/channels and storm drain inlets. • Flush storm drain pipes as necessary to remove sediment and debris to ensure full pipe capacity. • Properly dispose of all sediment and debris according to State and City regulations.	Twice Annually at the beginning (October) and end (April) of the rainy season.
Vector Control	• Abate any potential vectors by filling ground holes in and around the BMPs, and by insuring there are no areas where water stands longer than 48 hours following a storm. • Contact the Santa Clara County Vector Control District for information and advice if mosquito larvae are present and persistent. • Mosquito larvicides should be applied only when absolutely necessary and by a licensed contractor.	As needed.
General Landscape	• Collect lawn and garden clippings, pruning waste, and tree trimming. Chip if necessary, and compost or take to the local municipal yard waste recycling center.	During each landscape maintenance visit when applicable

Bioretention Bioswales /	• Place mulch layer to ensure BMP is effective and attractive. Plants must remain healthy and trimmed if overgrown. Level of mulch must always remain below curb elevation per original design.	During each landscape maintenance visit when applicable
	• Inspect vegetation. Prune and weed the bioretention area. Replace dead plants. Treat diseased plants as needed.	During each landscape maintenance visit when applicable
	• Soils must be maintained to efficiently filter the stormwater. Inspect and correct any potential erosion. Remove any accumulated trash and debris.	Anytime as needed. Minimum twice per year, once before (October) and once after (April) the rainy season.
	• Inspect for sediment and debris. Use a commercially available regenerative air or vacuum sweepers to remove sediment and debris.	Twice per year, once before (October) and once after (April) the rainy season
	• Inspect subdrain system, cleanouts, area drains, and overflow field inlets. Remove any accumulated trash, debris, and accumulated sediment.	Twice per year, once before (October) and once after (April) the rainy season
	• Reconstruct portions of bioretention area if routine maintenance does not maintain infiltration rates and eliminate prolonged ponding.	Anytime as needed. Minimum twice per year, once before (October) and once after (April) the rainy season

ATTACHMENT D

MAINTENANCE LOG

ATTACHMENT D – Stormwater BMP Inspection and Maintenance Log

Submit the Operations and Maintenance Inspection reports, Maintenance Plan, and Inspection and Maintenance Checklist for each BMP to: City of Milpitas, 455 E. Calaveras Blv, Milpitas, CA 95035, ATTN: Utility Engineer

Facility Name	
Address	
Begin Date	End Date

Date	BMP ID#	BMP Description ID	Inspected by:	Cause for Inspection	Exceptions Noted (Write ID code-see potential inspection results)	Comments and Actions Taken

Instructions: Record all inspections and maintenance for all treatment BMPs on this form. Use additional log sheets and/or attach extended comments or documentation as necessary. Submit a copy of the completed log with the annual independent inspectors' report to the municipality, and start a new log at that time.

- BMP ID# — Always use ID# from the Operation and Maintenance Manual.
- Inspected by — Note all inspections and maintenance on this form, including the required independent annual inspection.
- Cause for inspection — Note if the inspection is routine, pre-rainy-season, post-storm, annual, or in response to a noted problem or complaint.
- Exceptions noted — Note any condition that requires correction or indicates a need for maintenance. Write ID code per potential inspection results
- Comments and actions taken — Describe any maintenance done and need for follow-up.

ATTACHMENT D - Stormwater BMP Inspection and Maintenance Log

Potential Inspection Results with Definitions

ID	Inspection Results	Definitions
I. All BMP Types		
1	No Visible/Apparent Problems	No visible or apparent problems with BMP function. BMP appears to be well-maintained.
2	Significant Engineering/Design Flaws	BMP observed to have significant engineering/design flaws which lessen its effectiveness as a stormwater treatment measure.
3	Unauthorized Modifications	Any modification that lessens the effectiveness of the BMP; any modification not authorized by the City, designated agency or other regulatory agency.
4	BMP Destroyed or Eliminated	BMP destroyed, removed or eliminated from property.
5	Trash/Debris Accumulation or Dumping	Trash & debris accumulates within and/or on BMP; trash & debris interferes with proper BMP function; visual evidence of trash/debris dumping.
6	Evidence of Contamination & Pollution	Evidence or presence of oil, gasoline, contaminants or other pollutants.
7	BMP Access Obstructed	Access to BMP obstructed or limited
8	Obnoxious Odors	Unpleasant odors within/from BMP
9	Fencing- Missing or Broken Bars	Any defect in or damage to the fence or gate that permits easy entry to a facility.
10	BMP Cannot Be Located	BMP cannot be located for the inspection
II. Biofiltration		
A. General		
11	Uneven or Clogged Flow Spreader	Flow spreader uneven or clogged so that flows are not uniformly distributed across the BMP.
12	Leaking or Malfunctioning Irrigation System	Irrigation system leaking or malfunctioning
B. Sediment and Erosion Problems		
13	Sediment Accumulation	Sediment depth exceeds 2 inches on more that 10% of the vegetated treatment area; or sediment interferes with BMP performance.
14	Erosion/Scouring	Eroded or scoured areas due to flow channelization, higher flows, wind or water.
C. Vegetation Maintenance Issues		
15	Poor Vegetation Coverage	Planted vegetation is sparse or bare or eroded patches occur in more than 10% of the BMP. Growth of planted vegetation is poor because sunlight does not reach swale.
16	Invasive/Nuisance Vegetation or Weeds	Planted vegetation is excessively tall; nuisance weeds, invasive or noxious vegetation are overgrown; vegetation reduces free movement of water through BMP.
17	Tree/Brush Growth	Growth does not allow maintenance access or interferes with maintenance activity
D. Drainage Problems		
18	Standing Water/Excessive Ponding/Soggy Soil	Water is observed within the BMP (between storms) and appears not to drain freely or soil is excessively soggy. Excessive ponding of water within vegetated swale or other BMP.
19	Mosquito Habitat	Suitable habitat exists for mosquito production (e.g., standing water for more than 72 hours in areas accessible to mosquitos).
20	Clogged or Obstructed Inlets/Outlets	Inlet/outlet clogged or obstructed with sediment and/or debris.
21	Constant Baseflow/Damage	Small quantities of water flow through the vegetated swale, even when it has been dry for weeks, and an eroded, muddy channel has formed in the swale bottom, constant baseflow from irrigation runoff.

ATTACHMENT E

PUMP MANUFACTURER INFORMATION AND SPECIFICATIONS

FM APPROVED
(3VX only)

MYERS®

3V AND 3VX

3" SOLIDS HANDLING WASTEWATER PUMPS STANDARD (3V) AND HAZARDOUS LOCATION (3VX) CONSTRUCTION

MYERS® 3V AND 3VX TECHNICAL INFORMATION

THE IDEAL CHOICE WHEN SELECTING A PUMP FOR YOUR NEXT APPLICATION

MYERS 3V and 3VX (hazardous location) submersible wastewater pumps pass a full 2-1/2" spherical solid. MYERS rounded port, 2-vane, enclosed impeller prevents solids from binding or clogging and offers high operating efficiencies to cut your pumping costs. The 3V series modified constant velocity volute case provides smooth operation over an extended portion of the performance curve for extended seal and bearing life. For use in municipal lift stations, treatment plants and industrial waste applications. MYERS offers a complete line of wastewater pumps, lift-out rail assemblies, controls and accessories to meet your needs. Call your MYERS distributor or the MYERS sales office at 419-289-1144 for more details.

HIGH EFFICIENCY HYDRAULIC DESIGN CUTS PUMPING COSTS AND EXTENDS LIFE OF FLUID END COMPONENTS.

- Two-vane, rounded port, enclosed type impeller handles 2-1/2" solids with ease at high operating efficiencies.
- Modified constant velocity volute offers quiet operation, low radial loads over extended portion of performance curve.

DURABLE MOTOR WILL DELIVER MANY YEARS OF RELIABLE SERVICE.

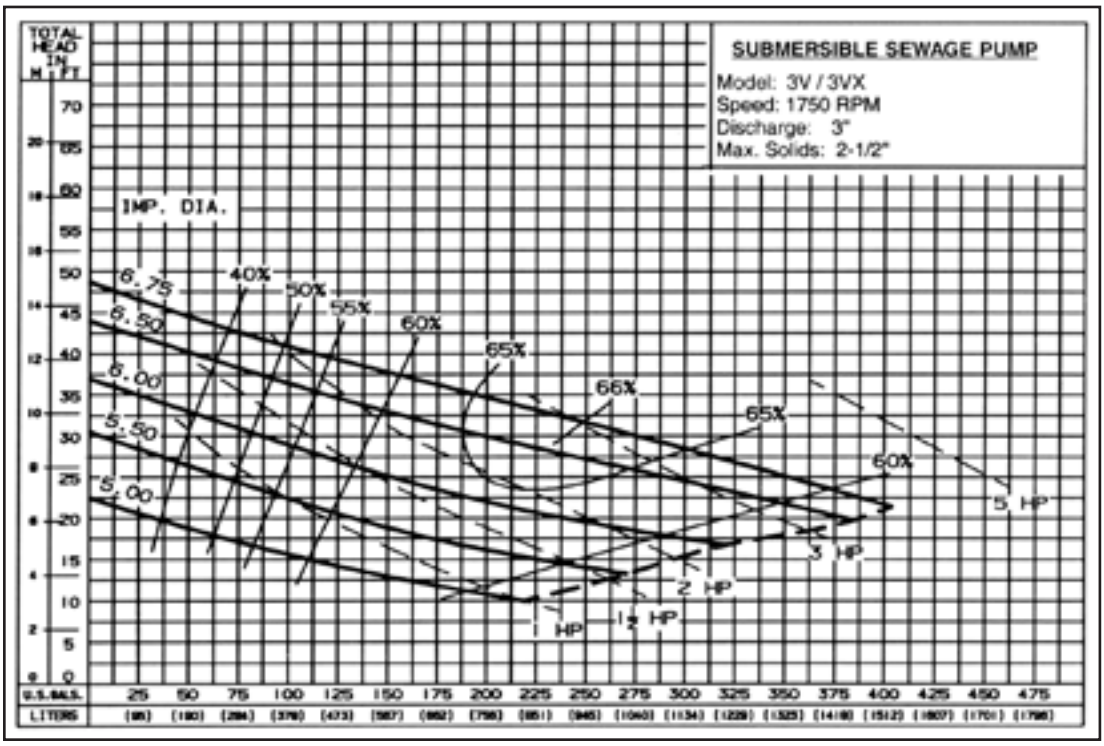
- Oil-filled motor for maximum heat dissipation and constant bearing lubrication.
- Heat sensor thermostats embedded in windings protect motor from overheat conditions.
- Seal leak probes warn of moisture entry; help prevent costly motor burnout.
- Double tandem shaft seals prevent sewage from entering motor.
- Power and control cables are double sealed with epoxy and compression grommet.

Product Capabilities		
Capacities To	400 gpm	25.24 lps
Heads To	48 ft.	14.6 m
Solids Handling Capacity	2-1/2 in.	63.5 mm
Liquids Handling	raw unscreened sewage, effluent, storm water	
Intermittent Liquid Temp.	up to 140°F	up to 60°C
Winding Insulation Temp. (Class F)	311°F	155°C
Motor Electrical Data	1750 RPM 1 – 5 HP, 230V, 1Ø, 60 Hz 1 – 5 HP, 200/230/460/575V, 3Ø, 60 Hz	
Std. Third Party Approvals	CSA	
Optional Approvals	FM Class 1, Groups C & D (3VX only)	
Acceptable pH Range	6 – 9	
Specific Gravity	.9 – 1.1	
Viscosity	28 – 35 SSU	
Discharge (Flange Dim.)	3 in.	76 mm

NOTE: Consult factory for applications outside these recommendations.

Construction Materials	
Motor Housing, Seal Housing, Cord Cap and Volute Case	cast iron, Class 30, ASTM A48
Enclosed 2-Vane Impeller	ductile iron, Class 65, ASTM A536
Power Cord	SOOW, W
Control Cord	SOOW
Mechanical Seals Standard Optional	double tandem, type 21 carbon and ceramic lower tungsten, carbide
Pump, Motor Shaft	416 SST
Fasteners	300 series SST
Volute Wear Ring	brass

1750 RPM PERFORMANCE CURVE

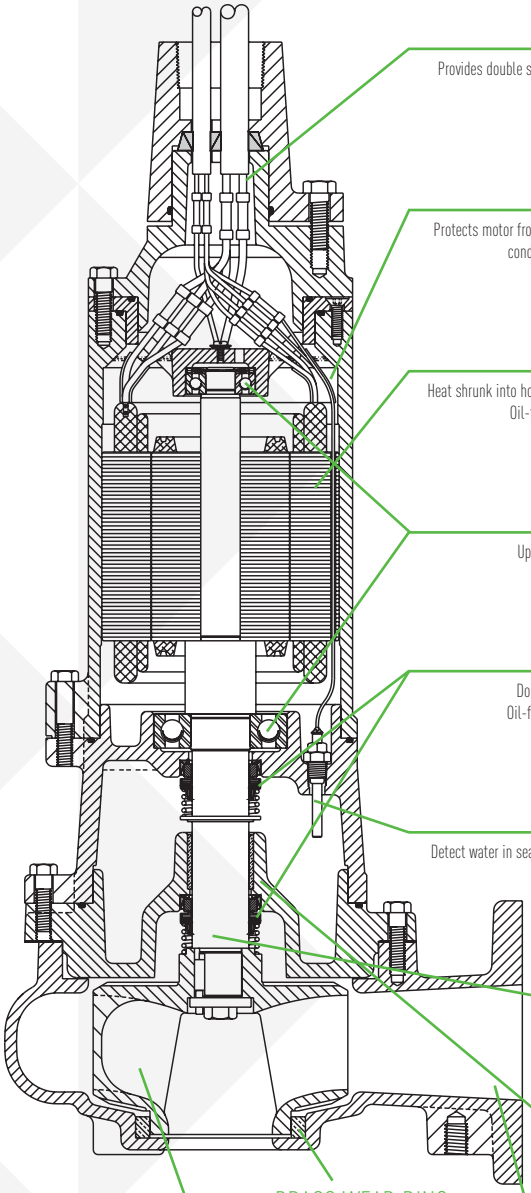


Pump performance is based on clear water (1.0 specific gravity @ 68°F) and pump fluid end (hydraulic) efficiency. Motor data based on 40°C ambient temperature.

Available Models		Motor Electrical Data												
Standard	Hazardous Location	HP	Volts	Phase	Hertz	Start Amps	Run Amps	Service Factor Amps	Run kW	Service Factor kW	Start KVA	Run KVA	NEC Code Letter	Service Factor
3V10M4-21	3VX10M4-21	1	230	1	60	50	8	10	1.2	1.6	11.5	1.8	J	1.2
3V10M4-03	3VX10M4-03	1	200	3	60	36	5.4	6.2	1.3	1.5	12.5	1.8	K	1.2
3V10M4-23	3VX10M4-23	1	230	3	60	32	4.5	5.4	1.2	1.5	12.7	1.8	K	1.2
3V10M4-43	3VX10M4-43	1	460	3	60	19	2.3	2.7	1.2	1.5	15.1	1.8	M	1.2
3V10M4-53	3VX10M4-53	1	575	3	60	13	1.8	2.2	1.2	1.5	12.7	1.8	J	1.2
3V15M4-21	3VX15M4-21	1.5	230	1	60	50	10	12	1.6	1.9	11.5	2.3	J	1.2
3V15M4-03	3VX15M4-03	1.5	200	3	60	36	6.6	8	1.6	1.9	12.5	2.2	K	1.2
3V15M4-23	3VX15M4-23	1.5	230	3	60	32	5.5	7	1.6	1.9	12.7	2.2	K	1.2
3V15M4-43	3VX15M4-43	1.5	460	3	60	19	2.8	3.5	1.6	1.9	15.1	2.2	M	1.2
3V15M4-53	3VX15M4-53	1.5	575	3	60	13	2.2	2.8	1.6	1.9	12.7	2.2	K	1.2
3V20M4-21	3VX20M4-21	2	230	1	60	64	12	14.4	1.9	2.3	14.7	2.8	J	1.2
3V20M4-03	3VX20M4-03	2	200	3	60	44	8.4	9.8	1.8	2.3	15.2	2.8	J	1.2
3V20M4-23	3VX20M4-23	2	230	3	60	40	7	8.6	1.8	2.3	15.9	2.8	J	1.2
3V20M4-43	3VX20M4-43	2	460	3	60	23	3.5	4.3	1.8	2.3	18.3	2.8	L	1.2
3V20M4-53	3VX20M4-53	2	575	3	60	16	2.8	3.4	1.8	2.3	15.9	2.8	J	1.2
3V30M4-21	3VX30M4-21	3	230	1	60	101	21	26	2.5	3.0	23.2	4.8	J	1.2
3V30M4-03	3VX30M4-03	3	200	3	60	66	15	18	3.5	4.5	22.8	5.2	J	1.2
3V30M4-23	3VX30M4-23	3	230	3	60	58	12	15.6	3.5	4.5	23.1	4.8	J	1.2
3V30M4-43	3VX30M4-43	3	460	3	60	29	6	7.8	3.5	4.5	23.1	4.8	J	1.2
3V30M4-53	3VX30M4-53	3	575	3	60	21	5	6	3.5	4.5	20.9	5.0	H	1.2
3V50M4-21	3VX50M4-21	5	230	1	60	101	34	34	4.0	4.0	23.2	7.8	J	1.0
3V50M4-03	3VX50M4-03	5	200	3	60	66	24	24	6.0	6.0	22.8	8.3	J	1.0
3V50M4-23	3VX50M4-23	5	230	3	60	58	21	21	6.0	6.0	23.1	8.3	J	1.0
3V50M4-43	3VX50M4-43	5	460	3	60	29	10.5	10.5	6.0	6.0	32.1	8.3	J	1.0
3V50M4-53	3VX50M4-53	5	575	3	60	21	8.4	8.4	6.0	6.0	20.9	8.3	H	1.0

Motor Efficiencies and Power Factor									
		Motor Efficiency %				Power Factor %			
HP	Phase	Service Factor Load	100% Load	75% Load	50% Load	Service Factor Load	100% Load	75% Load	50% Load
1	1	68	64	58	49	68	66	60	50
1	3	70	66	60	51	70	67	61	47
1.5	1	69	68	65	59	69	68	61	48
1.5	3	71	70	68	60	70	70	62	49
2	1	73	73	71	68	70	69	63	50
2	3	71	70	68	61	66	65	52	42
3	1	70	70	67	59	51	51	49	45
3	3	74	73.5	69.5	61.5	72	70.5	62.5	52
5	1	70	70	69	65	51	51	50	47
5	3	74	74	72	67	72	72	64	

ADVANTAGES BY DESIGN



CABLE ENTRY SYSTEM

Provides double seal protection. Cable jacket sealed by compression grommet. Individual wires sealed by epoxy potting.

HEAT SENSOR

Protects motor from burnout due to excessive heat from any overload condition. Automatically resets when motor has cooled.

MOTOR STATOR

Heat shrunk into housing for perfect alignment and best heat transfer. Oil-filled motor conducts heat and lubricates bearings.

BALL BEARINGS

Upper and lower ball bearings support shaft and rotor and take axial and radial loads.

SHAFT SEALS

Double tandem mechanical shaft seals protect motor. Oil-filled seal chamber provides continuous lubrication.

SEAL LEAK PROBES

Detect water in seal housing. Activates warning light in control panel. (Test resistor on FM listed pumps only.)

HEAVY 416 SST SHAFT

Corrosion resistant.

SLEEVE BEARING

Takes radial shock load; provides flame path. (FM listed pumps only.)

VOLUTE CASE

Modified constant velocity volute handles 2-1/2" solids. 3" ANSI 125 lb. flange.

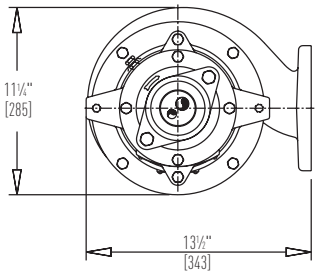
HIGH EFFICIENCY IMPELLER

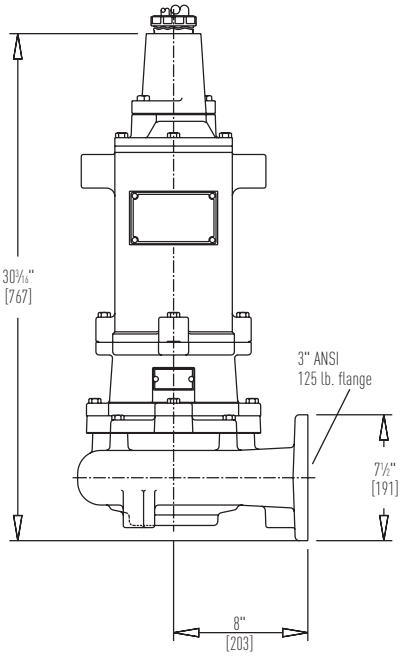
2-vane with rounded ports. Handles 2-1/2" solids. Pump-out vanes help keep trash from seal; reduce pressure to seal faces.

BRASS WEAR RING

Prevents rust buildup and reduces leakage and wear. Replaceable to restore original running clearances and pump efficiencies.

DIMENSIONS [Dimensions in mm]





PENTAIR

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ASHLAND, OHIO 44805
WWW.FEMYERS.COM

269 TRILLIUM DRIVE, KITCHENER,
ONTARIO, CANADA N2G 4W5
WWW.FEMYERS.COM

Because we are continuously improving our products and services, Pentair reserves the right to change specifications without prior notice.
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Appendix J

3rd Party Certification

Schaaf & Wheeler
CONSULTING CIVIL ENGINEERS
870 Market Street, Suite 1278
San Francisco, CA 94102-2906
415-433-4848
Fax 415-433-1029

James R. Schaaf, Ph. D, PE
Kirk R. Wheeler, PE
Peder C. Jorgensen, PE
Charles D. Anderson, PE
Daniel J. Schaaf, PE

M. Eliza McNulty, PE
Benjamin L. Shick, PE
Leif M. Coponen, PE
Principal Emeritus
David A. Foote, PE

September 23, 2015

Sandra Meditch
City of Milpitas
455 E Calaveras Blvd.
Milpitas, CA, 95035

Subject: McCandless District Building 1 Stormwater Management Plan

Dear Ms. Meditch:

At the request of RJA we have performed a third-party review of the District Building 1 Stormwater Control Plan (SWCP) dated September 21, 2015. The 7.0± acre project includes surface parking, sidewalks, landscape improvements, 7 story building and parking structure and is located on McCandless Drive in Milpitas. The project is located adjacent to Lower Penitenica Creek to the west, Great Mall Parkway to the north, McCandless Drive to the east and future development to the south. Existing commercial office and surface parking will be removed and replaced by the proposed development. The project is located in the Lower Penitencia Creek watershed and has an existing storm drain system on the site that drains directly to the Creek on the west side of the property.

We reviewed the following submittals with regard to this project:

- The Storm Water Control Plan (SWCP) dated September 21, 2015 which includes:
  - City of Milpitas C.3 Data Form
  - Completed Infiltration/Harvesting and Use Feasibility Screening Worksheet
  - Completed Infiltration Feasibility Worksheet
  - Completed Special Projects Worksheet
  - Storm Water Control Plan sheet
  - Construction Details
- The following plan sheets:
  - L3.00– L3.04 Landscape Planting Plans

We reviewed the project submittals for compliance with the stormwater requirements in the NPDES Municipal Regional Stormwater Permit (Order No. R2-2009-0074 and amendment Order No. R2-2011-0083) provision C.3 and the City's Municipal Code section XI-16-6.

1. Applicability of NPDES Permit Provision C.3 Requirements

There is a total of 235,065 square feet of new and replaced impervious area, which is greater than the 10,000 square foot threshold. Therefore, C.3 source control, site design and treatment

requirements **do** apply to this project. The project will replace 100% of the existing impervious area, therefore C.3 requirements apply to all on-site impervious areas. The project did not receive final discretionary approval before 12/1/2011; therefore it must use LID treatment measures to treat 100% of the runoff as determined by section C.3.d of the Permit. LID treatment measures include rainwater harvesting, infiltration, and evapotranspiration. These measures were determined infeasible for the project as shown in the completed Infiltration/Harvesting and Use Feasibility Screening Worksheet. Therefore, bio-treatment may be used per the Permit section C.3.c.i(2)(b)(ii).

Hydromodification Management requirements do not apply to this project since the project is located in an area specifically excluded from HM requirements on the City of Milpitas HMP Applicability Map (available from SCVURPPP).

2. Proposed Stormwater Measures and Sizing Calculations

Source Control Measures for the project are as follows

- Maintenance Activities such as street sweeping and storm drain system cleansing
- Storm Drain Labeling to deter non-storm water discharges
- Alternative building materials: the multi-use trail along Lower Penitencia Creek on the west side of the site will be constructed of pervious turf block.
- Covered dumpster area will drain to the sanitary sewer
- Landscaping has been designed to minimize irrigation, runoff, pesticides and fertilizers

Site Design Measures are as follows (as shown on the C.3 Form and explained in the SWCP)

- Minimum-impact parking lot design and minimized impervious surfaces through reduced parking stall sizes
- Disconnected downspouts to encourage micro-detention in landscape
- The project frontage along McCandless Drive will be treated through self-retaining depressed landscape areas.

Stormwater Treatment Measures

- Four bioretention ponds will be constructed to treat the onsite stormwater runoff from rooftops, parking and other hardscape.
- There will be two low-flow pump stations on-site to pump the treatment flow rate from a portion of the project to the bioretention basins.
- A portion of Great Mall Parkway will be treated via bioretention in lieu of the new turning deceleration lane.

Schaaf & Wheeler verified that calculations for all biotreatment measures and in-lieu of treatment were done correctly. The details provided for the biotreatment devices are consistent with the SCVURPPP C.3 Handbook.

Operations and Maintenance Plans have been included in the SWCP which clearly state the responsible party and describe maintenance of all stormwater treatment BMPs.

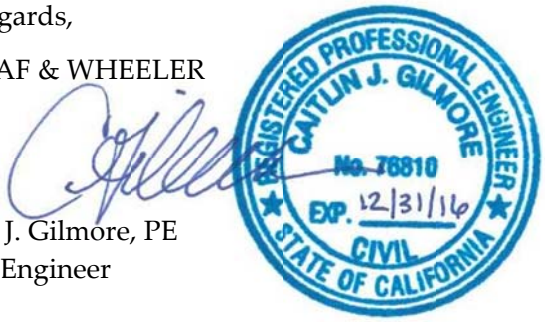
The sizing, selection, and preliminary design of the 100% LID storm water treatment control BMPs in the SWCP meet the requirements of City's Municipal Code XI-16-6, the Municipal

Regional Stormwater Permit (Order No. R2-2009-0074 and amendment Order No. R2-2011-0083) provision C.3 and the SCVURPPP C.3 Handbook dated April 2012.

If you require any additional information, please feel free to call me at the number above.

Best regards,

SCHAAF & WHEELER



Caitlin J. Gilmore, PE
Senior Engineer

CITY OF MILPITAS
AGENDA REPORT
(AR)

Item Title:	Approve and Authorize the Interim City Manager to Execute a Stormwater Management Facilities Operation and Maintenance Agreement for The New Home Company Northern California LLC and Ellison Park Community Association for the Ellison Park Residential Project at 231, 247, 271 Houret Drive and 1757 Houret Court.
Category:	Consent Calendar-Community Development
Meeting Date:	8/20/2019
Staff Contact:	Steve Erickson, 408-586-3301
Recommendation:	Approve and Authorize the Interim City Manager to Execute a Stormwater Management Facilities Operation and Maintenance Agreement for The New Home Company Northern California LLC and Ellison Park Community Association for the Ellison Park Residential Project at 231, 247, 271 Houret Drive and 1757 Houret Court.

Background:
On November 17, 2015, the City Council approved Site Development Permit No. SD15-0006, Use Permit No. UP15-0010 and Major Tentative Map No. MT15-0008 ("Ellison Park Project") for the development of a 114-unit residential subdivision on approximately 5.62 acres located at 231, 247 and 271 Houret Drive and 1757 Houret Court.

In accordance with State Law and the City's Municipal Regional Stormwater NPDES Permit ("MRP") issued by the Regional Water Quality Control Board ("RWQCB"), new development and redevelopment projects that create and/or replace 10,000 square feet or more of impervious surface are required to incorporate Low Impact Development ("LID") post construction stormwater control measures into the project. LID control measures include bioretention areas, flow-through planters, permeable pavement, infiltration trenches and tree well filters.

Analysis:
MRP section C3.h.ii.(1)(a) and Milpitas Municipal Code Title XI Chapter 16 requires development project property owners meeting the 10,000 sqft threshold to execute and record a Stormwater Management Facilities Operation and Maintenance Agreement ("Agreement") with the City for the perpetual operation, maintenance and annual inspection of LID stormwater treatment facilities.

The property owner has complied with the LID requirements and has executed the required Agreement, which has been reviewed by the City Attorney as to form and by the City Engineer as to content.

Policy Alternatives:

Alternative 1:
Do not approve the Agreement with the City for operation, maintenance and annual inspection of stormwater treatment facilities.

Pros: None

Cons: Not approving the Agreement would cause the project to be not in compliance with the MRP and w
be prohibitive by federal and state law.

Reason not recommended: To be in compliance with federal and state law and to allow for the on-going maintenance and annual City Inspection of the installed stormwater treatment devices, staff recommends approval of the Agreement.

Fiscal Impact:
None. The developer will pay for the required annual maintenance and inspection of the stormwater facilities.

California Environmental Quality Act:
In accordance with the California Environmental Quality Act (CEQA), staff has determined that the agreement is exempt from further environmental review as a Class 7 or 8 Categorical Exemption under CEQA Guidelines § 15307 or § 15308, Actions by Regulatory Agencies for Protection of Natural Resources.

Recommendation:
Approve and Authorize the Interim City Manager to Execute a Stormwater Management Facilities Operation and Maintenance Agreement for The New Home Company Northern California LLC and Ellison Park Community Association for the Ellison Park Residential Project at 231, 247, 271 Houret Drive and 1757 Houret Court.

Attachments:
Stormwater Management Facilities Operation and Maintenance Agreement

Recording Requested by
and when Recorded, return to

CITY OF MILPITAS
455 E. CALAVERAS BOULEVARD
MILPITAS, CA 95035-5479

Attn: City Clerk
Exempt From Recording Fees per Government Code 6103 and 27383

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

Document Transfer Tax is $ 0
( ) Computed on full value of property conveyed
( ) Computed on full value less value of liens and encumbrances remaining
City transfer tax is $ 0

STORMWATER MANAGEMENT FACILITIES
OPERATION AND MAINTENANCE AGREEMENT

This Stormwater Management Facilities Operation and Maintenance Agreement ("AGREEMENT") is made and entered into this _____ day of _____, 2019 ("Effective Date"), by and between The New Home Company Northern California LLC, a Delaware Limited Liability Company ("Developer"), the Ellison Park Community Association, a California nonprofit mutual benefit corporation ("Association"), and the City of Milpitas, a municipal corporation of the State of California ("City").

RECITALS

This AGREEMENT is made and entered into with reference to the following facts:

A. **WHEREAS**, the Developer and the Association collectively own the real property more particularly depicted and described on the attached as **Exhibit A** ("Association Property") and fully incorporated herein by reference; and

B. **WHEREAS**, the Developer received entitlements from the City allowing the development of the Ellison Park residential project ("Project"), including the construction of 19 buildings comprising of up to 114 units with, emergency vehicle access, utilities, and associated offsite and onsite improvements landscaping, irrigation, and stormwater treatment measures on a 5.85 acre site located at 231, 247, 271 Houret Drive and 1757 Houret Ct in Milpitas and more commonly known as

1. Resolution No. 8511 approving Site Development Permit No. SD15-0006,
2. Resolution No. 8511 approving Conditional Use Permit No. UP15-0010,
3. Resolution No. 8511 approving Major Tentative Map No. MT15-0008; and

C. **WHEREAS**, discharges to the City's municipal separate storm sewer system ("MS4") are regulated under state and federal law pursuant to Waste Discharge Requirements and National Pollutant Discharge Elimination System permit ("MS4 Permit") issued by the Regional Water Quality Control Board, San Francisco Region ("Regional Board"); and

D. **WHEREAS**, pursuant to the requirements of the MS4 Permit and the City's Stormwater and Urban Runoff Pollution Control Ordinance as codified in Milpitas Municipal Code Chapter 16 ("Ordinance"), the City Approvals require the Developer and the Association, as applicable, to install, operate and maintain, at no cost or expense to the City, the Permanent Stormwater Pollution Prevention Measures ("BMPs") more particularly described in the City-approved Stormwater Control Operation and Maintenance Plan (sometimes referred to herein as "Plan") for the Project on file with the City as Exhibit B and fully incorporated herein by reference; and

E. **WHEREAS**, the Stormwater Control Operation and Maintenance Plan may be subsequently modified from time to time with City's written approval and such changes shall be fully incorporated as part of this Agreement by this reference; and

F. **WHEREAS**, the Stormwater Control Operation and Maintenance Plan includes provisions for the BMP Operation and Maintenance and an annual inspection checklist for the BMPs constructed on the Association Property, and

G. **WHEREAS**, this Agreement memorializes the maintenance, operations, and inspection obligations of the Developer and the Association, as applicable, under the City's Ordinance and the approved Stormwater Control Operation and Maintenance Plan.

NOW, THEREFORE, in consideration of the foregoing premises, the mutual covenants contained herein, and the following terms and conditions, the parties hereto agree as follows:

SECTION 1. Responsibility for Operation and Maintenance:

The Developer, at its sole cost and expense, shall construct and install the BMPs shown in Exhibit B in accordance with the plans approved by and on file with the City. The Developer and the Association, as applicable, shall diligently maintain in perpetuity the BMPs in a manner assuring peak performance at all times, shall make such changes or modifications to the BMPs, subject to City's prior approval as may be reasonably necessary for the BMPs to continue to operate as designed and approved and to accomplish its intended purpose and in good repair, and in compliance with all applicable Federal, State, County and local laws and regulations, including but not limited to the Ordinance, as the same may be amended, revised, and replaced from time to time. The Developer and the Association, as applicable, shall be responsible for the costs incurred in operating, maintaining, repairing and replacing the BMPs. The Developer and the Association shall not destroy or remove the BMPs or modify any measure in any manner that would lessen its effectiveness. The Developer and the Association shall make available copies of the approved Stormwater Control Operation and Maintenance Plan at the site with the facility or property manager.

SECTION 2. Inspection of BMPs:

The Developer and the Association, as applicable, at their sole cost and expense, shall conduct annual inspections of all permanent installed BMPs per the Plan. The annual inspection report shall include completion of the checklist described in the approved Stormwater Control Operation and Maintenance Plan. The BMPs must be inspected by a qualified independent inspector who is acceptable to the City. The Developer and the Association, as applicable, shall submit the Inspection Report on these BMPs to the City Engineer no later than July 15th of each year.

SECTION 3. Facility Inspection by the City:

(a) Right of Entry. The Developer and the Association, on their behalf and on behalf of their successors and assigns, grant permission to the City, the inspectors of the Regional Board, and local mosquito and vector control agency, and their authorized agents and employees, to enter the Association Property, and to inspect the BMPs whenever the City deems necessary to enforce provisions of the Ordinance, this Agreement, or any other local or state requirements. The City may enter the premises at any reasonable time during normal business hours and upon at least 48 hours prior written notice (except that prior written notice is not required in case of emergency) to inspect the premises related to BMPs and BMP operation and maintenance, to inspect and copy records related to storm water compliance, and to collect samples and take measurements related to BMPs. Simultaneously with the execution of this Agreement, the Developer shall make an initial deposit into a Private Job Account with the City a minimum balance of Four Thousand Dollars ($4,000) for inspection by City Staff pursuant to this Section 3. The Association shall be responsible for maintaining such Private Job Account, including without limitation, making any additional deposits as required by the City pursuant to this Agreement.

(b) Security. The City may require the Developer and the Association, as applicable, and their successors and assigns, from time to time, to post security in a form, amount, and for a time period satisfactory to City to guarantee performance of the obligations stated herein. Should the Developer and the Association, as applicable, and their successors and assigns, fail to perform the obligations under this Agreement, the City may, in the case of a cash bond, act for the Developer and the Association, as applicable, and their successors and assigns, using the proceeds from such cash bond, or in the case of a surety bond, require the surety to perform the obligations of this Agreement.

SECTION 4. Failure to Perform Required Facility Repairs or Maintenance:

(a) Enforcement Action. If the Developer or the Association, as applicable, or its successors fail to operate and maintain the BMPs in good working order and in accordance with the approved Plan and the City's Ordinance, the City may, but is not required to, pursue any enforcement action available at law or in equity to cause the completion of all maintenance and may charge the costs of such enforcement action against the Developer or the Association, as applicable, in any manner authorized by law or in equity.

(b) City Maintenance. In the event of the failure by the Developer or the Association, as applicable, to operate and maintain BMPs in accordance with the Plan and the City's Ordinance, the City may also, with prior written notice, enter the Association Property to return the BMPs to good working order; provided however that the Developer or the Association, as applicable, shall have 30 days after any such notice, or such other time provided by law, to cure the relevant failure and provided further that the Developer or the Association, as applicable, shall have such additional time after the initial 30 days to complete a cure so long as the Developer or the Association, as applicable, commences the cure within the initial 30 days and diligently prosecutes the cure to completion. Notwithstanding the foregoing, City may in its sole discretion enter the Association Property to return the BMPs to good working order in an emergency and take any other necessary action to mitigate an emergency without any notice to the Developer or the Association. The City is under no obligation to maintain or repair the BMPs, and this Agreement may not be construed to impose any such obligation on the City. If the City, under this Section 4 takes any action to return the BMPs to good working order, the Developer or the Association, as applicable, shall reimburse the City for all the reasonable costs and expenses incurred by the City. The City will provide the Developer or the Association, as applicable, with an itemized invoice of the City's costs and expenses and the Developer or the Association, as applicable, shall make full payments to the City within thirty (30) days of the date of the invoice. If the Developer or the Association, as applicable, fails to pay the invoice within thirty (30) days, the City shall be entitled to cause a lien for any such unpaid maintenance expense bill to be recorded

against the Association Property. In addition, the City shall be entitled to have the unpaid amount of the invoice placed as a special assessment on the next regular tax bill levied against the Association Property, after which such assessment shall be collected in the same manner as ordinary municipal taxes are collected, and shall be subject to the same penalties and same procedures under foreclosure and sale in the case of delinquency as provided for ordinary municipal taxes. The actions described in this section are in addition to and not in lieu of other legal remedies provided by law. Notwithstanding the above, it is understood that City is under no obligation to repair or maintain the BMPs, and in no event shall this Agreement be construed to impose any such obligation on City.

(c) Specific Performance. The provisions of this Agreement are expressly declared to be for the benefit of the City. The City may bring an action to obtain specific performance of this Agreement and may recover its costs, including attorney fees, incurred in bringing such action.

SECTION 5: Successors and Assigns:

The Developer and the Association hereby declare that the Association Property shall be held, transferred, encumbered, used, conveyed, leased and occupied subject to the covenants, conditions, restrictions, easements and rights set forth herein for the use and benefit of each of the residential lots in the Project. All of the limitations, easements, uses, obligations, covenants, restrictions and conditions stated herein shall run with the Association Property and shall be binding upon the Developer and the Association, as applicable, and their successors and assigns, any and all parties having or acquiring any right, title or interest in or to the Association Property or any part thereof or interest therein and shall inure to the benefit of and be binding upon each successor-in-interest thereto.

Except for Section 6 and notwithstanding anything to the contrary herein, upon conveyance of all or any portion of the Association Property to the Association, this Agreement shall be deemed automatically assigned to the Association with respect to such portion of the Association Property, and the Developer shall be released from any obligation hereunder relating to such portion of the Association Property. When the Developer has conveyed to the Association all portions of the Association Property which are subject to maintenance pursuant to this Agreement, the Developer shall automatically be completely released from any obligation hereunder. Section 6 survives the assignment of this Agreement.

SECTION 6. Indemnity:

(a) Developer. The Developer, on its behalf and on behalf of all successors in interest pursuant to Section 5 of this Agreement, shall indemnify, release, hold harmless, and defend the City and its authorized agents and employees from and against any and all demands, suits, liabilities, fines, losses, damages, accidents, casualties, occurrences or claims, including reasonable attorneys' fees, against the City which may in anyway arise or relate to the construction of the BMPs, or from any personal injury or property damage that may arise or relate from the City entering the property under Section 4 in connection with the construction of the BMPs. In addition, prior to conveyance of any portion of the Association Property to the Association, Developer, on its behalf and on behalf of all successors in interest pursuant to Section 5 of this Agreement, shall indemnify, release, hold harmless, and defend the City and its authorized agents and employees from and against any and all demands, suits, liabilities, fines, losses, damages, accidents, casualties, occurrences or claims, including reasonable attorneys' fees, against the City which may in anyway arise or relate to the construction, operation, presence, existence or maintenance of the BMPs located on such portion of the Association Property, or from any personal injury or property damage that may arise or relate from the City entering the property under Section 4 in connection with the construction, operation, presence, existence or maintenance of the BMPs located on such portion of the Association Property. If a claim is asserted under this Section 6(a) against the City, its authorized agents or employees, the City shall promptly notify the Developer, and the Developer shall defend the claim and any resulting litigation at its sole cost and expense, with counsel approved by City, and if any judgment is entered against the City, or its authorized

agents or employees, the Developer must pay all costs and expenses to satisfy the judgment.

(b) Association. Upon conveyance to the Association of any portion of the Association Property, the Association, on its behalf and on behalf of all successors in interest pursuant to Section 5 of this Agreement, shall indemnify, release, hold harmless, and defend the City and its authorized agents and employees from and against any and all demands, suits, liabilities, fines, losses, damages, accidents, casualties, occurrences or claims, including reasonable attorneys' fees, against the City which may in anyway arise or relate to the operation, presence, existence or maintenance of the BMPs located on such portion of the Association Property conveyed to the Association, or from any personal injury or property damage that may arise or relate from the City entering the property under Section 4 in connection with the operation, presence, existence or maintenance of the BMPs located on such portion of the Association Property conveyed to the Association. If a claim is asserted under this Section 6(b) against the City, its authorized agents or employees, the City shall promptly notify the Association, and the Association shall defend the claim and any resulting litigation at its sole cost and expense, with counsel approved by City, and if any judgment is entered against the City, or its authorized agents or employees, the Association must pay all costs and expenses to satisfy the judgment.

SECTION 7. Severability:

Invalidation of any one of the provisions of this Agreement shall in no way effect any other provisions, and all other provisions shall remain in full force and effect.

SECTION 8. Non-Discrimination:

The Developer and the Association shall not discriminate, in any way, against any person on the basis of race, sex, color, age, religion, sexual orientation, actual or perceived gender identity, disability, ethnicity, or national origin, in connection with or related to the performance of this Agreement.

SECTION 9. Governing Law:

The parties agree that the law governing this Agreement shall be that of the State of California and that the Developer and the Association shall comply with all applicable laws, ordinances, codes and regulations of the federal, state and local governments.

SECTION 10. Recordation:

The Developer shall, within 10 days after the effective date of this Agreement, record or cause the Agreement to be recorded in the Office of the Recorder, Santa Clara County, California, at the expense of the Developer, which recording shall constitute notice of the obligations herein set forth and a covenant running with the land and shall be binding upon all of the successors and assigns in title to the Association Property. In the event the Developer fails to timely record this Agreement, City shall be authorized but not required to record the Agreement.

SECTION 11. Books and Records:

A. The Developer and the Association, as applicable, shall maintain any and all ledgers, books of account, invoices, vouchers, cancelled checks, and other records or documents evidencing or relating to charges for services, or expenditures and disbursements or in any way relating to the performance of this Agreement for a minimum period of three (3) years, or for any longer period required by law.

B. Any records or documents required to be maintained pursuant to this Agreement shall be made available for inspection or audit at no cost to City, at reasonable any time during regular business hours, upon at least 48 hours' prior written request by the City Attorney, City Manager, or a

designated representative of any of these officers. Copies of such documents shall be provided to City for inspection at City Hall when it is practical to do so. Otherwise, unless an alternative is mutually agreed upon, the records shall be available at the Association's address indicated for receipt of notices in this Agreement.

SECTION 12. Notices:

All notices and other communications required or permitted to be given under this Agreement shall be in writing and shall be personally served or mailed, postage prepaid and return receipt requested, addressed to the respective parties as follows:

To CITY:

City of Milpitas
Attn: City Engineer
455 East Calaveras Blvd.
Milpitas, CA 95035

To DEVELOPER:

The New Home Company Northern California LLC
Attn: Justin Walters
2220 Douglas Blvd., Suite 240
Roseville, CA 95661

To ASSOCIATION:

Ellison Park Community Association
c/o The New Home Company
Attn: Lori Michel
85 Enterprise, Suite 450
Aliso Viejo, CA 92656

Notice shall be deemed effective on the date personally delivered or, if mailed, three (3) days after deposit in the mail.

SECTION 13. Venue:

In the event that suit shall be brought by either party to this contract, the parties agree that venue shall be exclusively vested in the state courts of the County of Santa Clara, or if federal jurisdiction is appropriate, exclusively in the United States District Court, Northern District of California, San Jose, California.

SECTION 14. Interpretation, Prior Agreements:

This Agreement, including all Exhibits attached hereto, represents the entire understanding of the parties as to those matters contained herein. In the event that the terms specified in any of the Exhibits attached hereto conflict with any of the terms specified in the body of this Agreement, the terms specified in the body of this Agreement shall control. No prior oral or written understanding shall be of any force or effect with respect to those matters covered hereunder. This Agreement may be modified only by a written amendment duly executed by the parties to this Agreement.

[Signatures on Next Page]

IN WITNESS WHEREOF, the parties execute this Stormwater Management Facilities Operation and Maintenance Agreement as of the last date set forth below:

DEVELOPER:

THE NEW HOME COMPANY NORTHERN CALIFORNIA LLC,
a Delaware limited liability company

By: _____
Name: Kevin Carson
Title: Northern California President

ASSOCIATION:

ELLISON PARK COMMUNITY ASSOCIATION,
a California nonprofit mutual benefit corporation

By: _____
Name: Justin Walters
Title: President

By: _____
Name: [illegible]
Title: Secretary

CITY:

CITY OF MILPITAS, A MUNICIPAL CORPORATION:

Recommended for approval
By:

_____
Steven McHarris
Interim City Manager

By:

_____
Steve Erickson, P.E.
Engineering Director/City Engineer

Approved as to form
By:

_____
Christopher Diaz,
City Attorney

By:

_____
Walter Rossmann
Director of Finance

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Placer)

On June 14, 2019, before me, Vanessa Griffin, a Notary Public, personally appeared Kevin Carson, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument, and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(~~ies~~), and that by his/~~her/their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Vanessa Griffin

VANESSA GRIFFIN
Commission # 2147390
Notary Public - California
Placer County
My Comm. Expires Mar 24, 2020

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Placer)

On June 14, 2019, before me, Vanessa Griffin, a Notary Public, personally appeared Justin Walters, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument, and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(~~ies~~), and that by his/~~her/their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Vanessa Griffin

VANESSA GRIFFIN
Commission # 2147390
Notary Public - California
Placer County
My Comm. Expires Mar 24, 2020

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Placer)

On June 14, 2019 before me, Vanessa Griffin, a Notary Public, personally appeared Alan Douglas, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument, and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

VANESSA GRIFFIN
Commission # 2147390
Notary Public - California
Placer County
My Comm. Expires Mar 24, 2020

Signature Vanessa Griffin

THIS CERTIFICATE MUST BE ATTACHED TO THE DOCUMENT DESCRIBED ABOVE

EXHIBIT A

Legal Description of the Association Property

All of that certain real property located in the City of Milpitas, County of Santa Clara, State of California, described as follows:

PARCEL NO. 1

Parcels A, B, C, D, E, F, G, H, J, K, L and M of Tract No. 10372 as shown on a Subdivision Map, filed in Book 901, at Pages 40 to 46, inclusive, of Maps, in the Office of County Recorder of Santa Clara, California.

PARCEL NO. 2

Adjusted Parcel I as described on Exhibit A and depicted on Exhibit B of the Certificate of Compliance for Lot Line Adjustment recorded on December 13, 2017, as Instrument No. 23827104, in the Official Records of Santa Clara County, California.

PARCEL NO. 3

"Association Property" as shown on and defined in the Condominium Plan – Phase 1, Tract 10372, Ellison Park, recorded on March 8, 2018, as Instrument No. 23883730, in the Official Records of Santa Clara County, California, consisting of Lots 11 and 12 of Tract No. 10372 as shown on a Subdivision Map, filed in Book 901, at Pages 40 to 46, inclusive, of Maps, in the Office of County Recorder of Santa Clara, California.

PARCEL NO. 4

"Association Property" as shown on and defined in the Condominium Plan – Phase 2, Tract 10372, Ellison Park, recorded on March 8, 2018, as Instrument No. 23883731, in the Official Records of Santa Clara County, California, consisting of Lot 8 of Tract No. 10372 as shown on a Subdivision Map, filed in Book 901, at Pages 40 to 46, inclusive, of Maps, in the Office of County Recorder of Santa Clara, California.

PARCEL NO. 5

"Association Property" as shown on and defined in the Condominium Plan – Phase 3, Tract 10372, Ellison Park, recorded on March 8, 2018, as Instrument No. 23883732, in the Official Records of Santa Clara County, California, consisting of Lot 10 of Tract No. 10372 as shown on a Subdivision Map, filed in Book 901, at Pages 40 to 46, inclusive, of Maps, in the Office of County Recorder of Santa Clara, California.

PARCEL NO. 6

"Association Property" as shown on and defined in the Condominium Plan – Phase 4, Tract 10372, Ellison Park, recorded on April 26, 2018, as Instrument No. 23919337, in the Official Records of Santa Clara County, California, consisting of Lot 7 of Tract No. 10372 as shown on a Subdivision Map, filed in Book 901, at Pages 40 to 46, inclusive, of Maps, in the Office of County Recorder of Santa Clara, California.

PARCEL NO. 7

"Association Property" as shown on and defined in the Condominium Plan – Phase 5, Tract 10372, Ellison Park, recorded on April 26, 2018, as Instrument No. 23919338, in the Official Records of Santa

Clara County, California, consisting of Lot 9 of Tract No. 10372 as shown on a Subdivision Map, filed in Book 901, at Pages 40 to 46, inclusive, of Maps, in the Office of County Recorder of Santa Clara, California.

PARCEL NO. 8

"Association Property" as shown on and defined in the Condominium Plan – Phase 6, Tract 10372, Ellison Park, recorded on April 26, 2018, as Instrument No. 23919339, in the Official Records of Santa Clara County, California, consisting of Lot 4 of Tract No. 10372 as shown on a Subdivision Map, filed in Book 901, at Pages 40 to 46, inclusive, of Maps, in the Office of County Recorder of Santa Clara, California.

PARCEL NO. 9

"Association Property" as shown on and defined in the Condominium Plan – Phase 7, Tract 10372, Ellison Park, recorded on April 26, 2018, as Instrument No. 23919340, in the Official Records of Santa Clara County, California, consisting of Lot 6 of Tract No. 10372 as shown on a Subdivision Map, filed in Book 901, at Pages 40 to 46, inclusive, of Maps, in the Office of County Recorder of Santa Clara, California.

PARCEL NO. 10

"Association Property" as shown on and defined in the Condominium Plan – Phase 8, Tract 10372, Ellison Park, recorded on June 25, 2018, as Instrument No. 23963121, in the Official Records of Santa Clara County, California, consisting of Lot 3 of Tract No. 10372 as shown on a Subdivision Map, filed in Book 901, at Pages 40 to 46, inclusive, of Maps, in the Office of County Recorder of Santa Clara, California.

PARCEL NO. 11

"Association Property" as shown on and defined in the Condominium Plan – Phase 9, Tract 10372, Ellison Park, recorded on June 25, 2018, as Instrument No. 23963122, in the Official Records of Santa Clara County, California, consisting of Lot 5 of Tract No. 10372 as shown on a Subdivision Map, filed in Book 901, at Pages 40 to 46, inclusive, of Maps, in the Office of County Recorder of Santa Clara, California.

PARCEL NO. 12

"Association Property" as shown on and defined in the Condominium Plan – Phase 10, Tract 10372, Ellison Park, recorded on June 25, 2018, as Instrument No. 23963123, in the Official Records of Santa Clara County, California, consisting of Adjusted Lot 13 as described on Exhibit A and depicted on Exhibit B of the Certificate of Compliance for Lot Line Adjustment recorded on December 13, 2017, as Instrument No. 23827104, in the Official Records of Santa Clara County, California.

PARCEL NO. 13

"Association Property" as shown on and defined in the Condominium Plan – Phase 11, Tract 10372, Ellison Park, recorded on August 6, 2018, as Instrument No. 23997614, in the Official Records of Santa Clara County, California, consisting of Adjusted Lot 14 as described on Exhibit A and depicted on Exhibit B of the Certificate of Compliance for Lot Line Adjustment recorded on December 13, 2017, as Instrument No. 23827104, in the Official Records of Santa Clara County, California.

PARCEL NO. 14

"Association Property" as shown on and defined in the Condominium Plan – Phase 12, Tract 10372, Ellison Park, recorded on August 6, 2018, as Instrument No. 23997615, in the Official Records of Santa

Clara County, California, consisting of Lot 18 of Tract No. 10372 as shown on a Subdivision Map, filed in Book 901, at Pages 40 to 46, inclusive, of Maps, in the Office of County Recorder of Santa Clara, California.

PARCEL NO. 15

"Association Property" as shown on and defined in the Condominium Plan – Phase 13, Tract 10372, Ellison Park, recorded on August 27, 2018, as Instrument No. 24011434, in the Official Records of Santa Clara County, California, consisting of Lots 15 and 19 of Tract No. 10372 as shown on a Subdivision Map, filed in Book 901, at Pages 40 to 46, inclusive, of Maps, in the Office of County Recorder of Santa Clara, California.

PARCEL NO. 16

"Association Property" as shown on and defined in the Condominium Plan – Phase 14, Tract 10372, Ellison Park, recorded on August 27, 2018, as Instrument No. 24011435, in the Official Records of Santa Clara County, California, consisting of Lot 17 of Tract No. 10372 as shown on a Subdivision Map, filed in Book 901, at Pages 40 to 46, inclusive, of Maps, in the Office of County Recorder of Santa Clara, California.

PARCEL NO. 17

"Association Property" as shown on and defined in the Condominium Plan – Phase 15, Tract 10372, Ellison Park, recorded on August 27, 2018, as Instrument No. 24011436, in the Official Records of Santa Clara County, California, consisting of Lot 16 of Tract No. 10372 as shown on a Subdivision Map, filed in Book 901, at Pages 40 to 46, inclusive, of Maps, in the Office of County Recorder of Santa Clara, California.

PARCEL NO. 18

"Association Property" as shown on and defined in the Condominium Plan – Phase 16, Tract 10372, Ellison Park, recorded on December 4, 2018, as Instrument No. 24075416, in the Official Records of Santa Clara County, California, consisting of Lot 1 of Tract No. 10372 as shown on a Subdivision Map, filed in Book 901, at Pages 40 to 46, inclusive, of Maps, in the Office of County Recorder of Santa Clara, California.

PARCEL NO. 19

"Association Property" as shown on and defined in the Condominium Plan – Phase 17, Tract 10372, Ellison Park, recorded on December 4, 2018, as Instrument No. 24075417, in the Official Records of Santa Clara County, California, consisting of Lot 2 of Tract No. 10372 as shown on a Subdivision Map, filed in Book 901, at Pages 40 to 46, inclusive, of Maps, in the Office of County Recorder of Santa Clara, California.

EXHIBIT B

Stormwater Management Plan

Operation and Maintenance Plan

Ellison Park

MILPITAS, CALIFORNIA

January 19, 2018

Prepared by:

Carlson, Barbee & Gibson, Inc.
CIVIL ENGINEERS • SURVEYORS • PLANNERS

2633 CAMINO RAMON, SUITE 350 • SAN RAMON, CALIFORNIA 94583 • (925) 866-0322 • www.cbandg.com

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I. Inspection and Maintenance Log

Stormwater Treatment Measure Operation and Maintenance Inspection Report to the City of Milpitas, California

This report and attached Inspection and Maintenance Checklists document the inspection and maintenance conducted for the identified stormwater treatment measure(s) subject to the Maintenance Agreement between the City and the property owner during the annual reporting period indicated below.

I. Property Information:

Property Address of APN: 1757 Houret Court; 271, 247, 231 Houret Drive

Property Owner: The New Home Company

II. Contact Information:

Name of person to contact regarding this report: Dennis Summers

Phone number of contact person: 209-324-9953 E-mail: dsummers@nwhm.com

Address to which correspondence regarding this report should be directed:

1990 North California Blvd., Suite 620, Walnut Creek, CA 94596

III. Reporting Period:

This report, with the attached completed inspection checklists, documents the inspections and maintenance of the identified treatment measures during the time period from _____ to _____.

IV. Stormwater Treatment Measure Information:

The following stormwater treatment measures (identified treatment measures) are located on the property identified above and are subject to the Maintenance Agreement:

Identifying Number of Treatment Measure	Type of Treatment Measure	Location of Treatment Measure on the Property
DMA 1, DMA 2	Bioretention	On-Site Bioretention Facilities

V. Summary of Inspections and Maintenance:

Summarize the following information using the attached Inspection and Maintenance Checklists:

Identifying Number of Treatment Measure	Date of Inspection	Operation and Maintenance Activities Performed and Date(s) Conducted	Additional Comments

VI. Sediment Removal:

Total amount of accumulated sediment removed from the stormwater treatment measure(s) during the reporting period: _____ cubic yards.

How was sediment disposed?

☐ landfill

☐ other location on-site as described in and allowed by the maintenance plan

☐ other, explain _____

VII. Inspector Information:

The inspections documented in the attached Inspection and Maintenance Checklists were conducted by the following inspector(s):

Inspector Name and Title	Inspector's Employer and Address

VIII. Certification:

I hereby certify, under penalty of perjury, that the information presented in this report and attachments is true and complete:

_____ _____
Signature of Property Owner or Other Responsible Party Date

Dennis Summers
Type or Print Name

The New Home Company
Company Name

1990 North California Blvd., Suite 620, Walnut Creek, CA 94596
Address

(209)324-9953 dsummers@nwhm.com
Phone number E-mail

Ellison Park

June 19, 2018

Project Address and Cross Streets: Houret Drive/Montague Expressway

Assessor's Parcel No.: 086-41-009, -032, -033, -034

Property Owner: The New Home Company

Phone No.: (209)324-9953

Designated Contact: Dennis Summers Phone No.: (209)324-9953

Mailing Address: 1990 North California Blvd., Suite 620, Walnut Creek, CA 94596

The property contains 2 bioretention area(s), located as described below and as shown in the attached site plan[1].

■ **Bioretention Areas 1 and 2** are located On-Site.

I. Routine Maintenance Activities

The principal maintenance objective is to prevent sediment buildup and clogging, which reduces pollutant removal efficiency and may lead to bioretention area failure. Routine maintenance activities, and the frequency at which they will be conducted, are shown in Table 1.

Table 1
Routine Maintenance Activities for Bioretention Areas

No.	Maintenance Task	Frequency of Task
1	Remove obstructions, debris and trash from bioretention area and dispose of properly.	Monthly, or as needed after storm events
2	Inspect bioretention area for ponded water. If ponded water does not drain within 2-3 days, till and replace the surface soil and replant.	Monthly, or as needed after storm events
3	Inspect inlets for channels, soil exposure or other evidence of erosion. Clear obstructions and remove sediment.	Monthly, or as needed after storm events
4	Remove and replace all dead and diseased vegetation.	Twice a year
5	Maintain vegetation and the irrigation system. Prune and weed to keep bioretention area neat and orderly in appearance. Remove and or replace any dead plants.	Twice a year
6	Check that mulch is at appropriate depth (2 inches per soil specifications) and replenish as necessary before wet season begins.	Monthly
7	Inspect the energy dissipation at the inlet to ensure it is functioning adequately, and that there is no scour of the surface mulch.	Annually, before the wet season begins
8	Inspect bioretention area using the attached inspection checklist.	Monthly, or after large storm events, and after removal of accumulated debris or material

II. Use of Pesticides

The use of pesticides and quick release fertilizers shall be minimized, and the principles of integrated pest management (IPM) followed:

1. Employ non-chemical controls (biological, physical and cultural controls) before using chemicals to treat a pest problem.
2. Prune plants properly and at the appropriate time of year.
3. Provide adequate irrigation for landscape plants. Do not over water.
4. Limit fertilizer use unless soil testing indicates a deficiency. Slow-release or organic fertilizer is preferable. Check with municipality for specific requirements.
5. Pest control should avoid harming non-target organisms, or negatively affecting air and water quality and public health. Apply chemical controls only when monitoring indicates that preventative and non-chemical methods are not keeping pests below acceptable levels. When pesticides are required, apply the least toxic and the least persistent pesticide that will provide adequate pest control. Do not apply pesticides on a prescheduled basis.
6. Sweep up spilled fertilizer and pesticides. Do not wash away or bury such spills.
7. Do not over apply pesticide. Spray only where the infestation exists. Follow the manufacturer's instructions for mixing and applying materials.
8. Only licensed, trained pesticide applicators shall apply pesticides.
9. Apply pesticides at the appropriate time to maximize their effectiveness and minimize the likelihood of discharging pesticides into runoff. With the exception of pre-emergent pesticides, avoid application if rain is expected.
10. Unwanted/unused pesticides shall be disposed as hazardous waste.

III. Vector Control

Standing water shall not remain in the treatment measures for more than five days, to prevent mosquito generation. Should any mosquito issues arise, contact the Santa Clara Valley Vector Control District (District). Mosquito larvicides shall be applied only when absolutely necessary, as indicated by the District, and then only by a licensed professional or contractor. Contact information for the District is provided below.

Santa Clara Valley Vector Control District
1580 Berger Dr.
San Jose, California 95112
Phone: (408) 918-4770 / (800) 675-1155 - Fax: (408) 298-6356
www.sccgov.org/portal/site/vector

IV. Inspections

The attached Bioretention Area Inspection and Maintenance Checklist shall be used to conduct inspections monthly (or as needed), identify needed maintenance, and record maintenance that is conducted.

Bioretention Area
Inspection and Maintenance Checklist

Property Address: 1757 Houret Court; 271, 247, 231 Houret Drive Property Owner: The New Home Company

Treatment Measure No.: _____ Date of Inspection: _____ Type of Inspection: ☐ Monthly ☐ End of Wet Season

Inspector(s): _____ ☐ After heavy runoff ☐ Other: _____

Defect	Conditions When Maintenance Is Needed	Maintenance Needed? (Y/N)	Comments (Describe maintenance completed and if needed maintenance was not conducted, note when it will be done)	Results Expected When Maintenance Is Performed
1. Standing Water	Water stands in the bioretention area between storms and does not drain within 2-3 days after rainfall.			There should be no areas of standing water once storm event has ceased. Any of the following may apply: sediment or trash blockages removed, improved grade from head to foot of bioretention area, or added underdrains.
2. Trash and Debris Accumulation	Trash and debris accumulated in the bioretention area.			Trash and debris removed from bioretention area and disposed of properly.
3. Sediment	Evidence of sedimentation in bioretention area.			Material removed so that there is no clogging or blockage. Material is disposed of properly.
4. Erosion	Channels have formed around inlets, there are areas of bare soil, and/or other evidence of erosion.			Obstructions and sediment removed so that water flows freely and disperses over a wide area. Obstructions and sediment are disposed of properly.
5. Vegetation	Vegetation is dead, diseased and/or overgrown.			Vegetation is healthy and attractive in appearance.
6. Mulch	Mulch is missing or patchy in appearance. Areas of bare earth are exposed, or mulch layer is less than 2 inches in depth.			All bare earth is covered, except mulch is kept 6 inches away from trunks of trees and shrubs. Mulch is even in appearance, at a depth of 2 inches.
7. Miscellaneous	Any condition not covered above that needs attention in order for the bioretention area to function as designed.			Meets the design specifications.

II. Updates, Revisions and Errata

Future updates, revisions and errata shall be listed in this section.

III. Introduction

This Operation and Maintenance Manual (O&M) for Ellison Park is submitted to the City of Milpitas as an accompaniment to the On-site Improvement Plans. The Stormwater Control Plan provides recommendations on the use of permanent Best Management Practices (BMPs) for the proposed project. BMP technical requirements are presented in the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) C.3 Stormwater Handbook dated April 2012.

The project address is 1757 Houret Court. 271, 247, and 231 Houret Drive which is located to the east of Montague Expressway (APN 086-41-009, -032, -033, -034). The project will include 114 units in 19 multi-family buildings, private roadways, landscaped paseos, and parks within the 5.63± ac project boundary, as well as sidewalk, landscape and roadway improvements of a public right-of-way and roadway easement area on the perimeter of the site.

Upon construction of the proposed improvements, approximately 80% (4.48 ac ±) will be covered by impervious surface and about 20% (1.14 ac ±) will be covered by landscaped areas. All walkways within these areas will be sloped to drain onto the surrounding landscaping.

The proposed on-site drainage system will consist of two principle drainage areas:

- *Drainage Area '1'* – Approximately 3.43 acres of impervious surface of the northern portion of the project site will discharge into the existing storm drain line west of the project site which flows through an existing outfall into Penitencia Creek. This area will be treated by bio-retention.

- *Drainage Area '2'* – Approximately 0.65 acres of impervious surface of the southwestern portion of the project site will discharge into the existing storm drain line west of the project site which flows through an existing outfall into Penitencia Creek. This area will be treated by bio-retention.

Each drainage area relies on a storm drain pump to convey untreated runoff from the proposed storm drain system into the bioretention areas for treatment. The pumps shall be maintained and inspected as outlined in the CC&R's and per manufacturer's recommendations.

The remaining 0.40 acres of impervious surfaces (paseo sidewalks) will be treated by self-treating landscape areas. Self-treating landscape areas are shown in the figures section of the appendix.

The treatment BMP used on this site include:

- Bioretention Areas
- Self-Treating Landscape Areas

IV. Responsibility for Maintenance

A. General

1. Contact Information

Designation of Individuals Responsible for Stormwater Treatment BMP Operation and Maintenance

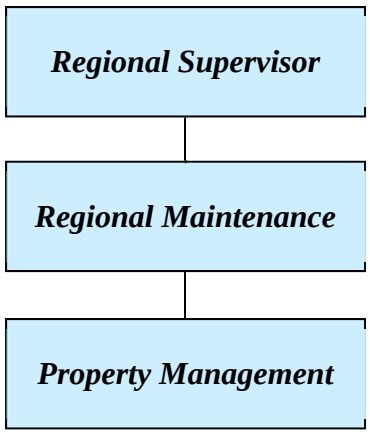
Date Completed:
Facility Name:
Facility Address:

Designated Contact for Operation and Maintenance
Primary Contact:
Telephone:
Alternate Telephone:
Email:

Off-Hours or Emergency Contact
Primary Contact: Emergency Line
Telephone:
Alternate Telephone:
Email:

Corporate Officer (Authorized to Execute Contracts with City)
Primary Contact:
Title or Position:
Telephone:
Alternate Telephone:
Email:

2. Organization Chart



3. O&M Agreement

An operation and maintenance agreement between the Owner and City of Milpitas will be recorded with the County of Santa Clara.

4. Maintenance Funding

a. *Sources of funds for maintenance:* Maintenance funds will be paid by the Homeowner's Association.

b. *Budget category or line item:* Funds for the maintenance of the BMPs will be listed under the "Maintenance Contracts" line item in the Homeowner's Association.

c. *Description of procedure and process for ensuring adequate funding for maintenance:* The cost of maintenance operations shall be covered by the Homeowner's Association.

B. Staff Training Program

Employees will be trained to comply with the terms of the Operations and Maintenance Agreement to be recorded. Employees will be trained in the proper disposal of trash materials and hazardous waste. Employees will be trained to comply with the storm water inlet labels printed with the logo "No Dumping / Flows to Bay." This educational measure is intended to prevent unlawful dumping of waste materials, such as motor oil, into the storm drain system.

C. Records

The Homeowners Association will maintain annual records of the operation and maintenance of the structural BMP units. The records will consist of annual inspection reports and certificates of compliance provided by the maintenance

company contracted to service the structural BMP units. The reports will be available to the City inspector upon request.

D. Safety

Only personnel with confined space training and possessing the necessary safety equipment should enter the mechanical BMP units to perform maintenance or inspection procedures. Inspections of the internal components can, in most cases, be accomplished through observations from the ground surface. The removal of the sediment from the units' sump should be performed by trained personnel and all debris should be disposed of per EPA standards.

V. Summary of Drainage Areas and BMPs

A. Drainage Areas

1. Approximately 4.54 acres (80%) of the site is covered by impervious surface and about 1.09 acres (20%) is covered by landscaping.

2. The site can be divided into two principle drainage areas:

   - *Drainage Area '1'* – Approximately 3.43 acres of impervious surface of the northern portion of the project site will discharge into the existing storm drain line west of the project site which flows through an existing outfall into Penitencia Creek. This area will be treated by bio-retention.

   - *Drainage Area '2'* – Approximately 0.65 acres of impervious surface of the southwestern portion of the project site will discharge into the existing storm drain line west of the project site which flows through an existing outfall into Penitencia Creek. This area will be treated by bio-retention.

B. Treatment BMPs

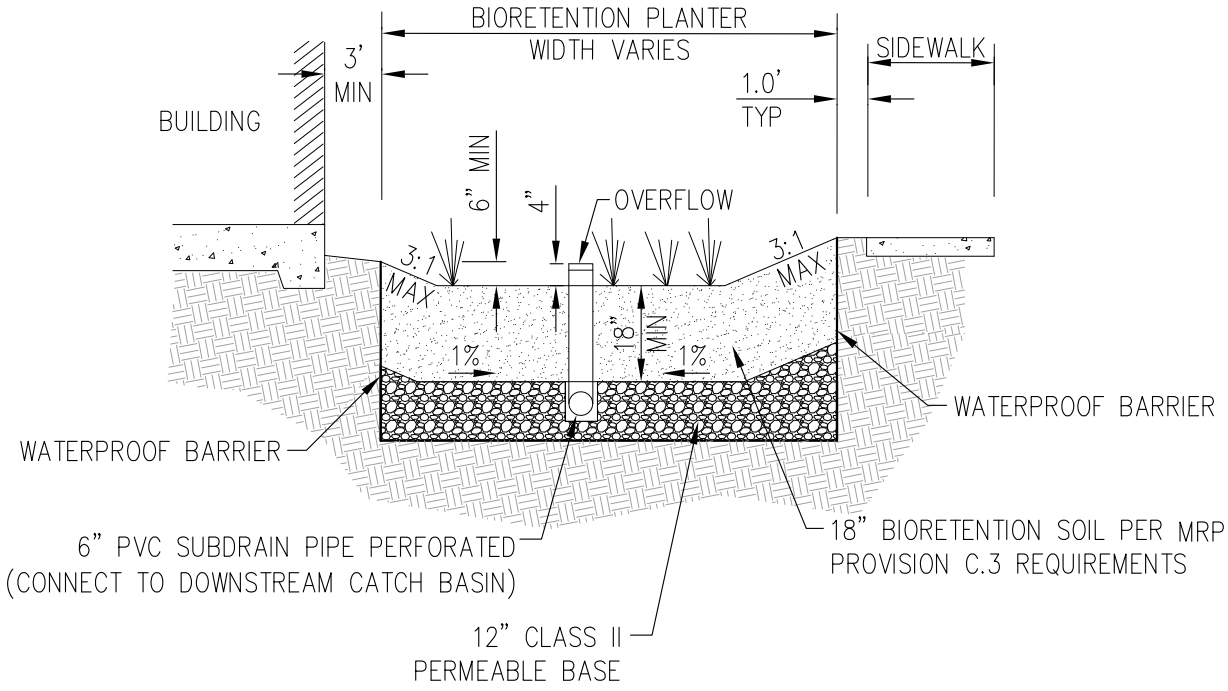
The treatment BMP used on this site are shown in the Appendix and include:

1. *Bioretention Areas:* Bioretention areas will be constructed throughout the site. These features use a combination of ponding, permeable planting soils, infiltration materials and sub-drains systems. They are designed to filter pollutants from stormwater runoff from adjacent roof areas and other impervious surfaces. Planting within the bioretention areas is shown on sheets LP4 and LP8 in the Appendix.
2. *Self-Treating landscape Areas:* Sidewalks will be sloped to drain to adjacent self-treating landscape areas. Both public and private landscape areas shall be maintained by the Homeowner's Association to ensure proper treatment of stormwater runoff.

VI. BMP Design Documentation

A. "As-Built" Drawings of Each BMP

Typical details provided at this time. As-built drawings will be provided upon completion of BMP construction.



NOTES:

1. INSTALL DEEPENED CURB IN ADDITION TO WATERPROOF BARRIER WHERE NECESSARY PER GEOTECHNICAL RECOMMENDATIONS.
2. 2" OF FLOAT-RESISTANT MULCH SHALL BE USED ON ANY EXPOSED EARTH IN THE BIORETENTION AREAS.
3. 4"-6" COBBLE SHALL BE USED FOR ENERGY DISSIPATION WHERE NECESSARY.
4. THE 6" PERFORATED PVC UNDERDRAIN SHALL BE PLACED AT THE BOTTOM OF THE DRAIN ROCK LAYER WITH PERFORATIONS FACING DOWNWARD.
5. CONTRACTOR TO INSTALL AN UNDERDRAIN CLEANOUT WTIH THE CLEANOUT CAP INSTALLED FLUSH WITH THE SOIL SURFACE.

FIGURE 7
TYPICAL BIORETENTION DETAIL

ELLISON PARK

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

DATE: JUNE 2016

NOT TO SCALE

cbg
Carlson, Barbee & Gibson, Inc.
CIVIL ENGINEERS • SURVEYORS • PLANNE
2633 CAMINO RAMON, SUITE 350
SAN RAMON, CALIFORNIA 94583

1/19/2018 2:37 PM

G:\2569-000\ACAD\SWCP\FIG 7 - TYPICAL BIORETENTION AREA.DWG

VII. BMP Design Documentation

B. Data, Manuals, and Maintenance Documents

Bioretention

TC-3 C9.

Design Considerations

- Soil for Infiltration
- Tributary Area
- Slope
- Aesthetics
- Environmental Side-effects

Description

The bioretention best management practice (BMP) functions as a soil and plant-based filtration device that removes pollutants through a variety of physical, biological, and chemical treatment processes. These facilities normally consist of a grass buffer strip, sand bed, ponding area, organic layer or mulch layer, planting soil, and plants. The runoff's velocity is reduced by passing over or through buffer strip and subsequently distributed evenly along a ponding area. Exfiltration of the stored water in the bioretention area planting soil into the underlying soils occurs over a period of days.

Targeted Constituents

☑ Sediment	■
☑ Nutrients	▲
☑ Trash	■
☑ Metals	■
☑ Bacteria	■
☑ Oil and Grease	■
☑ Organics	■

Legend ***(Removal Effectiveness)***

- ● Low
- ▲ Medium
- ■ High

California Experience

None documented. Bioretention has been used as a stormwater BMP since 1992. In addition to Prince George's County, MD and Alexandria, VA, bioretention has been used successfully at urban and suburban areas in Montgomery County, MD; Baltimore County, MD; Chesterfield County, VA; Prince William County, VA; Smith Mountain Lake State Park, VA; and Cary, NC.

Advantages

- Bioretention provides stormwater treatment that enhances the quality of downstream water bodies by temporarily storing runoff in the BMP and releasing it over a period of four days to the receiving water (EPA, 1999).
- The vegetation provides shade and wind breaks, absorbs noise, and improves an area's landscape.

Limitations

- The bioretention BMP is not recommended for areas with slopes greater than 20% or where mature tree removal would

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be required since clogging may result, particularly if the BMP receives runoff with high sediment loads (EPA, 1999).

- Bioretention is not a suitable BMP at locations where the water table is within 6 feet of the ground surface and where the surrounding soil stratum is unstable.
- By design, bioretention BMPs have the potential to create very attractive habitats for mosquitoes and other vectors because of highly organic, often heavily vegetated areas mixed with shallow water.
- In cold climates the soil may freeze, preventing runoff from infiltrating into the planting soil.

Design and Sizing Guidelines

- The bioretention area should be sized to capture the design storm runoff.
- In areas where the native soil permeability is less than 0.5 in/hr an underdrain should be provided.
- Recommended minimum dimensions are 15 feet by 40 feet, although the preferred width is 25 feet. Excavated depth should be 4 feet.
- Area should drain completely within 72 hours.
- Approximately 1 tree or shrub per 50 ft² of bioretention area should be included.
- Cover area with about 3 inches of mulch.

Construction/Inspection Considerations

Bioretention area should not be established until contributing watershed is stabilized.

Performance

Bioretention removes stormwater pollutants through physical and biological processes, including adsorption, filtration, plant uptake, microbial activity, decomposition, sedimentation and volatilization (EPA, 1999). Adsorption is the process whereby particulate pollutants attach to soil (e.g., clay) or vegetation surfaces. Adequate contact time between the surface and pollutant must be provided for in the design of the system for this removal process to occur. Thus, the infiltration rate of the soils must not exceed those specified in the design criteria or pollutant removal may decrease. Pollutants removed by adsorption include metals, phosphorus, and hydrocarbons. Filtration occurs as runoff passes through the bioretention area media, such as the sand bed, ground cover, and planting soil.

Common particulates removed from stormwater include particulate organic matter, phosphorus, and suspended solids. Biological processes that occur in wetlands result in pollutant uptake by plants and microorganisms in the soil. Plant growth is sustained by the uptake of nutrients from the soils, with woody plants locking up these nutrients through the seasons. Microbial activity within the soil also contributes to the removal of nitrogen and organic matter. Nitrogen is removed by nitrifying and denitrifying bacteria, while aerobic bacteria are responsible for the decomposition of the organic matter. Microbial processes require oxygen and can result in depleted oxygen levels if the bioretention area is not adequately

aerated. Sedimentation occurs in the swale or ponding area as the velocity slows and solids fall out of suspension.

The removal effectiveness of bioretention has been studied during field and laboratory studies conducted by the University of Maryland (Davis et al, 1998). During these experiments, synthetic stormwater runoff was pumped through several laboratory and field bioretention areas to simulate typical storm events in Prince George's County, MD. Removal rates for heavy metals and nutrients are shown in Table 1.

Table 1 Laboratory and Estimated Bioretention Davis et al. (1998); PGDER (1993)

Pollutant	Removal Rate
Total Phosphorus	70-83%
Metals (Cu, Zn, Pb)	93-98%
TKN	68-80%
Total Suspended Solids	90%
Organics	90%
Bacteria	90%

Results for both the laboratory and field experiments were similar for each of the pollutants analyzed. Doubling or halving the influent pollutant levels had little effect on the effluent pollutants concentrations (Davis et al, 1998).

The microbial activity and plant uptake occurring in the bioretention area will likely result in higher removal rates than those determined for infiltration BMPs.

Siting Criteria

Bioretention BMPs are generally used to treat stormwater from impervious surfaces at commercial, residential, and industrial areas (EPA, 1999). Implementation of bioretention for stormwater management is ideal for median strips, parking lot islands, and swales. Moreover, the runoff in these areas can be designed to either divert directly into the bioretention area or convey into the bioretention area by a curb and gutter collection system.

The best location for bioretention areas is upland from inlets that receive sheet flow from graded areas and at areas that will be excavated (EPA, 1999). In order to maximize treatment effectiveness, the site must be graded in such a way that minimizes erosive conditions as sheet flow is conveyed to the treatment area. Locations where a bioretention area can be readily incorporated into the site plan without further environmental damage are preferred. Furthermore, to effectively minimize sediment loading in the treatment area, bioretention only should be used in stabilized drainage areas.

Additional Design Guidelines

The layout of the bioretention area is determined after site constraints such as location of utilities, underlying soils, existing vegetation, and drainage are considered (EPA, 1999). Sites with loamy sand soils are especially appropriate for bioretention because the excavated soil can be backfilled and used as the planting soil, thus eliminating the cost of importing planting soil.

The use of bioretention may not be feasible given an unstable surrounding soil stratum, soils with clay content greater than 25 percent, a site with slopes greater than 20 percent, and/or a site with mature trees that would be removed during construction of the BMP.

Bioretention can be designed to be off-line or on-line of the existing drainage system (EPA, 1999). The drainage area for a bioretention area should be between 0.1 and 0.4 hectares (0.25 and 1.0 acres). Larger drainage areas may require multiple bioretention areas. Furthermore, the maximum drainage area for a bioretention area is determined by the expected rainfall intensity and runoff rate. Stabilized areas may erode when velocities are greater than 5 feet per second (1.5 meter per second). The designer should determine the potential for erosive conditions at the site.

The size of the bioretention area, which is a function of the drainage area and the runoff generated from the area is sized to capture the water quality volume.

The recommended minimum dimensions of the bioretention area are 15 feet (4.6 meters) wide by 40 feet (12.2 meters) long, where the minimum width allows enough space for a dense, randomly-distributed area of trees and shrubs to become established. Thus replicating a natural forest and creating a microclimate, thereby enabling the bioretention area to tolerate the effects of heat stress, acid rain, runoff pollutants, and insect and disease infestations which landscaped areas in urban settings typically are unable to tolerate. The preferred width is 25 feet (7.6 meters), with a length of twice the width. Essentially, any facilities wider than 20 feet (6.1 meters) should be twice as long as they are wide, which promotes the distribution of flow and decreases the chances of concentrated flow.

In order to provide adequate storage and prevent water from standing for excessive periods of time the ponding depth of the bioretention area should not exceed 6 inches (15 centimeters). Water should not be left to stand for more than 72 hours. A restriction on the type of plants that can be used may be necessary due to some plants' water intolerance. Furthermore, if water is left standing for longer than 72 hours mosquitoes and other insects may start to breed.

The appropriate planting soil should be backfilled into the excavated bioretention area. Planting soils should be sandy loam, loamy sand, or loam texture with a clay content ranging from 10 to 25 percent.

Generally the soil should have infiltration rates greater than 0.5 inches (1.25 centimeters) per hour, which is typical of sandy loams, loamy sands, or loams. The pH of the soil should range between 5.5 and 6.5, where pollutants such as organic nitrogen and phosphorus can be adsorbed by the soil and microbial activity can flourish. Additional requirements for the planting soil include a 1.5 to 3 percent organic content and a maximum 500 ppm concentration of soluble salts.

Soil tests should be performed for every 500 cubic yards (382 cubic meters) of planting soil, with the exception of pH and organic content tests, which are required only once per bioretention area (EPA, 1999). Planting soil should be 4 inches (10.1 centimeters) deeper than the bottom of the largest root ball and 4 feet (1.2 meters) altogether. This depth will provide adequate soil for the plants' root systems to become established, prevent plant damage due to severe wind, and provide adequate moisture capacity. Most sites will require excavation in order to obtain the recommended depth.

Planting soil depths of greater than 4 feet (1.2 meters) may require additional construction practices such as shoring measures (EPA, 1999). Planting soil should be placed in 18 inches or greater lifts and lightly compacted until the desired depth is reached. Since high canopy trees may be destroyed during maintenance the bioretention area should be vegetated to resemble a terrestrial forest community ecosystem that is dominated by understory trees. Three species each of both trees and shrubs are recommended to be planted at a rate of 2500 trees and shrubs per hectare (1000 per acre). For instance, a 15 foot (4.6 meter) by 40 foot (12.2 meter) bioretention area (600 square feet or 55.75 square meters) would require 14 trees and shrubs. The shrub-to-tree ratio should be 2:1 to 3:1.

Trees and shrubs should be planted when conditions are favorable. Vegetation should be watered at the end of each day for fourteen days following its planting. Plant species tolerant of pollutant loads and varying wet and dry conditions should be used in the bioretention area.

The designer should assess aesthetics, site layout, and maintenance requirements when selecting plant species. Adjacent non-native invasive species should be identified and the designer should take measures, such as providing a soil breach to eliminate the threat of these species invading the bioretention area. Regional landscaping manuals should be consulted to ensure that the planting of the bioretention area meets the landscaping requirements established by the local authorities. The designers should evaluate the best placement of vegetation within the bioretention area. Plants should be placed at irregular intervals to replicate a natural forest. Trees should be placed on the perimeter of the area to provide shade and shelter from the wind. Trees and shrubs can be sheltered from damaging flows if they are placed away from the path of the incoming runoff. In cold climates, species that are more tolerant to cold winds, such as evergreens, should be placed in windier areas of the site.

Following placement of the trees and shrubs, the ground cover and/or mulch should be established. Ground cover such as grasses or legumes can be planted at the beginning of the growing season. Mulch should be placed immediately after trees and shrubs are planted. Two to 3 inches (5 to 7.6 cm) of commercially-available fine shredded hardwood mulch or shredded hardwood chips should be applied to the bioretention area to protect from erosion.

Maintenance

The primary maintenance requirement for bioretention areas is that of inspection and repair or replacement of the treatment area's components. Generally, this involves nothing more than the routine periodic maintenance that is required of any landscaped area. Plants that are appropriate for the site, climatic, and watering conditions should be selected for use in the bioretention cell. Appropriately selected plants will aide in reducing fertilizer, pesticide, water, and overall maintenance requirements. Bioretention system components should blend over time through plant and root growth, organic decomposition, and the development of a natural

soil horizon. These biologic and physical processes over time will lengthen the facility's life span and reduce the need for extensive maintenance.

Routine maintenance should include a biannual health evaluation of the trees and shrubs and subsequent removal of any dead or diseased vegetation (EPA, 1999). Diseased vegetation should be treated as needed using preventative and low-toxic measures to the extent possible. BMPs have the potential to create very attractive habitats for mosquitoes and other vectors because of highly organic, often heavily vegetated areas mixed with shallow water. Routine inspections for areas of standing water within the BMP and corrective measures to restore proper infiltration rates are necessary to prevent creating mosquito and other vector habitat. In addition, bioretention BMPs are susceptible to invasion by aggressive plant species such as cattails, which increase the chances of water standing and subsequent vector production if not routinely maintained.

In order to maintain the treatment area's appearance it may be necessary to prune and weed. Furthermore, mulch replacement is suggested when erosion is evident or when the site begins to look unattractive. Specifically, the entire area may require mulch replacement every two to three years, although spot mulching may be sufficient when there are random void areas. Mulch replacement should be done prior to the start of the wet season.

New Jersey's Department of Environmental Protection states in their bioretention systems standards that accumulated sediment and debris removal (especially at the inflow point) will normally be the primary maintenance function. Other potential tasks include replacement of dead vegetation, soil pH regulation, erosion repair at inflow points, mulch replenishment, unclogging the underdrain, and repairing overflow structures. There is also the possibility that the cation exchange capacity of the soils in the cell will be significantly reduced over time. Depending on pollutant loads, soils may need to be replaced within 5-10 years of construction (LID, 2000).

Cost

Construction Cost

Construction cost estimates for a bioretention area are slightly greater than those for the required landscaping for a new development (EPA, 1999). A general rule of thumb (Coffman, 1999) is that residential bioretention areas average about $3 to $4 per square foot, depending on soil conditions and the density and types of plants used. Commercial, industrial and institutional site costs can range between $10 to $40 per square foot, based on the need for control structures, curbing, storm drains and underdrains.

Retrofitting a site typically costs more, averaging $6,500 per bioretention area. The higher costs are attributed to the demolition of existing concrete, asphalt, and existing structures and the replacement of fill material with planting soil. The costs of retrofitting a commercial site in Maryland, Kettering Development, with 15 bioretention areas were estimated at $111,600.

In any bioretention area design, the cost of plants varies substantially and can account for a significant portion of the expenditures. While these cost estimates are slightly greater than those of typical landscaping treatment (due to the increased number of plantings, additional soil excavation, backfill material, use of underdrains etc.), those landscaping expenses that would be required regardless of the bioretention installation should be subtracted when determining the net cost.

Perhaps of most importance, however, the cost savings compared to the use of traditional structural stormwater conveyance systems makes bioretention areas quite attractive financially. For example, the use of bioretention can decrease the cost required for constructing stormwater conveyance systems at a site. A medical office building in Maryland was able to reduce the amount of storm drain pipe that was needed from 800 to 230 feet - a cost savings of $24,000 (PGDER, 1993). And a new residential development spent a total of approximately $100,000 using bioretention cells on each lot instead of nearly $400,000 for the traditional stormwater ponds that were originally planned (Rappahanock,). Also, in residential areas, stormwater management controls become a part of each property owner's landscape, reducing the public burden to maintain large centralized facilities.

Maintenance Cost

The operation and maintenance costs for a bioretention facility will be comparable to those of typical landscaping required for a site. Costs beyond the normal landscaping fees will include the cost for testing the soils and may include costs for a sand bed and planting soil.

References and Sources of Additional Information

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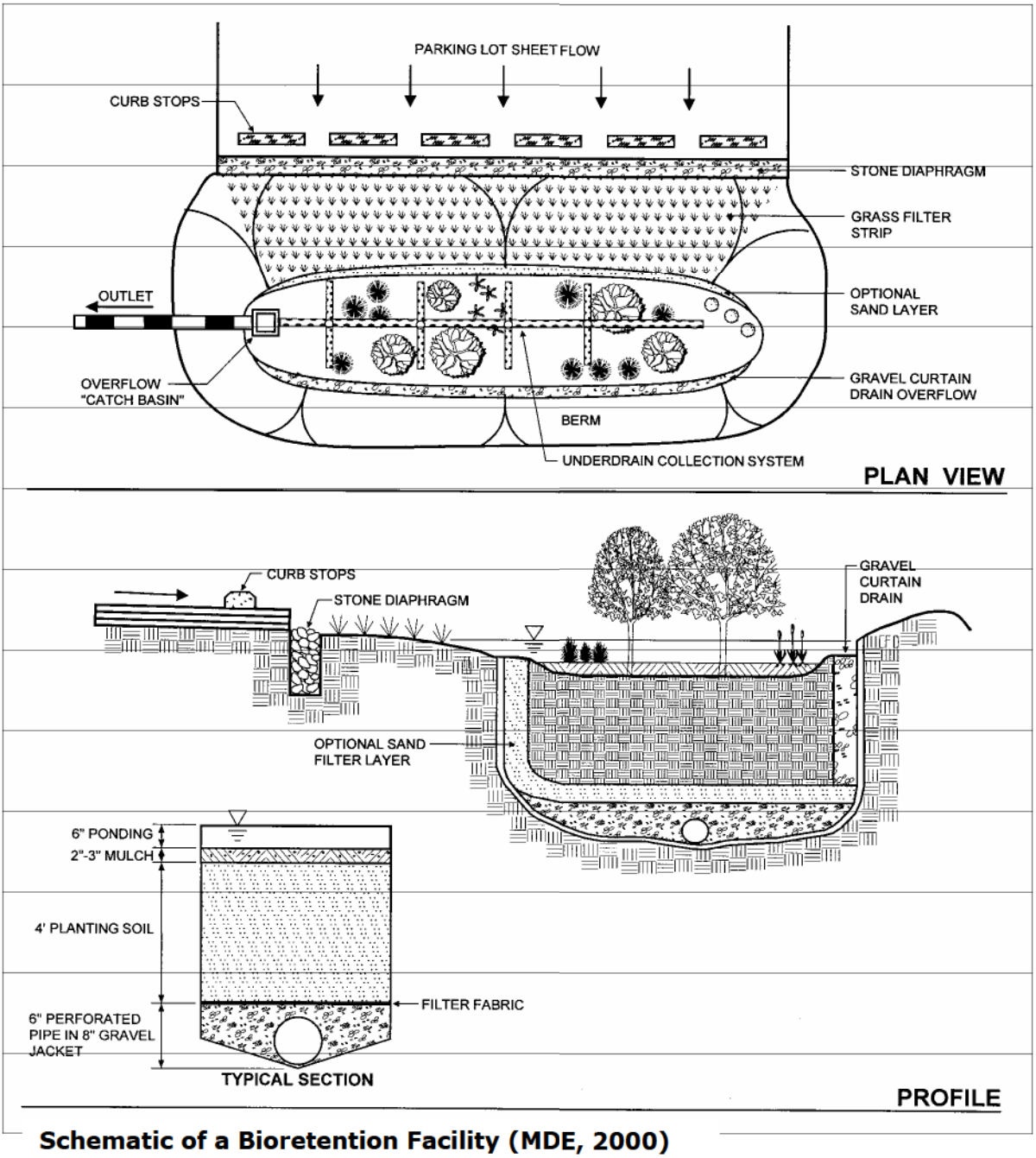

Schematic of a Bioretention Facility (MDE, 2000)

Landscape Maintenance

SC-7 C9.

Objectives

- Contain
- Educate
- Reduce/Minimize
- Product Substitution

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	☑
Metals	
Bacteria	
Oil and Grease	
Organics	
Oxygen Demanding	☑

Description

Landscape maintenance activities include vegetation removal; herbicide and insecticide application; fertilizer application; watering; and other gardening and lawn care practices. Vegetation control typically involves a combination of chemical (herbicide) application and mechanical methods. All of these maintenance practices have the potential to contribute pollutants to the storm drain system. The major objectives of this BMP are to minimize the discharge of pesticides, herbicides and fertilizers to the storm drain system and receiving waters; prevent the disposal of landscape waste into the storm drain system by collecting and properly disposing of clippings and cuttings, and educating employees and the public.

Approach

Pollution Prevention

- Implement an integrated pest management (IPM) program. IPM is a sustainable approach to managing pests by combining biological, cultural, physical, and chemical tools.
- Choose low water using flowers, trees, shrubs, and groundcover.
- Consider alternative landscaping techniques such as naturescaping and xeriscaping.
- Conduct appropriate maintenance (i.e. properly timed fertilizing, weeding, pest control, and pruning) to help preserve the landscapes water efficiency.

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- Consider grass cycling (grass cycling is the natural recycling of grass by leaving the clippings on the lawn when mowing. Grass clippings decompose quickly and release valuable nutrients back into the lawn).

Suggested Protocols

Mowing, Trimming, and Weeding

- Whenever possible use mechanical methods of vegetation removal (e.g mowing with tractor-type or push mowers, hand cutting with gas or electric powered weed trimmers) rather than applying herbicides. Use hand weeding where practical.
- Avoid loosening the soil when conducting mechanical or manual weed control, this could lead to erosion. Use mulch or other erosion control measures when soils are exposed.
- Performing mowing at optimal times. Mowing should not be performed if significant rain events are predicted.
- Mulching mowers may be recommended for certain flat areas. Other techniques may be employed to minimize mowing such as selective vegetative planting using low maintenance grasses and shrubs.
- Collect lawn and garden clippings, pruning waste, tree trimmings, and weeds. Chip if necessary, and compost or dispose of at a landfill (see waste management section of this fact sheet).
- Place temporarily stockpiled material away from watercourses, and berm or cover stockpiles to prevent material releases to storm drains.

Planting

- Determine existing native vegetation features (location, species, size, function, importance) and consider the feasibility of protecting them. Consider elements such as their effect on drainage and erosion, hardiness, maintenance requirements, and possible conflicts between preserving vegetation and the resulting maintenance needs.
- Retain and/or plant selected native vegetation whose features are determined to be beneficial, where feasible. Native vegetation usually requires less maintenance (e.g., irrigation, fertilizer) than planting new vegetation.
- Consider using low water use groundcovers when planting or replanting.

Waste Management

- Compost leaves, sticks, or other collected vegetation or dispose of at a permitted landfill. Do not dispose of collected vegetation into waterways or storm drainage systems.
- Place temporarily stockpiled material away from watercourses and storm drain inlets, and berm or cover stockpiles to prevent material releases to the storm drain system.
- Reduce the use of high nitrogen fertilizers that produce excess growth requiring more frequent mowing or trimming.

- Avoid landscape wastes in and around storm drain inlets by either using bagging equipment or by manually picking up the material.

Irrigation

- Where practical, use automatic timers to minimize runoff.
- Use popup sprinkler heads in areas with a lot of activity or where there is a chance the pipes may be broken. Consider the use of mechanisms that reduce water flow to sprinkler heads if broken.
- Ensure that there is no runoff from the landscaped area(s) if re-claimed water is used for irrigation.
- If bailing of muddy water is required (e.g. when repairing a water line leak), do not put it in the storm drain; pour over landscaped areas.
- Irrigate slowly or pulse irrigate to prevent runoff and then only irrigate as much as is needed.
- Apply water at rates that do not exceed the infiltration rate of the soil.

Fertilizer and Pesticide Management

- Utilize a comprehensive management system that incorporates integrated pest management (IPM) techniques. There are many methods and types of IPM, including the following:
  - Mulching can be used to prevent weeds where turf is absent, fencing installed to keep rodents out, and netting used to keep birds and insects away from leaves and fruit.
  - Visible insects can be removed by hand (with gloves or tweezers) and placed in soapy water or vegetable oil. Alternatively, insects can be sprayed off the plant with water or in some cases vacuumed off of larger plants.
  - Store-bought traps, such as species-specific, pheromone-based traps or colored sticky cards, can be used.
  - Slugs can be trapped in small cups filled with beer that are set in the ground so the slugs can get in easily.
  - In cases where microscopic parasites, such as bacteria and fungi, are causing damage to plants, the affected plant material can be removed and disposed of (pruning equipment should be disinfected with bleach to prevent spreading the disease organism).
  - Small mammals and birds can be excluded using fences, netting, tree trunk guards.
  - Beneficial organisms, such as bats, birds, green lacewings, ladybugs, praying mantis, ground beetles, parasitic nematodes, trichogramma wasps, seed head weevils, and spiders that prey on detrimental pest species can be promoted.
- Follow all federal, state, and local laws and regulations governing the use, storage, and disposal of fertilizers and pesticides and training of applicators and pest control advisors.

- Use pesticides only if there is an actual pest problem (not on a regular preventative schedule).
- Do not use pesticides if rain is expected. Apply pesticides only when wind speeds are low (less than 5 mph).
- Do not mix or prepare pesticides for application near storm drains.
- Prepare the minimum amount of pesticide needed for the job and use the lowest rate that will effectively control the pest.
- Employ techniques to minimize off-target application (e.g. spray drift) of pesticides, including consideration of alternative application techniques.
- Fertilizers should be worked into the soil rather than dumped or broadcast onto the surface.
- Calibrate fertilizer and pesticide application equipment to avoid excessive application.
- Periodically test soils for determining proper fertilizer use.
- Sweep pavement and sidewalk if fertilizer is spilled on these surfaces before applying irrigation water.
- Purchase only the amount of pesticide that you can reasonably use in a given time period (month or year depending on the product).
- Triple rinse containers, and use rinse water as product. Dispose of unused pesticide as hazardous waste.
- Dispose of empty pesticide containers according to the instructions on the container label.

Inspection

- Inspect irrigation system periodically to ensure that the right amount of water is being applied and that excessive runoff is not occurring. Minimize excess watering, and repair leaks in the irrigation system as soon as they are observed.
- Inspect pesticide/fertilizer equipment and transportation vehicles daily.

Training

- Educate and train employees on use of pesticides and in pesticide application techniques to prevent pollution. Pesticide application must be under the supervision of a California qualified pesticide applicator.
- Train/encourage municipal maintenance crews to use IPM techniques for managing public green areas.
- Annually train employees within departments responsible for pesticide application on the appropriate portions of the agency's IPM Policy, SOPs, and BMPs, and the latest IPM techniques.

- Employees who are not authorized and trained to apply pesticides should be periodically (at least annually) informed that they cannot use over-the-counter pesticides in or around the workplace.
- Use a training log or similar method to document training.

Spill Response and Prevention

- Refer to SC-11, Spill Prevention, Control & Cleanup
- Have spill cleanup materials readily available and in a know in location
- Cleanup spills immediately and use dry methods if possible.
- Properly dispose of spill cleanup material.

Other Considerations

- The Federal Pesticide, Fungicide, and Rodenticide Act and California Title 3, Division 6, Pesticides and Pest Control Operations place strict controls over pesticide application and handling and specify training, annual refresher, and testing requirements. The regulations generally cover: a list of approved pesticides and selected uses, updated regularly; general application information; equipment use and maintenance procedures; and record keeping. The California Department of Pesticide Regulations and the County Agricultural Commission coordinate and maintain the licensing and certification programs. All public agency employees who apply pesticides and herbicides in "agricultural use" areas such as parks, golf courses, rights-of-way and recreation areas should be properly certified in accordance with state regulations. Contracts for landscape maintenance should include similar requirements.
- All employees who handle pesticides should be familiar with the most recent material safety data sheet (MSDS) files.
- Municipalities do not have the authority to regulate the use of pesticides by school districts, however the California Healthy Schools Act of 2000 (AB 2260) has imposed requirements on California school districts regarding pesticide use in schools. Posting of notification prior to the application of pesticides is now required, and IPM is stated as the preferred approach to pest management in schools.

Requirements

Costs

Additional training of municipal employees will be required to address IPM techniques and BMPs. IPM methods will likely increase labor cost for pest control which may be offset by lower chemical costs.

Maintenance

Not applicable

Supplemental Information

Further Detail of the BMP

Waste Management

Composting is one of the better disposal alternatives if locally available. Most municipalities either have or are planning yard waste composting facilities as a means of reducing the amount of waste going to the landfill. Lawn clippings from municipal maintenance programs as well as private sources would probably be compatible with most composting facilities

Contractors and Other Pesticide Users

Municipal agencies should develop and implement a process to ensure that any contractor employed to conduct pest control and pesticide application on municipal property engages in pest control methods consistent with the IPM Policy adopted by the agency. Specifically, municipalities should require contractors to follow the agency's IPM policy, SOPs, and BMPs; provide evidence to the agency of having received training on current IPM techniques when feasible; provide documentation of pesticide use on agency property to the agency in a timely manner.

References and Resources

King County Stormwater Pollution Control Manual. Best Management Practices for Businesses. 1995. King County Surface Water Management. July. On-line: http://dnr.metrokc.gov/wlr/dss/spcm.htm

Los Angeles County Stormwater Quality Model Programs. Public Agency Activities http://ladpw.org/wmd/npdes/model_links.cfm

Model Urban Runoff Program: A How-To Guide for Developing Urban Runoff Programs for Small Municipalities. Prepared by City of Monterey, City of Santa Cruz, California Coastal Commission, Monterey Bay National Marine Sanctuary, Association of Monterey Bay Area Governments, Woodward-Clyde, Central Coast Regional Water Quality Control Board. July. 1998.

Orange County Stormwater Program http://www.ocwatersheds.com/StormWater/swp_introduction.asp

Santa Clara Valley Urban Runoff Pollution Prevention Program. 1997 Urban Runoff Management Plan. September 1997, updated October 2000.

United States Environmental Protection Agency (USEPA). 2002. Pollution Prevention/Good Housekeeping for Municipal Operations Landscaping and Lawn Care. Office of Water. Office of Wastewater Management. On-line: http://www.epa.gov/npdes/menuofbmps/poll_8.htm

VIII. BMP Maintenance Schedule

A. Annual Maintenance Schedule for all BMPs

Treatment BMPs require minimum maintenance similar to that for any landscape areas. BMPs must be regularly maintained to ensure that they continue to be effective and do not cause flooding or other harmful nuisances.

B. Inspection and Maintenance Schedule for each BMP

1. *Routine Inspection and Maintenance:* Regular inspections shall be made of all BMP features and any maintenance performed as needed. Any collected debris shall be removed from the feature.

    - The bioretention areas shall be maintained as described in TC-32 of the California Stormwater BMP Handbook prepared by CASQA.

    - Self-Treating Landscape area shall be maintained as described in TC-73 of the California Stormwater BMP Handbook prepared by CASQA.

2. *Annual Inspection and Maintenance:* Annual inspections and maintenance shall be performed as described above in the "Routine Inspection and Maintenance" Section.

3. *Inspection and Maintenance during the Rainy Season:* All BMP features shall be inspected immediately after the first rain event of the season. During the rainy season the BMP features shall be inspected at least once every 30 days and after any significant rain event.

4. *Test and Inspection of Storm Drain Pumps:* There are two storm drain pumps located on-site, see Figure 6. It shall be the HOA's responsibility to confirm, test, and inspect annually between the months of September and October that the storm drain pumps located on the Common Property are in functional working condition.

C. Service Agreement Information

The frequency of cleaning the treatment BMPs will depend on the generation of trash and debris and sediment at the site. Cleanout and preventive maintenance schedules will be determined based on operating experience. The mechanical BMP units should be periodically inspected to determine the amount of accumulated pollutants and to ensure the cleanout frequency is adequate to handle the predicted pollutant load being processed by the unit.

IX. Copy of O&M Agreement

(Final Recorded Copy to be Inserted)

Appendix

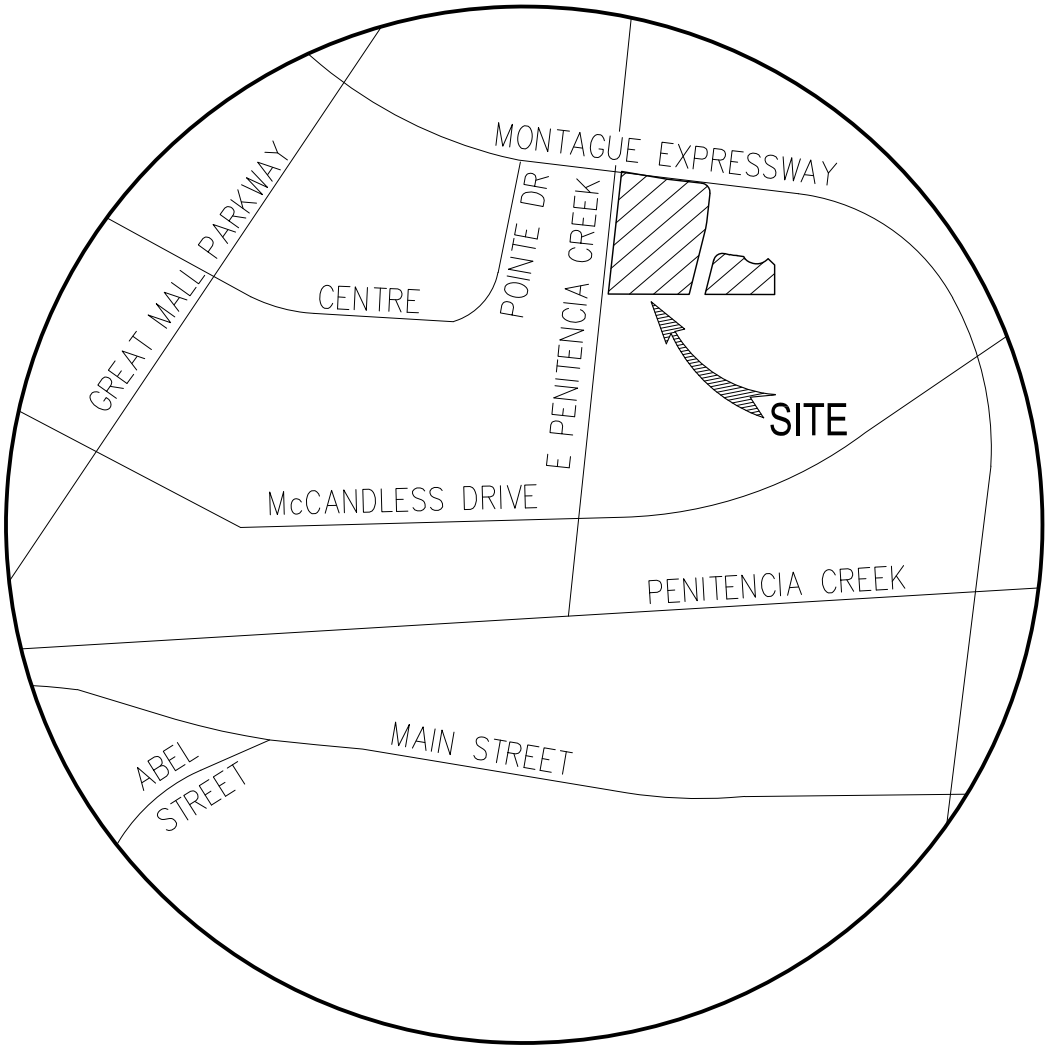

FIGURE 1
VICINITY MAP
ELLISON PARK

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

DATE: JUNE 2016

NOT TO SCALE

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2633 CAMINO RAMON, SUITE 350
SAN RAMON, CALIFORNIA 94583

1/19/2018 2:16 PM

G:\2569-000\ACAD\SWCP\FIG 1 - VICINITY MAP.DWG

FIGURE 2
AERIAL MAP
ELLISON PARK

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA
DATE: JUNE 2016

SCALE: 1"=200'

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G:\2569-000\ACAD\SWCP\FIG 2 - AERIAL MAP.DWG

LEGEND

PROJECT BOUNDARY

IMPERVIOUS SURFACE (ON-SITE) – 4.98 AC±

IMPERVIOUS SURFACE (OFF-SITE) – 0.03 AC±

TOTAL IMPERVIOUS SURFACE – 5.01 AC± (84%)

PERVIOUS SURFACE (ON-SITE) – 0.71 AC±

PERVIOUS SURFACE (OFF-SITE) – 0.32 AC±

TOTAL PERVIOUS SURFACE – 1.03 AC± (16%)

FIGURE 3
EXISTING CONDITIONS
ELLISON PARK

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA
DATE: JUNE 2016
SCALE: 1"=80'

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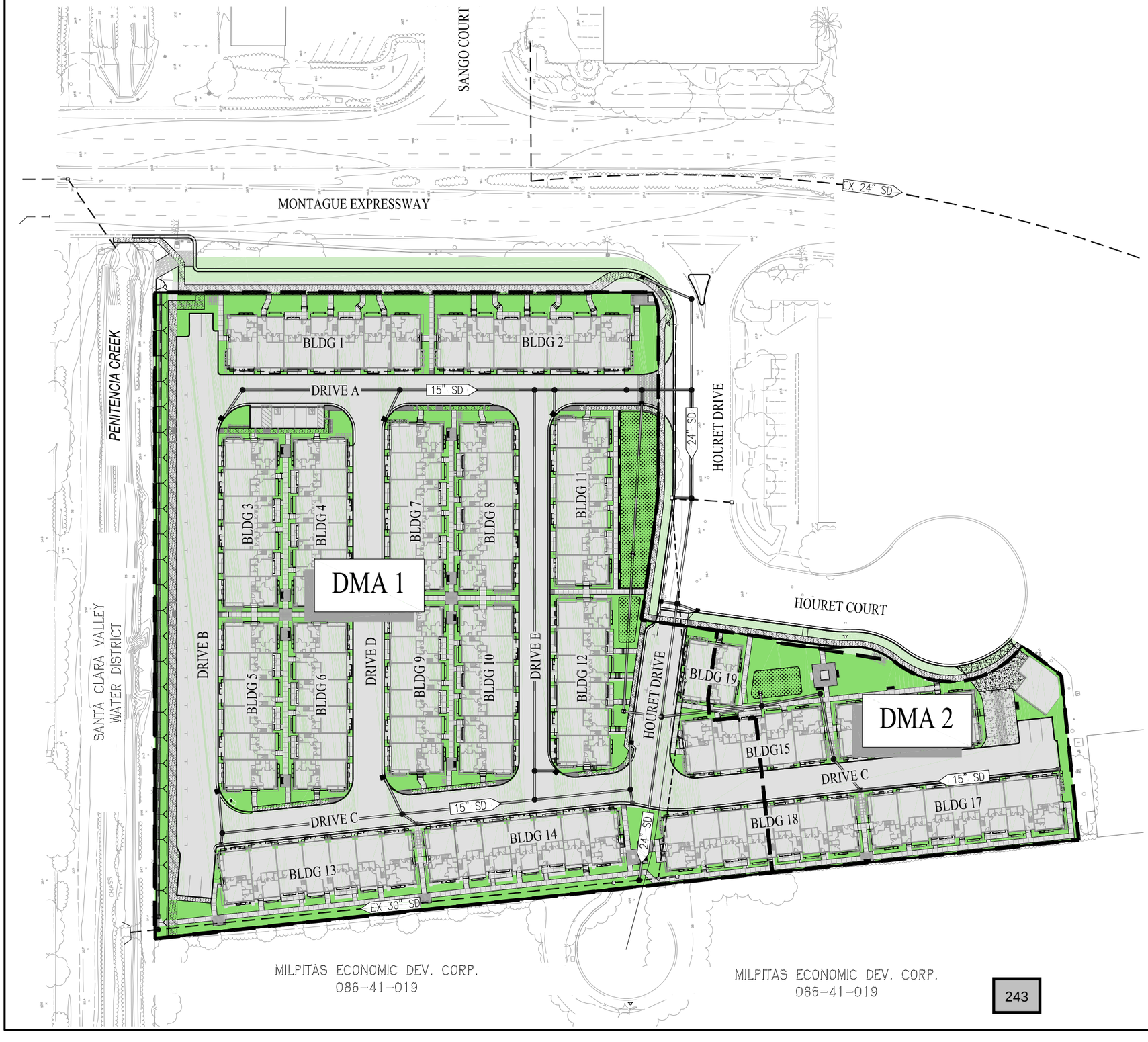
G:\2569-000\ACAD\SWCP\FIG 3 - EXISTING CONDITIONS.DWG



LEGEND

- DRAINAGE MANAGEMENT AREA BOUNDARY
- IMPERVIOUS SURFACE (ON-SITE) – 4.54 AC±
- IMPERVIOUS SURFACE (OFF-SITE) – 0.16 AC±
- TOTAL IMPERVIOUS SURFACE – 4.70 AC± (84%)
- PERVIOUS SURFACE (ON-SITE) – 1.09 AC±
- PERVIOUS SURFACE (OFF-SITE) – 0.25 AC±
- TOTAL PERVIOUS SURFACE – 1.34 AC± (16%)

FIGURE 4
POST-DEVELOPMENT CONDITIONS
ELLISON PARK

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA
DATE: SEPTEMBER 2016
SCALE: 1"=80'

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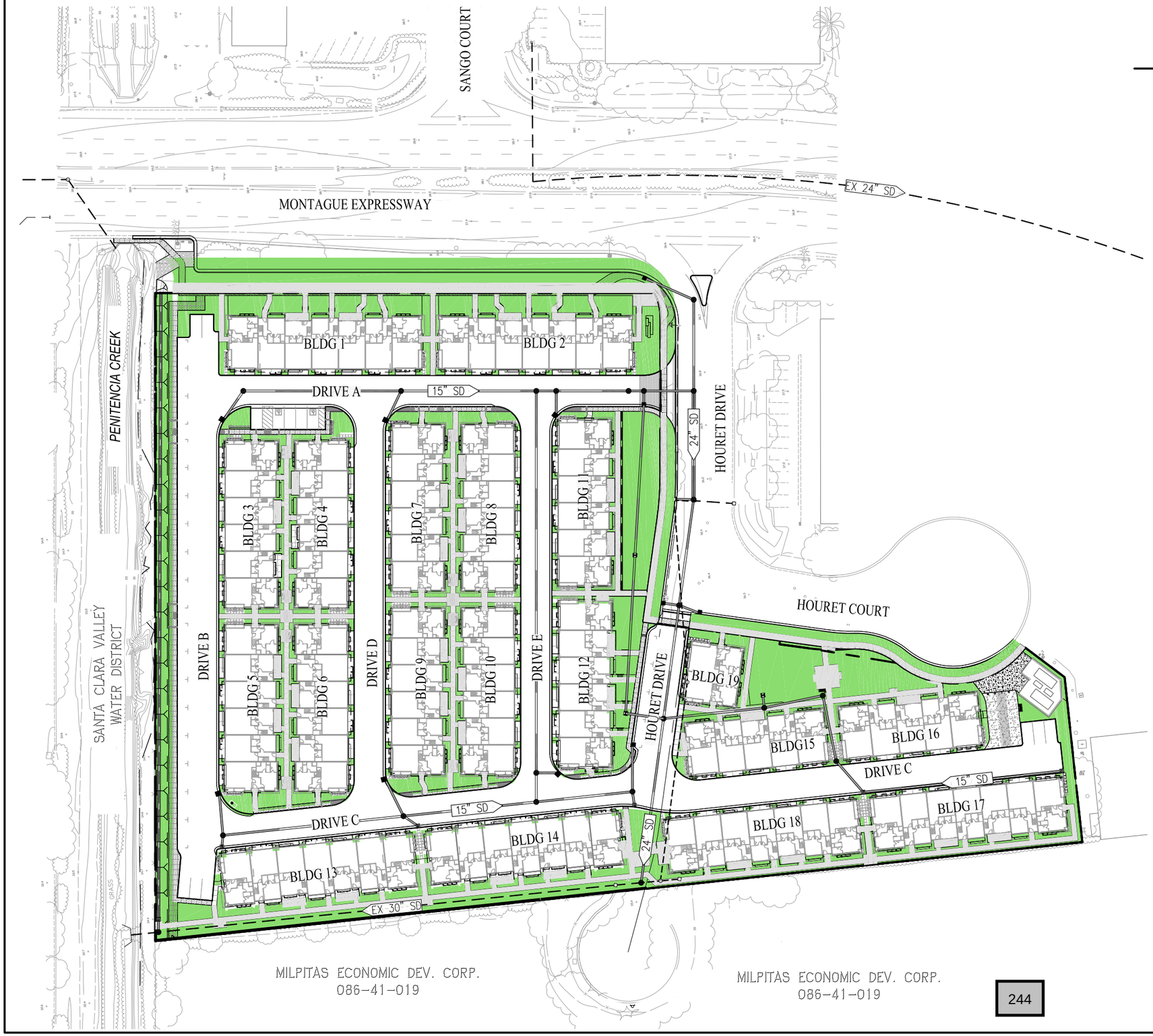
G:\2569-000\ACAD\SWCP\FIG 4 - PROPOSED CONDITIONS.DWG



LEGEND

PROJECT BOUNDARY

SELF-TREATING LANDSCAPE AREA – 1.33 AC±

IMPERVIOUS PASEO SIDEWALK SURFACE (DRAINS TO SELF-TREATING LANDSCAPE AREAS) – 0.54 AC±

FIGURE 5
SELF-RETAINING TREATMENT AREAS
ELLISON PARK

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA
DATE: JUNE 2016
SCALE: 1"=80'

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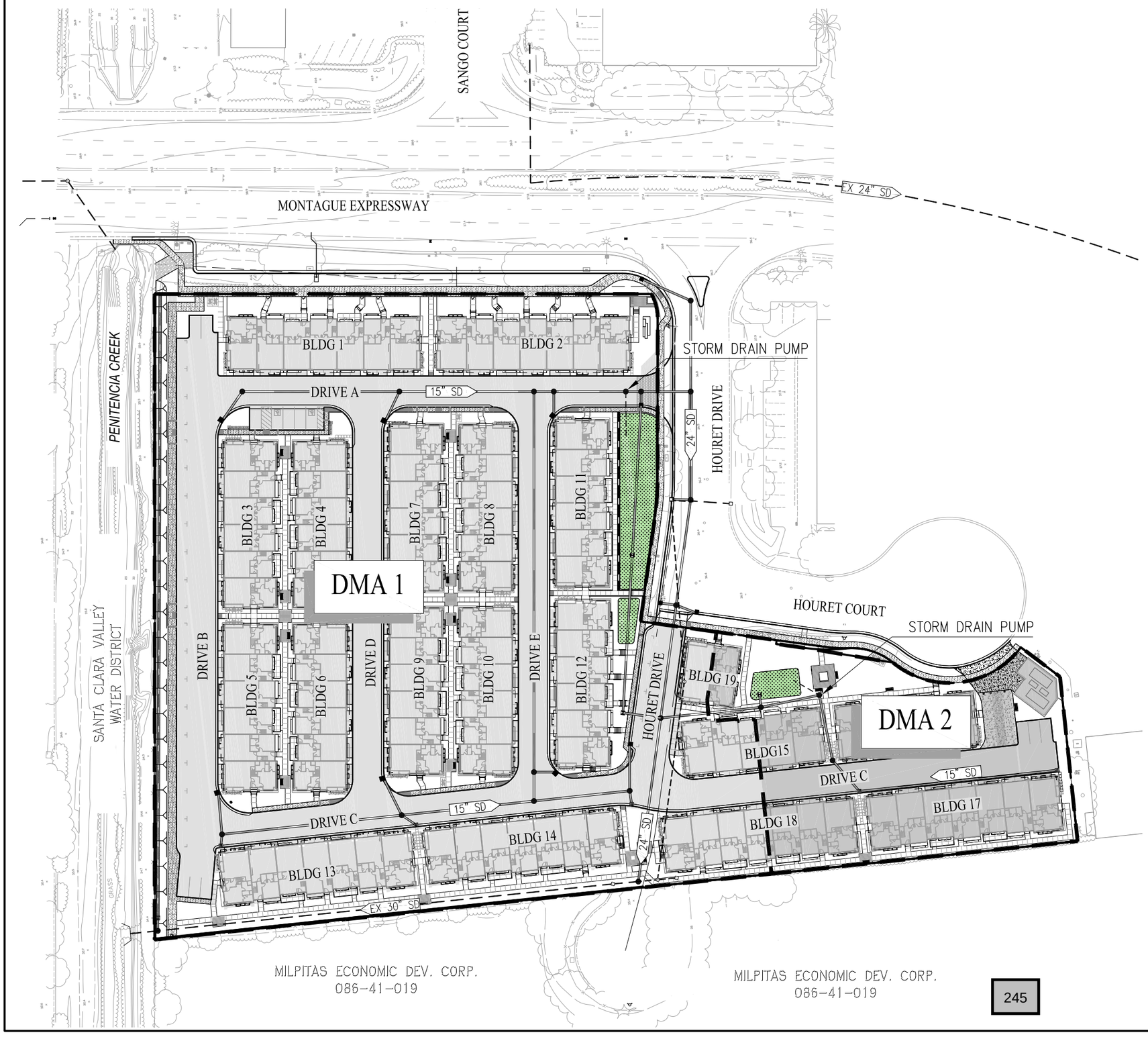
G:\2569-000\ACAD\SWCP\FIG 5 - SELF-RETAINING TREATMENT AREAS.DWG



LEGEND

DRAINAGE MANAGEMENT AREA BOUDNARY

IMPERVIOUS SURFACE (DRAINS TO BIORETENTION)

BIORETENTION AREA

FIGURE 6
BIORETENTION TREATMENT AREAS
ELLISON PARK

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

DATE: SEPTEMBER 2016
SCALE: 1"=80'

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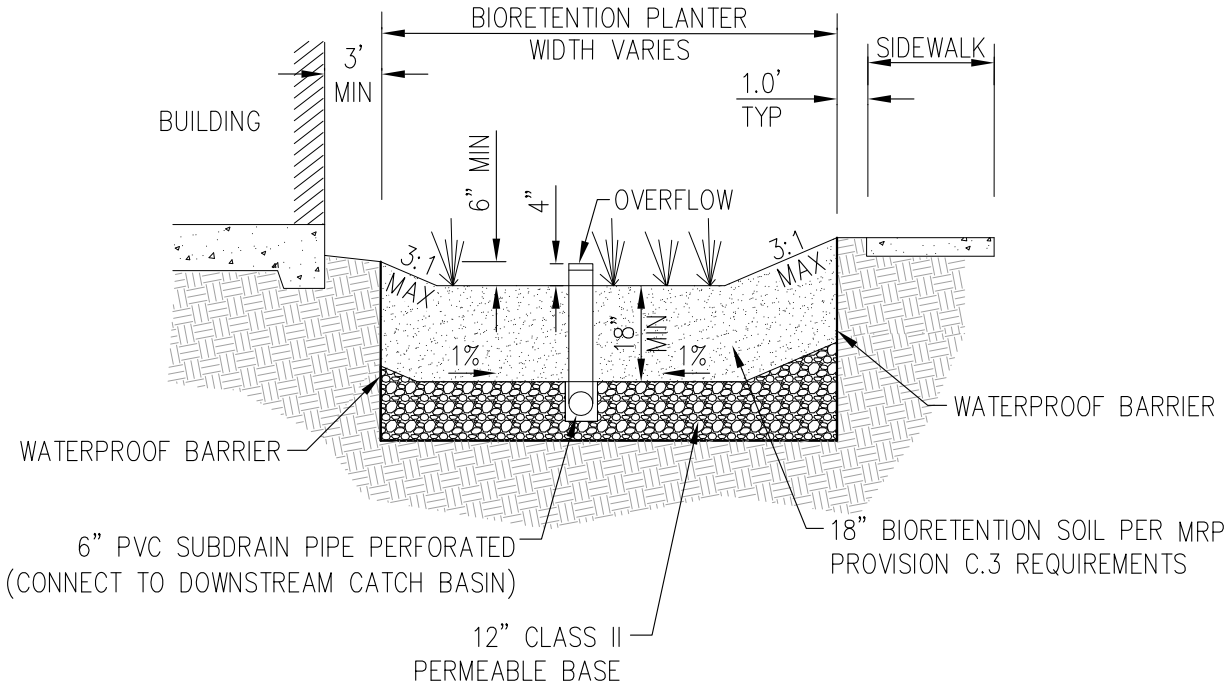
G:\2569-000\ACAD\SWCP\FIG 6 - BIO RETENTION TREATMENT AREAS.DWG



NOTES:

1. INSTALL DEEPENED CURB IN ADDITION TO WATERPROOF BARRIER WHERE NECESSARY PER GEOTECHNICAL RECOMMENDATIONS.
2. 2" OF FLOAT-RESISTANT MULCH SHALL BE USED ON ANY EXPOSED EARTH IN THE BIORETENTION AREAS.
3. 4"-6" COBBLE SHALL BE USED FOR ENERGY DISSIPATION WHERE NECESSARY.
4. THE 6" PERFORATED PVC UNDERDRAIN SHALL BE PLACED AT THE BOTTOM OF THE DRAIN ROCK LAYER WITH PERFORATIONS FACING DOWNWARD.
5. CONTRACTOR TO INSTALL AN UNDERDRAIN CLEANOUT WTIH THE CLEANOUT CAP INSTALLED FLUSH WITH THE SOIL SURFACE.

FIGURE 7

TYPICAL BIORETENTION DETAIL

ELLISON PARK

CITY OF MILPITAS SANTA CLARA COUNTY CALIFORNIA

DATE: JUNE 2016

NOT TO SCALE

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G:\2569-000\ACAD\SWCP\FIG 7 - TYPICAL BIORETENTION AREA.DWG

CITY OF MILPITAS
AGENDA REPORT
(AR)

Item Title:	Accept Additional FY 2018 Citizen Options for Public Safety (COPS) Grant funding
Category:	Consent Calendar-Public Safety
Meeting Date:	8/20/2019
Staff Contact:	Captain Jared Hernandez, 408-586-2406
Recommendation:	Accept the Additional FY 2018 COPS Grant Funding in the Amount of $56,242.63 and Approve a Budget Amendment

Background:

In November of 2017, the California State Legislature, through the Citizen Options for Public Safety (COPS) grant program, awarded $115,378.00 to the City of Milpitas. On February 6, 2018, the City Council approved the Chief of Police's spending plan for:

1. Critical incident response equipment;
2. Tactical training and equipment; and
3. Digital imaging and mapping system.

The Milpitas Police Department received an additional $56,242.63 for the FY 2018 COPS grant. Government Code section 30062 specifies that these funds must be used exclusively for front line law enforcement services.

Analysis:

California Government Code section 30062 specifies that these funds must be used exclusively for front line law enforcement services. The City of Milpitas is not required to provide matching funds. The Milpitas Police Department has identified tactical training, tactical equipment, and critical incident response equipment that can be purchased with this additional funding. The Milpitas Police Department will utilize the additional funding within the scope of the previously approved spending plan.

Policy Alternative(s):

Alternative 1: Refuse the additional funding for the 2018 Citizen Options for Public Safety (COPS) Grant.

Pros: None
Cons: Needed equipment could not be purchased without a fiscal impact to the operating budget.
Reason not recommended: Refusing the funding would delay the purchase of the needed equipment.

Fiscal Impact:

There are no negative fiscal impacts with the additional funding allocated to 2018 COPS. A budget amendment to appropriate $56,242.63 to the Police Department's FY 19-20 Operating Budget is needed.

California Environmental Quality Act: N/A

Recommendation:

1. Accept the additional $56,242.63 FY 2018 COPS grant funding to be spent in accordance with the approved spending plan.
2. Approve a budget amendment to appropriate $56,242.63 to the Milpitas Police Department's FY 19-20 operating budget.

Attachment(s):

a) Approved 2018 Citizen Options for Public Safety (COPS) Grant spending plan.
b) Budget Change Form

M E M O R A N D U M

Office of Chief of Police

To: Dianne Thompson, Interim City Manager

From: Armando Corpuz, Chief of Police

Subject: **Citizen Options for Public Safety (COPS) Grant FY 2018**

Date: January 22, 2018

The City of Milpitas anticipates receiving Citizen Options for Public Safety (COPS) grant funds from the State of California, pursuant to Government Code 30061-30063, in the amount of $115,378.00. These grant funds must be used to support front line law enforcement services and must supplement, but not supplant, existing funding for front line law enforcement services. No City matching funds are required.

These grant funds shall be appropriated in accordance to a written request from the Chief of Police of the law enforcement agency that provides police services for the City. The request shall specify the front line law enforcement needs of the requesting entity, including the personnel, equipment, and programs that are necessary to meet those needs.

Below are recommended expenditures for COPS Grant monies for fiscal year 2018:

1.	**Tactical Training and Equipment**	**$24,500**
2.	**Digital Imaging and Mapping System**	**$65,319**
3.	**Critical Incident Response Equipment**	**$25,559**
	TOTAL:	**$115,378**

Further specifics on these spending areas are as follows:

1. Tactical Training and Equipment ($24,500):
The police department's Special Weapons and Tactics (SWAT) Team is tasked with safely resolving critical incidents above and beyond the immediate response of officers already in the field. Situations may include barricaded suspects, high-risk search warrant executions, felonious arrest warrant services, and planned operations involving suspects armed with firearms and other deadly weapons. The training needed for such endeavors include, but are not limited to, tactical breaching, medical response and casualty care, and the corresponding equipment can consist of breaching tools, medical equipment, and ballistic protection.

2. Digital Imaging and Mapping System ($65,319):
Officers currently utilize an electronic mapping system based upon surveying techniques to accurately diagram major traffic collision scenes and major crime scenes. Our existing mapping system requires a team of officers to operate. Technology for mapping systems has improved significantly in recent years and has now incorporated digital imaging while simultaneously reducing the amount of time and personnel required to thoroughly document scenes. The purchase of a modern digital imaging and mapping system, along with the requisite training and accessories, will vastly improve the efficiency and accuracy of important scene diagrams.

3. Critical Incident Rapid Response Equipment ($25,559):
The initial engagement and immediate actions by first responders in the field to critical incidents is pivotal to facilitate safe resolutions, and there are various types of equipment that can supplement what officers already carry in order to respond quickly. Rifle rated ballistic plates, vests to carry the plates, ballistic rated helmets, and other types of protective equipment could be made more accessible to officers if the items were compact enough to be stored in patrol vehicles for rapid deployment so that officers can confront potentially hazardous situations while minimizing their exposure to possible injury or death.

RECOMMENDATION:

Allocate COPS 2018 Grant funds for the above program areas.

City of Milpitas, California

BUDGET CHANGE FORM

Type of Change	From*		To*	
	Account	Amount	Account	Amount
Check one:	261-3567	$56,242.63	261-721-4223	$56,242.63
☒ Budget Appropriation				
☐ Budget Transfer				

Accept the Additional FY 2018 COPS Grant Funding in the Amount of $56,242.63 and Approve a Budget Appropriation into the Police Department's Operating Budget.

Background:

In November of 2017, the California State Legislature, through the Citizen Options for Public Safety (COPS) grant program, awarded $115,378.00 to the City of Milpitas. On February 6, 2018, the City Council approved the Chief of Police's spending plan for:

1. **Critical incident response equipment**
2. **Tactical training and equipment**
3. **Digital imaging and mapping system**

The Milpitas Police Department received an additional $56,242.63 for the FY 2018 COPS grant. Government Code section 30062 specifies that these funds must be used exclusively for front line law enforcement services.

Analysis:

California Government Code section 30062 specifies that these funds must be used exclusively for front line law enforcement services. The City of Milpitas is not required to provide matching funds. The Milpitas Police Department has identified tactical training, tactical equipment, and critical incident response equipment that can be purchased with this additional funding. The Milpitas Police Department will utilize the additional funding within the scope of the previously approved spending plan.

Policy Alternative(s):

Alternative 1: Refuse the additional funding for the 2018 Citizen Options for Public Safety (COPS) Grant.

Pros: None
Cons: Needed equipment could not be purchased without a fiscal impact to the operating budget.
Reason not recommended: Refusing the funding would delay the purchase of the needed equipment.

Fiscal Impact:

There are no negative fiscal impacts with the additional funding allocated to 2018 COPS. A budget amendment to appropriate $56,242.63 to the Police Department's FY 19-20 Operating Budget is needed.

California Environmental Quality Act: N/A

Recommendations:

1. Accept the additional $56,242.63 FY 2018 COPS grant funding to be spent in accordance with the approved spending plan.
2. Approve a budget appropriation in the amount of $56,242.63 to the Milpitas Police Department's FY 2019-20 operating budget.

Attachment(s):

a) Approved 2018 Citizen Options for Public Safety (COPS) Grant spending plan.
b) Budget Change Form

☒ **Check if City Council Approval required.** **Meeting Date**: August 20, 2019

Requested by:	**Department Head:** Armando Corpuz	**Date:** August 20, 2019
Reviewed by:	**Finance Director:** Walter C. Rossmann	**Date:** August 20, 2019
Date approved by City Council, if required:		**Confirmed by:**

FI/24786/V **Form 30-222 (Rev. 1/92)**

CITY OF MILPITAS
AGENDA REPORT
(AR)

Item Title:	**Authorize and Approve Travel for Vice Mayor Karina Dominguez, Councilmember Anthony Phan, and Interim City Manager Steve McHarris to Attend the 2019 Study Mission to Nashville, Tennessee Hosted by the Silicon Valley Organization Scheduled on September 3 – September 6, 2019**
Category:	Consent Calendar-Leadership and Support Services
Meeting Date:	8/20/2019
Staff Contact:	Steve McHarris, 408-586-3059
Recommendation:	Authorize and approve travel for Vice Mayor Karina Dominguez, Councilmember Anthony Phan, and Interim City Manager Steve McHarris to attend the 2019 Study Mission from September 3-6, 2019, to Nashville, Tennessee, hosted by the Silicon Valley Organization, for a combined total expense amount not to exceed budgeted Conferences/Meeting allocation of $9,000.

Background:
The Silicon Valley Organization (SVO) is the largest Chamber of Commerce in Silicon Valley working to create a strong local economy and provide business connections and visibility on behalf of their membership. The SVO hosts an Annual Study Mission. This is its signature economic development program that features a 3-day conference and provides attendees a learning experience related to public policy solutions and public-private partnerships that have defined the growth and prosperity of another major United States city and region. This year's Study Mission will be in Nashville, Tennessee from September 3-6, 2019.

Total conference registration fee is $2,500 per attendee, which includes accommodations for a two-night hotel stay, meals, ground transportation, and all programming related costs. Other expenses are air transportation estimated at $400 per attendee.

Analysis: The City of Milpitas Travel and Expense Policy requires approval of travel for elected officials and employees by City Council. The travel approval will allow Vice Mayor Dominguez, Councilmember Phan and Interim City Manager McHarris to garner additional knowledge from another city's elected officials and to share this knowledge with the other members of the City Council and City staff. Continued participation and attendance in these types of conferences ensures that the Milpitas community is fully represented at the local, state and national levels. At the June 11, 2019 Budget Hearing, this conference was pre-approved.

Participation in the SVO 2019 Study Mission to Nashville provides an opportunity to explore and study the various issues and public policies that have and continue to impact economic growth. The attendees, which include elected official, city staff, key business and community leaders, will be sharing and learning from their experiences in improving businesses to grow and expand in our region.

Fiscal Impact: The estimated not-to-exceed cost per attendee for this travel is $3,000. The total conference fee (per attendee) for 2019 Study Mission to Nashville is $2,500. Other expenses are ground and air transportation. Sufficient funds are available in the Individual Elected Official allocation of $5,000 for Conferences / Meetings / Memberships to cover both the Vice Mayor and Councilmember's travel expenses. Sufficient funds are available in the City Manager's Office conference budget.

California Environmental Quality Act: Not applicable

Recommendation: Authorize and approve out-of-state travel for Vice Mayor Karina Dominguez, Councilmember Anthony Phan, and Interim City Manager Steve McHarris to attend the 2019 Study Mission from September 3-6, 2019, to Nashville, Tennessee, hosted by the Silicon Valley Organization, for a combined total expense amount not to exceed budgeted Conferences/Meeting allocation of $9,000.

Attachments:
None

CITY OF MILPITAS
AGENDA REPORT
(AR)

Item Title:	Conduct a Public Hearing and Adopt a Resolution approving Site Development Permit, Conditional Use Permit, Vesting Tentative Map, and Environmental Assessment to develop a 40-unit residential condominium building, up to 49 feet in height (four stories), with parking for up to 74 vehicles, on a 1.22 acre site located at 2001 Tarob Court
Category:	Public Hearings-Community Development
Meeting Date:	8/20/2019
Staff Contact:	Lillian Hua, Associate Planner, 408-586-3073
Recommendation:	1) Conduct a public hearing and move to close the hearing following comments. 2) Consider the Addendum to the Transit Area Specific Plan Environmental Impact Report (TASP EIR). As a separate and independent basis, consider the exemption from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15182 (Project Consistent with a Specific Plan), 15183 (Project Consistent with the General Plan), and 15168 (Projects Consistent with a Program EIR). 3) Adopt a Resolution approving Site Development Permit (SD18-0014), Conditional Use Permit (UP19-00090, Vesting Tentative Map (MT18-0004), and Environmental Assessment (EA19-0002) to allow development of a 40-unit residential condominium building, up to 49 feet in height (four stories), with parking for up to 74 vehicles, on a 1.22-acre site located at 2001 Tarob Court and denying the applicant's request for an exception to the Affordable Housing Ordinance.

Background:

On November 2, 2018, the True Life Companies submitted an application for the development of a 40-unit residential condominium building, up to 49 feet in height (four stories), with parking for up to 74 vehicles, on a 1.22-acre site located at 2001 Tarob Court. The project area is located on the west side of Lundy Place in the Trade Zone/Montague Sub District of the Transit Area Specific Plan (TASP). The application includes four entitlement requests to approve the future development of a multi-family residential building, as follows:

1. Site Development SD18-0014: To allow the development of a four-story building with up to 40 residential units on the 1.22 acre site; and
2. Conditional Use Permit UP19-0009: To allow the condominium use; and
3. Vesting Tentative Map MT18-0004: To establish 40 residential condominium spaces and related easements and to record site easements; and
4. Environmental Assessment EA19-0002: To review and assess all the requested entitlements for consistency with the 2008 Transit Area Specific Plan EIR.

On July 31, 2019, the Planning Commission held a public hearing on the proposed development and unanimously approved staff's recommendation to adopt a resolution recommending that the City Council approve the above applications. The Planning Commission also discussed at length the applicant's request to pay the affordable housing in-lieu fee instead of providing affordable units within the project. The Planning Commission recognized that the City Council is the final decision making body for the request and

recommended that the City Council consider allowing the applicant to pay the affordable housing in-lieu f exception. The Commission also recommended that staff continue to explore other affordable housing options with the applicant. During the discussion, the applicant disclosed that the 15% inclusionary requirement would significantly decrease the project's financial viability. They also disclosed that they did not intend to construct the project but would likely sell the entitled property to a builder. The applicant sold other recently entitled projects in the vicinity (1980, 1992 Tarob Court, and 551 Lundy Place) to Toll Brothers, and several of those projects are currently under construction. At the time of entitlement in 2017, the applicant agreed to pay a 10% affordable in-lieu fee.

Analysis:

The proposed project is consistent with the development standards and goals of the Transit Area Specific Plan and the Multifamily High Density (R3) Zoning District with Transit-Oriented Development (TOD) Overlay. The project includes a mix of two and three bedroom units and is within the allowable density range for the R3-TOD designation (21-40 units per acre). The project also complies with the setbacks, maximum height limitations, and parking requirements. All of the current findings for approval of the Site Development Permit, Conditional Use Permit, and Vesting Tentative Map can be made for the proposed project.

The applicant is also requesting a fee exception to the Affordable Housing Ordinance. Pursuant to MMC Section XII-3.00, all new residential development projects of ten units or more designed and intended for permanent occupancy are required to construct 15% of the total number of dwelling units within the development as affordable units, unless approved for an exception as set forth in MMC Section XII-1-4.00. All exceptions require City Council approval. With an average unit size of 1,420 square feet, the estimated affordable housing fee for this project is $1.8 million. Attachment E outlines the applicant's reasons for why they feel an exception is justified for their project and how they meet the findings associated with exceptions.

Prior to City Council approval to the requested exception, affirmative findings to the following must be made:

1. *The exception requested exceeds the minimum affordable requirements; and*
   Applicant Justification: The applicant asserts that paying the affordable housing in-lieu fee should be an alternative, not an exception. The applicant also suggests that building new affordable housing units only provides a few new residents with the opportunity to live in Milpitas at an affordable rate compared to their neighbors in the same new development. The applicant claims that paying the fee will allow the City to subsidize affordable housing rents and allow residents to remain in their homes.

   Staff Analysis: The exception requested does not exceed the minimum affordable requirements. The applicant is providing the minimum required fee-in-lieu, which does not exceed the minimum affordable requirements. The affordable housing fund is used to produce very-low, low-, and moderate-income ownership or rental housing in the City. If the applicant were to build six Below Market Rate (BMR) units on site, it would allow six low-income households the opportunity to have permanent housing in the City. Since the applicant has requested to pay the in-lieu fee, those contributions can only be used to assist future developers to build affordable units, and not to subsidize rents in existing low-income housing. Therefore, the exception would further delay the construction of new affordable units in the City and would not exceed the minimum affordable requirements.

2. *The project is better served with the exception; or*
   Applicant Justification: The applicant proclaims that the project will be better served as market rate housing since the adjacent Tarob Court projects are also market rate. The applicant argues that the menu of social assistance program available in Santa Clara County and the City of Milpitas are not located within the TASP Trade Zone/Montague sub-district. The applicant suggests that paying the affordable fee allows the City the flexibility to have funds on hand to support the under-housed population through projects that may be more likely to be located near established social services in the future.

   Staff Analysis: The project is not better served with the exception. The applicant argues that social assistance programs are not available within the TASP Trade Zone/Montague Subdistrict. However, on June 12, 2018, City Council approved a 102-unit multifamily affordable housing development with community space and offices for supportive services located at 355 Sango Court, and these supp

services will presumably be available to all low-income residents in the area. The TASP envisions Tarob Court connection to Sango Court, so affordable units located within the proposed project would be located near supportive services. In addition, the entire Trade Zone/Montague Subdistrict will have a direct connection to the new Milpitas Transit Center and BART station once the extension of South Milpitas Boulevard is completed via a planned vehicle/pedestrian bridge over Penitencia Creek. This connection will benefit low-income households by providing easy access to public transportation as an alternative to owning a car.

3. *The community benefits exceed the project benefits.*
   Applicant Justification: The applicant proposes that the community benefits of the project are inherently created by the project. The scope of work includes the demolition of a non-conforming building and the redevelopment and beautification of the site with high-density housing consistent with the TASP. Moreover, the applicant claims that they have committed to meeting the goals of the City by producing a conforming R3-TOD high-density residential project within the TASP.

   Staff Analysis: The community benefits do not exceed the project benefits. The project is not providing any community benefit to the City beyond existing regulatory requirements. Example of community benefits include contributions to the school district, Fire Department, Recreation Department, etc. A compliant project that meets the development standards of the zoning code is not inherently considered a community benefit, and therefore does not exceed the potential benefit of providing on-site affordable units.

Based on the justification statement staff analysis and the record as a whole, the applicant has not shown that the fee exception request can meet the findings pursuant to MMC Section XII-1-4.00. Staff recommends that the City Council deny the fee exception and that the applicant should provide the affordable units on site in accordance with the Affordable Housing Ordinance.

Policy Alternatives:
Alternative 1: Approve the application and the request for payment of fees in lieu of the Affordable Housing Ordinance inclusionary requirement by adopting the findings associated with the Site Development Permit, Conditional Use Permit, and Vesting Tentative Map and make findings in support of the Affordable Housing Exception Request

Pros: The City will receive approximately $1.8 million to benefit the Affordable Housing Fund. The project conforms to the City's development policies and standards and will further implementation of the TASP in this area. As a result of the construction of the project, the City will also benefit from higher land valuation and tax revenue.

Cons: The City will lose the opportunity to add six Below Market Rate (BMR) units within the TASP area to the City's housing stock.

Reasons not recommended: As proposed, the project has failed to demonstrate that the Project qualifies for an exception request based upon the findings pursuant to the Affordable Housing Ordinance. Staff cannot make the findings to support of the affordable housing exception request. Since this project is the first project requesting a few exception under the new Affordable Housing Ordinance, if the City Council approves the exception, it could set a precedent for future developments.

Alternative 2: Deny the application, including the request by not adopting the findings for approval of the Site Development Permit, Conditional Use Permit, or Vesting Tentative Map

Pros: The subject site could be combined with adjacent parcels to allow a larger project to be built at this location. A different project could be proposed that would implement the vision and goals of the TASP while also meeting the City's current ordinances and development standards, including the 15% inclusionary requirement for affordable housing.

Cons: Denial of the project would delay development of the site, and the City would not benefit from high land valuation and tax revenue. Denial would further delay implementation of the TASP in this area along Tarob Court.

Reason not recommended: The project conforms to the City's development policies and standards and will further implement the TASP in this area. The City Council can make all of the current findings for the requested land use approvals subject to the findings and conditions of approval.

Fiscal Impact:
The project will have a net neutral fiscal impact to the City, as the applicant will pay all TASP fees and other assorted development fees to the City.

California Environmental Quality Act:
The Planning Division conducted an initial environmental assessment (P-EA19-0002) of the project in accordance with the California Environmental Quality Act (CEQA). The assessment concluded that none of the circumstances necessitating preparation of a subsequent or supplemental EIR are associated with the Project. The assessment also concluded that an Addendum to the TASP EIR is the appropriate document to address these modifications rather than a subsequent EIR. The Addendum fully addressed all potential impacts associated with this project, and no material changes have been made to the project that would alter the conclusions of the Addendum.

As separate and independent bases, the project is exempt from further CEQA review pursuant to CEQA Guidelines Sections 15182 (Project Consistent with a Specific Plan), 15183 (Project Consistent with the General Plan), and 15168 (Projects Consistent with a Program EIR).

Recommendation:

1) Conduct a public hearing and move to close the hearing following comments.
2) Consider the Addendum to the Transit Area Specific Plan Environmental Impact Report (TASP EIR). As a separate and independent basis, consider the exemption from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15182 (Project Consistent with a Specific Plan), 15183 (Project Consistent with the General Plan), and 15168 (Projects Consistent with a Program EIR).
3) Adopt a Resolution approving Site Development Permit (SD18-0014), Conditional Use Permit (UP19-00090, Vesting Tentative Map (MT18-0004), and Environmental Assessment (EA19-0002) to allow development of a 40-unit residential condominium building, up to 49 feet in height (four stories), with parking for up to 74 vehicles, on a 1.22-acre site located at 2001 Tarob Court.

Attachments:

Attachment A:

- Resolution for Council Approval of Site Development Permit, Conditional Use Permit, Vesting Tentative Map, and Environmental Assessment
- Exhibit A (CEQA Addendum) to Resolution for Council Approval

Attachment B: Planning Commission Staff Report (dated July 31, 2019)

Attachment C: Signed Planning Commission Resolution no. 19-022

Attachment D: Project Plans

Attachment E: Applicant Justification Letter for In-Lieu Fee Exception

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILPITAS APPROVING SITE DEVELOPMENT PERMIT NO. SD18-0014, CONDITIONAL USE PERMIT NO. UP19-0009, VESTING TENTATIVE MAP NO. MT18-0004, AND ENVIRONMENTAL ASSESSMENT NO. EA19-0002 TO ALLOW A 40-UNIT RESIDENTIAL CONDOMINIUM BUILDING, UP TO 49 FEET IN HEIGHT (FOUR STORIES), WITH PARKING FOR UP TO 74 VEHICLES, ON A 1.22 ACRE SITE LOCATED IN THE MULTI-FAMILY HIGH DENSITY RESIDENTIAL (R3) ZONING DISTRICT AT 2001 TAROB COURT, AND MAKING FINDINGS PURSUANT TO SECTION XII-1.00, *et seq.* OF THE MILPITAS MUNICIPAL CODE AND CEQA FINDINGS PURSUANT TO CEQA GUIDELINES SECTIONS 15162, 15163, 15164, 15168, 15182, AND 15183

WHEREAS, pursuant to the California Environmental Quality Act (Public Resources Code, § 21000 et seq.), the State CEQA Guidelines (California Code of Regulations, title 14, § 15000 et seq.) (collectively, "CEQA"), the City of Milpitas is the lead agency for the proposed project described below; and

WHEREAS, on June 3, 2008, the City Council of the City of Milpitas certified an Environmental Impact Report ("EIR") prepared to analyze the environmental impacts associated with the proposed Transit Area Specific Plan (the "TASP EIR," State Clearinghouse No. 2006032091), and subsequently adopted the Transit Area Specific Plan (the "TASP"); and

WHEREAS, the TASP EIR reviewed the potential environmental impacts associated with the implementation of the TASP, which envisioned the development of 7,109 dwelling units, 287,075 square feet of retail space, 993,843 square feet of office and industrial park space, and 350 hotel rooms; and

WHEREAS, 2001 Tarob Court is located within the TASP planning area; specifically, within the Trade Zone/Montague subdistrict of the TASP; and

WHEREAS, pursuant to CEQA, when taking subsequent discretionary actions in furtherance of a project for which an EIR has been certified has been adopted, the lead agency is required to review any changed circumstances to determine whether any of the circumstances under Public Resources Code § 21166 and State CEQA Guidelines § 15162 require additional environmental review; and

WHEREAS, on November 2, 2018, The True Life Companies (the "Applicant") submitted an application to the City of Milpitas for the approvals necessary to develop a 40-unit condominium residential project at 2001 Tarob Court. The project (the "Project") thus consists of and requires:

a. Site Development Permit (SD18-0014) to allow the development of four-story building with up to forty residential units on a 1.22 acre site; and

b. Conditional Use Permit (UP19-0009) to allow the condominium use; and

c. Vesting Tentative Map (MT18-0004) to establish forty residential condominium spaces and related common areas and to record site easements; and

d. Environmental Assessment (EA19-0002) to review and assess all requested entitlements for consistency with the 2008 Transit Area Specific Plan EIR.

WHEREAS, the Planning Division completed an environmental assessment No. EA19-0002 for the Project in accordance with CEQA, and the Planning Commission recommended that the City Council determine this Project is covered under the program of activities identified in the Transit Area Specific Plan EIR, SCH#2006032091, certified by the City Council on June 3, 2008, based on the CEQA finding included in this resolution (the "Addendum," a true and correct copy of which is attached hereto and incorporated herein as **Exhibit 2**); and

WHEREAS, per 14 C.C.R (CEQA Guidelines) Section 15164(b), the Addendum demonstrates and con that none of circumstances necessitating preparation of a supplemental or subsequent EIR, as specified in CEQA Guidelines Sections 15162 or 15163 are present in that there are (a) no substantial changes are proposed in the Project which will require major revisions of the TASP EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (b) no substantial changes have occurred with respect to the circumstances under which the Project is being undertaken which will require major revisions in the TASP EIR due to new or substantially more severe significant effects; and (c) no new information of substantial importance, as defined in CEQA Guidelines Section 15162, which was not known and could not have been known at the time the TASP EIR was certified has become available; and

WHEREAS, the City Council hereby adopts the Addendum makes and accepts as its own the findings set forth in **Exhibit A** attached hereto; and

WHEREAS, as separate and independent bases, the City Council hereby finds and determines that the Project is exempt from further CEQA review pursuant to (1) CEQA Guidelines Section 15183 (projects consistent with a Community Plan, General Plan or Zoning; (2) CEQA Guidelines Section 15182 (residential projects consistent with a specific plan); and (3) CEQA Guidelines Section 15168 (projects within the scope of a program EIR); and

WHEREAS, the Planning Commission is an advisory body to the City Council pursuant to Milpitas Municipal Code Section XI-10-64.03 (Consideration of Concurrent Applications), where, as here, due to the application for density bonus pursuant to Milpitas Municipal Code Section XI-10-54.15, the City Council is the highest review authority for the Project, and, accordingly, all review by other bodies with approval authority over the application shall be in the form of a recommendation to the City Council; and

WHEREAS, on July 31, 2019, the Planning Commission held a duly-noticed public hearing, during which meeting the Planning Commission considered the Addendum EA19-0002, as well as the requested Site Development Permit SD18-0014, Conditional Use Permit UP19-0009, and Vesting Tentative Map MT18-0002 for 2001 Tarob Court, heard a presentation from staff, and had the opportunity hear from members of the public; and

WHEREAS, by adoption of Resolution No. 19-022, the Planning Commission recommended the City Council approve Site Development Permit No. SD18-0014, Conditional Use Permit No. UP19-0009, Vesting Tentative Map No. MT18-0002, and Environmental Assessment No. EA19-0002 for 2001 Tarob Court; and

WHEREAS, the documents and other materials which constitute the record of proceedings upon which the City Council bases the findings contained within this Resolution are available and may be reviewed at Milpitas City Hall, located at 455 E. Calaveras Boulevard, Milpitas, California 95035; and

WHEREAS, on August 20, 2019, the City Council held a duly-noticed public hearing, during which meeting the City Council considered the Environmental Assessment No. EA19-0002, as well as the requested Site Development Permit No. SD18-0014, Conditional Use Permit No. UP19-0009, and Vesting Tentative Map No. MT18-0002 for 2001 Tarob Court, heard a presentation from staff, and had the opportunity hear from members of the public; and

WHEREAS, the findings and conclusions made by the City Council pursuant to this Resolution are based upon the oral and written evidence before it as a whole; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, the City Council of the City of Milpitas hereby finds, determines, and resolves as follows:

SECTION 1. Recitals

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

SECTION 2. California Environmental Quality Act Findings

The proposed Project is covered under the scope of activities approved under the TASP EIR, SCH#2006032091, which was certified by the Milpitas City Council on June 3, 2008. The EIR included a program of activities including construction of up to 7,109 residential units within the TASP area. The proposed 40 residential units fall within this scope of development activity contemplated in the TASP EIR. LSA Associates completed an environmental assessment of the proposed Project to confirm the proposed Project is within the scope of the TASP EIR. The analysis found that the Project is consistent with the TASP EIR and confirmed that the Project is within the scope of development density considered under the TASP EIR. No new impacts were identified and no new mitigation measures are required. Policies and/or mitigation measures required of projects covered under the TASP EIR are included as Conditions of Approval. Pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15168(c)(2), the Project is except from further review under CEQA.

SECTION 3. Vesting Tentative Map Findings (Section XI-1-20.01)

The City Council makes the following findings based on the evidence in the administrative record in support of Vesting Tentative Map No. MT18-0004:

A. The tentative subdivision map is consistent with the General Plan.

The Project site has a General Plan land use designation of High Density, Transit Oriented Residential (HD-TOR). The intent of this designation is to provide high-density housing at a density range of 21-40 dwelling units/acre. As this Project proposes 32.8 dwelling units/acre, it is consistent with both the intended land use of the General Plan and the relevant density requirement.

Further, the Project is consistent with the following General Plan Guiding Principle and Implementing Policies:

1. *2.a 1-31 Develop the Transit area, as shown on the Transit Area Plan, as attractive, high density, urban neighborhoods with a mix of land uses around the light rail stations and the future BART station. Create pedestrian connections so that residents, visitors, and workers will walk, bike, and take transit. Design streets and public spaces to create a lively and attractive street character, and a distinctive identity for each sub-district.*

The Project is consistent with this policy as it includes attractive four-story residential buildings in close proximity to the future Milpitas BART Station. The Project also includes significant streetscape improvements enabling and encouraging pedestrian and bicycle movement throughout the Trade Zone/Montague Subdistrict, with connections to the BART and Light Rail transportation hubs.

2. *2.a 1-32 Require development in the Transit area to conform to the adopted design guidelines/requirements contained in the Transit Area Plan.*

The Project is consistent with this policy as it has been designed per the adopted design requirements contained in the Transit Area Plan. As demonstrated in Section B(2) below, the project meets the applicable requirements of the Transit Area Plan, including building setbacks and height, density, parking, open space, landscaping, access and circulation.

B. None of the conditions identified in California Government Code Section 66474 exist, to wit:

1. *That the proposed map is not consistent with applicable general and specific plans as speci Government Code Section 65451.*

   As set forth in Section 3(A) above, the map proposes the development of the site into 40 residential condominium units at a density of 32.8 dwelling units/acre. The General Plan and Transit Area Specific Plan land use designation applicable to the site (High Density, Transit Oriented Residential – (HD-TOR) permits residential development at densities of 21 to 40 dwelling units/acre. The map is thus consistent with the General Plan and Transit Area Specific Plan.

2. *That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.*

   The design and improvement of the subdivision is consistent with the density range of 21-40 dwelling units per acre as permitted by the General Plan and Transit Area Specific Plan. The proposed density is 32.8 dwelling units per acre. The proposed project is also consistent with the Transit Area Specific Plan development standards, including height (maximum of 49' proposed, where 75' is maximum allowed), number of vehicular parking spaces (74 vehicular spaces proposed, where a minimum of 74 is allowed), bicycle parking (14 spaces proposed, where 14 are required), building orientation (proposed buildings will face streets, where requirement provides building must face streets).

3. *That the site is not physically suitable for the type of development.*

   The site is surrounded by property designated for high density, transit-oriented residential development under the City's General Plan and zoned for this type of development under the Transit Area Specific Plan. In addition, the developer has determined this site to be suitable for the higher density development based on the location, physical attributes, and proposed infrastructure improvements.

4. *That the site is not physically suitable for the proposed density of development.*

   The City Council, through adoption of Resolution No. 8702, has determined that the site is physically suitable for development at the proposed density of 32.8 dwelling units per acre, insomuch as it has amended the applicable general plan land use designation to High Density, Transit Oriented Residential (HD-TOR), which allows densities of 21-40 dwelling units per acre. The site is also flat and has direct access to adjacent streets (Tarob Court and Lundy Place) to accommodate the proposed density of the development.

5. *That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.*

   The Project, including the subdivision and its associated improvements, has been subjected to environmental review under CEQA through the preparation of an Environmental Assessment/Categorical Exemption Memo (Exhibit 2 to Exhibit A of Attachment A). The memo did not find that the project would be likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The Project is also located in an urbanized area and previously developed as an industrial building, and therefore, will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

6. *That the design of the subdivision or type of improvements is likely to cause serious public health problems.*

   The Project, including the subdivision and its associated improvements, has been subjected to environmental review under CEQA through the preparation of an Environmental Assessment/Categorical

Exemption Memo (Exhibit 2 to Exhibit A). The memo did not find that the design of the subdivi type of improvements is likely to cause serious public health problems.

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

Upon review of the subdivision map, it has been determined that the design of the subdivision or the type of improvements will not conflict with any easements acquired by the public at large, for access through or use of, property within the proposed subdivision. The subdivision does not involve the vacation of easements, however, the existing right-of-way will be abandoned and portions of the area will be retained for a Public Services Utility Easement (PSUE).

SECTION 4. Site Development Permit Findings (Section XI-10-57.03(F)(1))

The City Council makes the following findings based on the evidence in the public record in support of Site Development Permit No. SD18-0014:

A. *The layout of the site and design of the proposed buildings, structures and landscaping are compatible and aesthetically harmonious with adjacent and surrounding development.*

The Project's site design is consistent with the TASP development standards for the Trade Zone/Montague Subdistrict. The Project consists of 40 condominium units and associated site amenities on a 1.22-acre site. The building's contemporary architectural design features varied materials and complements previously-approved and adjacent projects within the subdistrict. The Project has a strong sense of identity, achieving compatibility and aesthetic harmony with surrounding developments.

B. *The Project is consistent with the Milpitas Zoning Ordinance.*

The Project site is zoned R3 (Multiple-Family, High Density Residential with a Transit Oriented Development (-TOD) Overlay). Residential uses are permitted in the zoning district. The proposed residential uses are permitted in the zoning district. As demonstrated in the Table 1, the Project conforms to the zoning district and meets the intent for this type of project envisioned in this area.

Table 1:
Summary of TASP R3-TOD Development Standards

Standard (R3-TOD)	Requirement	Proposed	Compliance (Y/N)
Height	Up to 75 feet	49 feet	Y
Setbacks	Front Yard: 8 foot-15 foot maximum; Side and Rear Yards: 15 foot minimum,	10 foot front yard setback; 8 foot to overhead projection; 40 foot side and 21 foot rear yard setback	Y
Projections	Up to 6 feet	2 feet	Y
Building Orientation	Buildings must face street	Buildings face street	Y

Density	21-40 du/ac	32.8 du/ac	Y
Parking (Resident)	2-3 bedroom – 1.6 – 2 covered per unit Between 64 (min) - 80 (max) spaces	64 spaces	Y
Parking (Guest)	15 percent of required = 10 spaces	10 spaces	Y
Parking (Bicycle)	1 space per 4 housing units, exempting units with private garages = 10 spaces; on-street guest racks equivalent to 5 percent of parking requirement = 4 spaces	10 secure, long term spaces 4 exterior guest spaces	Y
Usable Open Space	Minimum 25 percent of the total site shall be usable open space or recreational facilities = 0.31 acres required;	0.44 acres	Y
Private Open Space	An average of two hundred square feet of usable open space shall be provided for each dwelling unit. "Usable open space" shall mean any open space, the smallest dimension of which is at least 4 ½ feet and which is not used as storage or for movement of motor vehicles: except that yards abutting a public street, which are not adequately screened for privacy, in the opinion of the Planning Commission, shall not qualify as usable open space. Balconies, porches, or roof decks may be considered usable open space when properly developed for work, play or outdoor living areas. At least thirty (30) percent of required open space shall be contiguous to and provide for private usable open space of the individual dwelling unit. 200 x 40 = 8,000 SF or 0.18 acres	Private recreational area = 0.28 acres 60 SF balconies provided per unit. 60 x 40 = 2,400 SF or 0.06 acres. 0.06/0.18 = 30% of the required contiguous open space Total private open space = 0.31 acres = 337.6 SF/unit	Y

C. The Project is consistent with the Milpitas General Plan.

The Project site has a General Plan land use designation of High Density, Transit Oriented Residential (HD-TOR). The intent of this designation is to provide high-density housing at a density range of 21-40 dwelling units/acre. As this Project proposes 32.8 dwelling units/acre, it is consistent with both the intended land use of the general plan and the relevant density requirement.

Further, the Project is consistent with the following General Plan Guiding Principle and Implementing Policies:

a. *2.a 1-31 Develop the Transit area, as shown on the Transit Area Plan, as attractive, high density, urban neighborhoods with a mix of land uses around the light rail stations and the future BART station. Create pedestrian connections so that residents, visitors, and workers will walk, bike, and take transit. Design streets and public spaces to create a lively and attractive street character, and a distinctive identity for each sub-district.*

The Project is consistent with this policy as it includes attractive four-story residential buildings in close proximity to the future Milpitas BART Station. The Project also includes significant streetscape improvements enabling and encouraging pedestrian and bicycle movement throughout the Trade Zone/Montague Subdistrict, with connections to the BART and Light Rail transportation hubs.

b. *2.a 1-32 Require development in the Transit area to conform to the adopted design guidelines/requirements contained in the Transit Area Plan.*

The Project is consistent with this policy as it has been designed per the adopted design requirements contained in the Transit Area Plan. As demonstrated in subsection D, the Project meets the applicable requirements of the Transit Area Plan, including building setbacks and height, density, parking, open space, landscaping, access and circulation.

D. The Project is consistent with the Specific Plan.

The Project proposes the development of the site in to one four-story building consisting of 40 residential condominium units at a density of 32.8 dwelling units/acre. The Transit Area Specific Plan land use designation applicable to the site (High Density, Transit-Oriented Residential (HD-TOR)) permits residential development at densities of 21 to 40 dwelling units/acre. The Project is thus consistent with the Transit Area Specific Plan use and density requirements. As demonstrated in Table 1, the project also complies with TASP development standards. Landscaping along the streets and greenspace with the development is provided as envisioned by the TASP.

SECTION 5. Conditional Use Permit Findings (Section XI-10-57.04(F))

The City Council makes the following findings based on the evidence in the public record in support of Conditional Use Permit No. UP19-0009:

A. The proposed use, at the proposed location, will not be detrimental or injurious to property or improvements in the vicinity nor to the public health, safety and general welfare.

The Project will not be detrimental or injurious to property or improvements in the vicinity, nor to the health, safety or general welfare. The project is consistent with other high density residential projects within the TASP. The condominium project creates housing opportunities and increases the diversity of housing types in the TASP area.

B. The Project is consistent with the Milpitas Zoning Ordinance.

The Project is consistent with the Zoning Ordinance, as the condominium use is conditionally permitted per MMC Table XI-10-4.02-1. The project conforms to all of the development standards set forth by the Zoning Ordinance, as discussed in the Zoning Ordinance consistency discussion set out in support of issuing a Site Development Permit.

C. The Project is consistent with the Milpitas General Plan.

As stated in the Site Development Permit discussion above, the Project implements the range of uses a density of development set forth in the Milpitas General Plan.

D. The Project is consistent with the Transit Area Specific Plan.

As stated in the Site Development Permit discussion above, the Project implements the range of uses, the density of development and the development standards as set forth in the TASP.

SECTION 6. Affordable Housing Ordinance (Section XII-1-4.00)

The City Council denies the Applicant's request for an exception from the requirement to construct affordable housing units as part of the Project as required by the Milpitas Municipal Code Section XII-1-00, *et seq.* The Applicant has failed to demonstrate that the Project qualifies for such an exception based upon the following findings based on the evidence in the public record for the affordable housing exception request:

A. The exception requested does not exceed the minimum affordable requirements; and

The exception requested does not exceed the minimum affordable requirements. The applicant is providing the minimum required fee-in-lieu, which does not exceed the minimum affordable requirements. The affordable housing fund is used to produce very-low, low-, and moderate-income ownership or rental housing in the City. If the applicant were to build six Below Market Rate (BMR) units on site, it would allow six low-income households the opportunity to have permanent housing in the City. Since the applicant has requested to pay the in-lieu fee, those contributions can only be used to assist future developers to build affordable units, and not to subsidize rents in existing low-income housing. Therefore, the exception would further delay the construction of new affordable units in the City and would not exceed the minimum affordable requirements.

B. The project is not better served with the exception; or

The record does not demonstrate that the Project is better served with the exception. The applicant argues that social assistance programs are not available within the TASP Trade Zone/Montague Subdistrict. However, on June 12, 2018, City Council approved a 102-unit multifamily affordable housing development with community space and offices for supportive services located at 355 Sango Court. The TASP envisions a Tarob Court connection to Sango Court. This particular development is also located within the TASP Trade Zone/Montague Subdistrict. Therefore, the argument cannot be made that projects should be located near established social services, as the project site is located near a recently entitled project with supportive services.

C. The community benefits do not exceed the project benefits.

The record does not demonstrate that the community benefits exceed the project benefits. The project is not providing any identified community benefit to the City. Example of community benefits include contributions to the school district, Fire Department, Recreation Department, etc. A compliant project that meets the development standards of the zoning code is not inherently considered a community benefit, and therefore does not exceed the potential benefit of providing on-site affordable units.

SECTION 7. Severability

If any section, subsection, sentence, clause, phrase, or portion of this Resolution is for any reason held incorrect, invalid, illegal, or unenforceable, such decision shall not affect the validity of the remaining portions of this Resolution. The City Council hereby declares that it would have passed each section, subsection, phrase, or clause thereof irrespective of the fact that any one or more sections, subsections, phrases or clauses be declared incorrect, invalid, illegal, or unenforceable.

SECTION 8. City Council Approval

The City Council hereby approves Site Development Permit No. SD18-0014, Conditional Use Permit No. UP19-0009, Vesting Tentative Map No. MT18-0004, and Environmental Assessment No. EA19-0002 (subject to the Conditions of Approval attached hereto and incorporated herein as **Exhibit 1**), based on the above findings.

PASSED AND ADOPTED this ___ day of _____ 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

_____
Mary Lavelle, City Clerk

APPROVED:

_____
Rich Tran, Mayor

APPROVED AS TO FORM:

_____
Christopher J. Diaz, City Attorney

EXHIBIT '1'

CONDITIONS OF APPROVAL
2001 TAROB COURT RESIDENTIAL DEVELOPMENT

SITE DEVELOPMENT PERMIT NO. SD18-0014
CONDITIONAL USE PERMIT NO. UP19-0009
VESTING TENTATIVE MAP NO. MT18-0004
ENVIRONMENTAL ASSESSMENT NO. EA19-0001

GENERAL CONDITIONS

1. General Compliance: The Permittee and owner, including all successors in interest (collectively "Permittee") shall comply with each and every condition set forth in this Permit. **SITE DEVELOPMENT PERMIT SD18-0014, CONDITIONAL USE PERMIT UP19-0009, VESTING TENTATIVE MAP MT18-0004, and ENVIRONMENTAL ASSESSMENT EA19-0002** (collectively "Permit") shall have no force or effect and no building permit shall be issued unless and until all things required by the below-enumerated precedent conditions have been performed or caused to be performed. The Permittee shall develop the site in accordance with the approved Attachments and as modified by these Conditions of Approval.

2. Effective Date: Unless there is a timely appeal filed in accordance with the Milpitas Zoning Code, the date of approval of this Permit is the date on which the City Council approved this Permit.

3. Acceptance of Permit: Should Permittee fail to file a timely appeal within twelve (12) calendar days of the date of approval of this Permit, inaction by Permittee shall be deemed to constitute each of the following:
    a. Acceptance of this Permit by Permittee; and
    b. Agreement by the Permittee to be bound by, comply with, and to do all things required of or by Permittee pursuant to all of the terms, obligations, and conditions of this Permit.

4. Permit Expiration: Pursuant to Section XI-10-64-06 of the Milpitas Municipal Code, this Permit shall become null and void if the activity permitted by this Permit is not commenced within two (2) years from the date of approval, or for a project submitted with a tentative map, within the time limits of the approved tentative map. Pursuant to Section XI-10-64.06(B) of the Milpitas Municipal Code, an activity permitted by this Permit shall be deemed to have commenced when the Project:
    a. Completes a foundation associated with the Project; or
    b. Dedicates any land or easement as required from the zoning action; or
    c. Complies with all legal requirements necessary to commence the use, or obtains an occupancy permit, whichever is sooner.

5. Time Extension: Pursuant to Section XI-10-64.07 of the Milpitas Municipal Code, unless otherwise provided by State law, Permittee shall have the right to request a one-time extension of the Permit if the request is made in writing to the Planning Division prior to the expiration date of the approval. **(P)**

6. Project Job Account: If Permittee's project job account is at any time delinquent or below the required deposit amount, City will not continue to review or process the application until Permittee's project job account is paid in full and the required deposit has been made. Additionally, prior to the issuance of any building permit or occupancy permit as applicable, Permittee shall pay in full the Project account balance and establish a remaining balance of at least twenty-five percent (25%) of the required initial deposit. **(P/E)**

7. Notice: Pursuant to California Government Code Section 66020, any protest filed in court relating to the imposition of fees, dedication, reservations, or other exactions to be imposed on the development project shall be filed within ninety (90) days after the date of the adoption of this Resolution. This provision serves as notice from the local agency to the

Permittee that the ninety (90) day period in which the Permittee may file a protest has begun under Cal Government Code Section 66020(d)(1).

8. Cost and Approval: Permittee shall fully complete and satisfy each and every condition set forth in this Resolution and any other condition applicable to the Project to the sole satisfaction of the City. Additionally, Permittee shall be solely responsible and liable for the cost to satisfy each and every condition. **(ALL)**

9. Conditions: Each and every condition set forth in this Exhibit shall apply to the Project and continue to apply to the Project so long as the Project is operating under the permits and approvals in this Resolution. **(ALL)**

10. Compliance with Laws: The construction, use, and all related activity authorized under this Permit shall comply with all applicable local, state and federal laws, rules, regulations, guidelines, requirements and policies. **(CAO/P/E/B)**

11. Indemnification: To the fullest extent permitted by law, Permittee shall indemnify, defend with counsel of the City's choosing, and hold harmless City, its City Council, its boards and commissions, officials, officers, employees and agents from and against any and all claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs and expenses (including without limitation, attorney's fees, disbursements and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to (i) City's approval of the project, including, but not limited to, the approval of the discretionary permits, maps under the Subdivision Map Act, and/or the City's related determinations or actions under the California Environmental Quality Act, and (ii) Permittee's construction, operation, use or related activity under this Permit. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorneys' fees, and other expenses incurred in connection with such claim, action, causes of action, suit or proceeding whether incurred by Permittee, City and/or the parties initiating or bringing such proceeding. Permittee shall indemnify the City for all of City's costs, attorneys' fees and damages, which City incurs in enforcing the indemnification provisions set forth in this condition. Permittee shall pay to the City upon demand or, as applicable, to counsel of City's choosing, any amount owed pursuant to the indemnification requirements prescribed in this condition. The above indemnification is intended to be as broad as permitted by applicable law. To the extent the above indemnification is limited by Government Code Section 66474.9, any limitations shall only apply to Vesting Tentative Map No. MT16-0003, and the balance of the Permit shall be unaffected by Government Code Section 66474.9.

12. Certificate of Insurance: Permittee shall provide certificate of insurance and name City as an additional insured in its insurance policies for the Project.

13. Revocation, Suspension, Modification: This Permit may be suspended, revoked or modified in accordance with Section XI-10-63.06 of the Milpitas Municipal Code.

14. Severability: If any term, provision, or condition of this Permit is held to be illegal or unenforceable by the Court, such term, provision or condition shall be severed and shall be inoperative, and the remainder of this Permit shall remain operative, binding and fully enforceable.

15. Response to Conditions of Approval: Permittee shall provide a written response to comments upon submittal for building permit application. The responses should clearly indicate how each condition of approval has been addressed in the plans and shall note the appropriate plan sheet. **(P)**

16. Compliance with Fire Department and California Fire Code: The project shall comply with the requirements of the Milpitas Fire Department and the California Fire Code, as adopted by the City. Changes to the site plan and/or buildings requires review and approval by the Fire Department. **(F)**

17. Development in Conformance with Approved Plans: Permittee shall develop the approved Project in conformance with the plans dated July 10, 2019 and approved by the City Council on August 20, 2019, in accordance with these Conditions of Approval. Any deviation from the approved site plan, elevations, materials, colors, landscape plan or other approved submittal shall require that, prior to the issuance of building permits, the Permittee shall submit

modified plans and any other applicable materials as required by the City for review, and obtain the approval Planning Director or Designee. If the Planning Director or designee determines that the deviation is significant, the owner or designee shall be required to apply for review and obtain approval of the Planning Commission or City Council, as applicable, in accordance with the Milpitas Zoning Code. **(P)**

PLANNING CONDITIONS

18. Landscape: All approved landscaping shall be permanently maintained and replaced with substantially similar plant material as necessary to provide a permanent, attractive and effective appearance.

19. Architecture: Permittee shall submit updated Project Architecture depicted on the Building Elevations sheets to the Planning Division, and obtain approval from the Planning Director or Designee prior to Building Permit submittal. Any deviations from approved Project Architecture shall be approved at the sole discretion of the Director of Planning or his/her approved designee

20. Street Lights: Permittee shall provide street lighting along all street frontages subject to the review and approval of the Planning Division. Permittee shall likewise install pedestrian scale lights along all public and private street frontages. The Permittee shall submit a photometric plan to determine appropriate light levels with submittal of on-site improvement plans.

21. Parking: Parking shall be provided as depicted on the Site Plan approved by the City Council and shall consist of the following:

    a. RESIDENT: A total of 64 spaces within the parking garage and on the site.
    b. GUEST: A total of 10 guest spaces are to be provided in the internal driveway and in the parking garage.
    c. COMPACT: 29 of the resident and guest parking spaces will be designated as compact spaces. No additional spaces shall be compact without written approval from the Planning Director or his/her designee.

22. Bicycle Racks: A minimum of ten (10) long-term bicycle parking spaces shall be installed on the site. A total of four (4) short-term bicycle parking spaces shall also be installed on the site.

23. Trees: The project will remove 34 trees and replace with 40 trees, in conformance with the plans approved by City Council on August 20, 2019.

24. Public Art Requirement: Permittee shall comply with the City's Public Art Requirements for Private Development, as set forth in Milpitas Municipal Code Section XI-10-14. Fee shall be no less than one-half of one percent of building development costs and shall be payable at time of building permit issuance.

25. Affordable Housing Requirement: Permittee shall comply with the City's Affordable Housing Ordinance, as set forth in Milpitas Municipal Code Section XI-1-3.00. In accordance with the Affordable Housing Ordinance, all new residential development projects of ten units or more designed and intended for permanent occupancy shall construct 15 percent of the total number of dwelling units within the development as affordable units, unless otherwise determined by the City Council.

PLANNING & BUILDING PROJECT-RELATED TASP MITIGATION MEASURES & REQUIRED PROJECT DESIGN FEATURES

Biological Resources (TASP Policy 5.26)

26. Nesting Birds: To mitigate impacts on non-listed special-status nesting raptors and other nesting birds, a qualified biologist will survey the site for nesting raptors and other nesting birds within 14 days prior to any ground disturbing

activity or vegetation removal. Results of the surveys will be forwarded to the U.S. Fish and Wildlife S (USFWS) and CDFG (as appropriate) and, on a case-by-case basis, avoidance procedures adopted. These can include construction buffer areas (several hundred feet in the case of raptors) or seasonal avoidance. However, if construction activities occur only during the non-breeding season between August 31 and February 1, no surveys will be required. **(P)**

Noise (TASP Policy 5.10))

27. Noise Insulation: Prior to issuance of any building permit, Permittee shall demonstrate that the Project will meet the required 45 dBA maximum interior noise standard.

Air Quality (TASP Policy 5.16)

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

29. ROG Emissions: Prior to issuance of any building permit, Permittee shall develop, submit and obtain approval from the City of a plan to reduce ROG emissions by 17 percent or greater during the architectural coating phase of the construction. Acceptable measures to achieve this goal include, but are not limited to, using paint that contains 125 grams per liter of VOC or less, the use of pre-fabricated building materials, or a combination of both. The plan shall be implemented as approved by the City. **(B)**

Cultural Resources (TASP Policies 5.34 and 5.35)

30. Archeological Monitoring: Any future ground disturbing activities, including grading, in the Transit Area shall be monitored by a qualified archaeologist to ensure that the accidental discovery of significant archaeological materials and/or human remains is handled according to CEQA Guidelines §15064.5 regarding discovery of archeological sites and burial sites, and Guidelines §15126.4(b) identifying mitigation measures for impacts on historic and cultural resources (see Public Resources Code §§21083.2, 21084.1). In the event that buried remains are encountered, work shall be halted in the immediate area and the Santa Clara County coroner and the City of Milpitas Department of Planning and Department of Building shall be immediately contacted to determine the nature of the remains and related appropriate mitigation plan. If remains are determined to be of Native American origin, the coroner will then contact the Native American Heritage Commission (NAHC), which will in turn contact the appropriate Most Likely

Descendent (MLD). The MLD will then have the opportunity to make a recommendation for the respectful tre of the Native American remains and related burial goods. **(P/B)**

31. Paleontological Monitoring: All grading plans for development projects involving ground displacement shall include a requirement for monitoring by a qualified paleontologist to review underground materials recovered. In the event fossils are encountered, work in the area shall be halted and the City of Milpitas Department of Planning and Department of Building shall be immediately contacted to determine the nature of the remains and related appropriate mitigation plan. A qualified paleontologist shall evaluate the fossils, and steps needed to photo-document or to recover the fossils shall be taken. **(P/B)**

ENGINEERING CONDITIONS

PRIOR TO CONSTRUCTION PLAN SUBMITTALS

*The following conditions shall be met **prior to** any detailed construction plan check submittals (Building or Engineering, except demolition and rough grade plans), unless otherwise approved by the Director of Engineering/City Engineer. City reserves the right to reject any plan check submittal if any of the following conditions are not met. **(E)***

32. Modifications: The Site Development Plan dated July 10, 2019 is subject to change during the plan check stage based upon City's previous comments and conditions stated herein.

33. Solid Waste and Recycling Handling Plan: Permittee shall submit final Solid Waste and Recycling Handling Plan based upon City's previous comments for City's review and approval by the Engineering Department. The subject Plan shall show calculations of waste generation volumes and how materials will be transferred from the waste generation areas to the trash enclosure/external collection point; demonstrate how recycling shall have a separately maintained process from garbage handling; address other requirements such as waste generation and compactor sizing, chute shut-off and property management responsibility for bin management and litter control; and procure sufficient service frequency.

34. Stormwater Control Plan: Permittee shall submit City approved final Stormwater Control Plan (SWCP) that complies with the latest Municipal Regional Stormwater NPDES Permit, including Low Impact Development (LID) Section C3.c.i.(2)(b) measures for harvesting and reuse, infiltration, or evapo-transpiration, for City's review and approval by the Engineering Department.

35. Photometric Analysis: Permittee shall submit streetlight photometric analysis for City's review and approval by the Engineering Department along Tarob Court and Lundy Place that meet the Illuminating Engineering Society of North America (IESNA), RP8, for roadway and sidewalk lighting standards and City standard design guidelines.

36. Recycle Water Cross-Connection Specialist: In order to comply with the California Code of Regulations Title 17 and 22, and for timely plan approval by the California State Water Resources Control Board/Division of Drinking Water as well as by the South Bay Water Recycling, Permittee must hire a certified cross-connection specialist for their consultation as to irrigation water system design and construction phasing. The name and contact information of the certified cross-connection specialist shall be provided on all landscape submittal plans.

37. Submittal Requirements: Permittee to ensure that all plan check submittals are in accordance with City's submittal check list for each permit type, including but not limited to, payment of permit fees and/or fee deposit at the time of the submittal.

38. Project Job Account/Fee Deposit: Permittee shall open a new PJ account as a deposit to cover the costs for Engineering Department's services for review and inspection of the project. The amount shall be determined based on the public improvement cost estimates as prepared by the Permittee's engineer.

39. Coordination with other Projects: Permittee shall coordinate designs with 1992 Tarob Court subdivision (E-EN18-0056) in advance prior to any plan submittal.

PRIOR TO FINAL MAP APPROVAL/RECORDATION

*The following conditions shall be addressed during the final map plan check process and shall be met **prior to** any final approval/recordation (except demolition permit and rough grade permit), unless otherwise approved by the Director of Engineering/City Engineer. **(E)***

40. Dedication on the Final Map: Permittee shall dedicate necessary emergency vehicle access easement, public service utility easement, sanitary sewer easement and other public easement(s) deemed necessary for the project.

41. Abandonment/Quitclaim Easements: Permittee shall abandon/quit claim existing easements that are in conflict with or unnecessary for the project.

42. Partial Street Vacation: This project is subject to and contingent upon partial vacation on Tarob Court and Lundy Place.

43. Easements on the Final Map: Permittee shall depict all existing easements to remain based upon current preliminary title report and depict new easements on the final map.

44. Concurrent Off-site Plan Reviews: Permittee shall submit separate off-site improvement plans for City's review and approval by the Engineering Department.

45. Utility Company Approval: Permittee shall obtain approval letters from utility companies (PG&E, AT&T, Comcast) for abandonment of existing and dedication of new public service utilities easements.

46. Demolition of Existing Building: Permittee shall demolish existing buildings/facilities that are in conflict with the new property lines.

47. Covenant, Conditions & Restrictions (CC&Rs): Permittee shall provide CC&Rs for City's review and approval for perpetual maintenance of private roadways, private utilities, stormwater management facilities in accordance with a separately recorded Stormwater Management Facilities Operation and Maintenance Agreement. There shall be provisions in the CC&Rs to retain a recycled water site supervisor with annual re-certification report to the City's Public Works Department.

48. Subdivision Improvement Agreement and Securities: Permittee shall execute a Subdivision Improvement Agreement and provide improvement securities in accordance with MMC Title XI, Section 17, and submit all other supplemental documents as stipulated in the Improvement Agreement (such as certificate of insurance).

49. Annexation to the Community Facilities District: Permittee shall submit an executed petition affirmatively consenting to annex the subject property to the Community Facilities District (CFD) 2008-1, and agree to pay the special taxes levied by the CFD 2008-1 for the purpose of maintaining the public services. The CFD annexation process shall be completed prior to final map approval. Permittee shall comply with all rules, regulations, policies and practices established by the State Law and/or by the City with respect to the CFD including, without limitation, requirements for notice and disclosure to future owners and/or residents. This condition of approval is nonseverable from the Permit and invalidation or limitation of this condition invalidates the Permit, condition 14 notwithstanding.

PRIOR TO OFF-SITE PLAN APPROVAL/ENCROACHMENT PERMIT ISSUANCE

*The following conditions shall be addressed as part of the off-site improvement plan review and shall be met **prior to** encroachment permit issuance, unless otherwise approved by the Director of Engineering/City Engineer. **(E)***

50. Public Improvement Design Standards: All public improvements shall be designed and constructed in accordance with all applicable public improvement design standards, including but not limited to:
    a. Milpitas Design Guidelines: (http://www.ci.milpitas.ca.gov/milpitas/departments/engineering/design-guidelines/);

b. Standard details and specifications: (http://www.ci.milpitas.ca.gov/milpitas/departments/engineering/standard-details-and-specifications/);
c. Transit Area Specific Plan design guidelines: (http://www.ci.milpitas.ca.gov/_pdfs/engDesignGuidelines/en_dg_vi_transitAreaSpecific.pdf); and
d. Americans with Disabilities Act (ADA) requirements, where applicable.

51. Sanitary Sewer Calculations: Permittee shall submit a completed "Sewer Needs Questionnaire" form and sanitary sewer calculations to justify lateral size design, allocation of discharge for each of the lateral, and impact to the existing main. Permittee shall be responsible to implement any necessary improvements if there is any identified deficiency to the existing main as a result of the project.

52. Storm Drain Design: Permittee shall submit storm drain hydrology and hydraulic calculations based upon a 10-year storm event to justify the size of the storm drain lateral flowing full, without surcharging the main line pipe, and to be reviewed and approved by the Engineering Department.

53. Domestic Water and Fire Service Calculations: Permittee shall submit potable water and fire service calculations to confirm adequacy of lateral size, pressure and flow, to be reviewed and approved by the Engineering Department and Fire Department. Hydraulic modeling analysis by the City and paid by the Permittee may be required as needed. Permittee shall be responsible to implement any necessary improvements if there is any identified deficiency to the existing main as a result of the project.

54. Specific Improvements: In addition to standard public improvements required under Milpitas Municipal Code (MMC) Title XI, Chapter 1, Section 7, Permittee shall install other specific improvements listed below including incidental improvements as required by the City as part of the encroachment permit.
    a) Installation of separate water service tap and meter for each of the following services: residential, irrigation, and fire.
    b) Installation of separate utility service lines (domestic water, fire service, sanitary sewer) for residential.
    c) Installation of radio-transmitted water meters with a meter antenna, any repeaters or transmitters as needed with dedicated power supplies at no cost to the City at locations acceptable to the City to ensure accurate and timely reception of meter readings. Permittee shall execute a recorded instrument providing dedicated space, access rights and dedicated power supplies to the City for operation/maintenance/repair/replacement of subject radio antenna.
    d) Provide 2" grind and overlay with base repair of existing asphalt pavement to the centerline of the street along the Tarob Court and Lundy Avenue project frontage to the City Engineer's satisfaction.
    e) Street taper design along the Tarob Court project frontage shall be to the City Traffic Engineer's satisfaction.
    f) Installation of new street trees along the project frontage. The locations, spacing of trees and tree species shall be in compliance with applicable City standards and details.

55. Abandonment of Existing City Utilities: Permittee shall cap, abandon or remove any unused existing public utilities based upon City's Abandonment Notes and to the City's satisfaction.

56. Relocation and Adjustment of Existing Public Utilities: Permittee shall relocate and/or adjust existing public utilities as needed that are in conflict with the proposed improvements.

57. Water Service Agreement: Permittee shall complete a water service agreement to obtain water service.

58. Encroachment Permit: Prior to any work in the public right-of-way and/or public easement, obtain an encroachment permit with insurance requirements for all public improvements including a traffic control plan per the latest California Manual on Uniform Traffic Control Devices (MUTCD) standards to be reviewed and approved by the Engineering Department.

59. Pothole Encroachment Permit: Due to multiple new utility service connections along the project frontage, Perm shall pothole and verify all potential utility crossing conflict as part of the public improvement plan during the design stage.

60. Permittee shall relocate the existing 12" water main along the Tarob Court project frontage. The permittee shall connect the new 12" water main to the existing 12" water main at both ends per City standards and install per backbone guidelines. The existing water main shall be abandoned per the City's Abandonment Notes and to the City Engineer's satisfaction.

61. Permittee shall upsize the existing 15" storm drain to 24" HDPE from the existing manhole within the 20' Public Utility Easement as shown on parcel map in book 431 of maps at pages 2 and 3, to the point of connection on Tarob Court.

62. Permittee shall abandon and remove the existing 6" sanitary sewer line within the 20' Public Utility Easement as shown on parcel map in book 431 of maps at pages 2 and 3. Existing service to 1971 Tarob Court (APN 086-36-033) and existing sewer main within the easement downstream of said service shall remain to continue to serve 1971 Tarob Court. The Permittee shall communicate and coordinate with adjacent property owners of 1971 Tarob Court declaring work on the sanitary sewer line serving 1971 Tarob Court.

63. A new 8-inch recycled water main line shall be installed along the City's Preferred Alignment, as described below, or an alignment the City identifies as the most feasible route for the recycled water main line. The City's Preferred Alignment is, connect to the existing recycled water main line on Tarob Court extending, at a minimum, to the point of future irrigation connection for 2001 Tarob Court.

    The Permittee agrees to fulfill the requirement of installing a new recycled water main line by completing one of the following options at the City's discretion:
    a. If an alignment has not been installed by another party at the time of Building Permit issuance, the Permittee and the City shall enter into a reimbursement agreement to reimburse the permittee for the design and construction of the portion of the new recycled water main line that exceeds the property frontage length of 230 linear feet.
    b. If the recycled water main is under construction or the construction of the recycle water main has been completed, by another party, at the time of Building Permit issuance, the permittee shall pay the City for the cost of design and construction equivalent to the property frontage length, measured to be 230 linear feet. The cost of design and construction shall be based upon a licensed Civil Engineer's cost estimate, approved by the City.
    c. If the installation of a new recycled water main line is determined to be infeasible by the City, the permittee shall pay the City for the cost of design and construction equivalent to the property frontage length, measured to be 230 linear feet for the City's use to fund the City's preferred future recycled water improvements which the City will design and install at a later time. The cost of design and construction shall be based upon a licensed Civil Engineer's cost estimate, approved by the City.

64. Permittee shall obtain approval and encroachment permit from the City of San Jose for work on the City of San Jose manhole due to realignment of the curb. Permittee shall comply with City of San Jose design requirements and submit offsite plans to the City of San Jose for their review and approval of improvements impacting City of San Jose Infrastructure.

PRIOR TO BUILDING PERMIT ISSUANCE

*The following conditions shall be addressed during the building plan check process and shall be met **prior to** any building permit issuance (except demolition permit and rough grade permit), unless otherwise approved by the Director of Engineering/City Engineer. (**NOTE**: Pursuant to Density Bonus approval, standard conditions regarding the reconstruction of the street and the upgrade of stormwater requirements have been requested as regulatory concessions, and therefore do not apply to this project). **(E)***

65. Final Map Recordation: Permittee shall record the final map.

66. Easements on the Building Permit Plans: Permittee shall depict all existing easements to remain based upon current preliminary title report and depict new easements on applicable building permit plans.

67. Stormwater Facility Operation & Maintenance Plan: Permittee shall incorporate design details into applicable construction plans in accordance with City approved Storm Water Control Plan (SWCP). Permittee shall also submit Stormwater Facility Operation & Maintenance Plan that describes operation and maintenance procedures needed to ensure that treatment Best Management Practices (BMPs) and other storm water control measures continue to work as intended and do not create a nuisance (including vector control).

68. Stormwater Management Facilities O&M Agreement: Permittee shall execute and record a Stormwater Management Facilities Operation and Maintenance (O&M) Agreement associated with the SWCP O&M Plan, including perpetual maintenance of treatment areas/units, as reviewed and accepted by the Engineering Department. The subject O&M Agreement shall be referenced in the CC&Rs, if applicable.

69. Water Supply and Force Majeure. The City reserves the right to suspend the issuance of building permits in case of an emergency declaration of water supply in the case of a major catastrophic event that restricts City's assurance to provide water supply.

70. Recycle Water Approval: Permittee shall use recycled water for landscape irrigation purpose, except for the interior courtyard/podium areas within the building footprint where the potable water shall be used for irrigation. Permittee shall comply with California Code of Regulations (CCR), Title 22, Division 4, Chapter 3, titled *"Water Recycling Criteria"*, CCR, Title 17, Division 1, Chapter 5, Subchapter 1 titled *"Drinking Water Supply"* and all other recycled water regulations as listed under the publication titled *"California Department of Public Health Regulations Related to Recycled Water June 18, 2014*". Permittee shall obtain approval from the California State Water Resources Control Board/Division of Drinking Water, South Bay Water Recycling and the City for recycled water design, including but not limited to on-site irrigation design, based upon South Bay Water Recycling Guidelines and City of Milpitas Supplemental Guidelines. All landscape plants shall be compatible with recycled water.

71. Water Efficient Landscapes: Permittee shall comply with Milpitas Municipal Code Title VIII, Chapter 5 (Water Efficient Landscapes) for landscape design, including but not limited to, providing separate water meters for domestic water service and irrigation service and providing applicable landscape documentation package.

72. Solid Waste and Recycling Facility Design: Permittee shall comply with all applicable City design guidelines/details associated with haul route, turning radius, vertical and horizontal clearance, trash enclosure, staging area, storage area, etc.

73. Recycling Report Prior to Demolition Permit Issuance: Permittee shall submit Part I of a Recycling Report on business letterhead to the Building Department, for forwarding to the Engineering Department for review and approval. The report shall describe the following resource recovery activities:
    a. What materials will be salvaged.
    b. How materials will be processed during demolition.
    c. Intended locations or businesses for reuse or recycling.
    d. Quantity estimates in tons (both recyclable and for landfill disposal). Estimates for recycling and disposal tonnage amounts by material type shall be included as separate items in all reports to the Building Division before demolition begins.

    Permittee shall make every effort to salvage materials for reuse and recycling, and shall comply with the City's demolition and construction debris recycling ordinance.

74. Recycling Report Prior to Building Permit Issuance: Permittee shall submit Part II of the Recycling Report to the Building Department, for forwarding to the Engineering Department. Part II of the Recycling Report shall be

supported by copies of weight tags and/or receipts of "end dumps." Actual reuse, recycling and disposal tonnage amounts (and estimates for "end dumps") shall be submitted to the Building Department for approval by the Engineering Department prior to inspection by the Building Department.

75. Flood Plain Management: This project is in the Flood Zone "AO" with 1' average flood depth, therefore, Permittee shall comply with all applicable flood protection criterion required by the Federal Emergency Management Agency (FEMA) and MMC Title XI, Chapter 15. Permittee shall also submit a Flood Study for the Project demonstrating, to the satisfaction of the City Engineer, that the proposed development has no adverse impact to the surrounding flood plain within the Special Flood Hazard Area (SFHA) and to the flood carrying capacity of the area. The study should include cumulative effects of existing and proposed developments demonstrating the combined effects will not increase the water surface elevation of the Base Flood Elevation (BFE) more than one foot at any point. For the AO Flood Zone, the flood study is required to establish the BFE, and set the building elevation accordingly. The flood study shall be consistent with the requirements in accordance with Title 44 of the Code of Federal Regulations by establishing a hydraulic model and HEC-RAS. The study shall clearly identify the lowest floor elevation as being either the bottom of garage, bottom of first floor residential units, bottom of elevator pit, etc. and shall be completely elevated out of the SFHA.

76. Development Fees: Permittee shall pay the following development fees. The information listed in items "a" through "g" are based upon current fee rates; however, those fee rates are subject to change. The exact fee amount shall be determined at the time of building permit fee payment.
    a. Transit Area Specific Plan fee at $32,781/unit for residential uses. Based on approval for development of 40 units, the estimated Transit Area Specific Plan Development Impact Fee for this project is $1,311,240 ($32,781/unit x 40 units). TASP fees shall be paid prior to Building Permit Final.
    b. Parkland:
        1. The project is required to dedicate 0.35 acres of parkland, equivalent to $971,841.02 fees-in-lieu.
        2. The park portion of the TASP fee is valued at $600,548, equivalent to 0.22 acres. This will be applied to the project parkland requirement.
        3. The applicant will receive credit for 0.13 acres of private recreation space on site. Upon demonstration of provision of this private recreation space to the satisfaction of the Direction of Planning or his/her designee, no additional parkland fees will be due, per table below.

2001 Tarob Court Unit Count	40
2001 Tarob Court Population Estimate	97 persons
TASP Parkland Requirement	3.5 acres/1,000 people or equivalent fees-in-lieu
PARKLAND ACREAGE DUE/FEE EQUIVALENT	**0.35 acres/$971,841.02**
Amount Satisfied Through TASP Fees (Acreage/Dollars)	**0.22 acres/$600,548**
REMAINING DELTA TO BE SATISFIED (Acreage/Dollars)	**0.13 acres/$371,293.02**
Private Recreation Acreage Approved by City	0.13 acres
TOTAL ACREAGE/FEES PROVIDED	**0.26 acres**
REMAINING ACREAGE/FEE REQUIREMENT	**0.0 acres/$0**

TO BE MET	
BALANCE OF PARKLAND ACREAGE/FEES DUE	**0.0 acres/$0**

c. Storm water connection fee at $16,771/acre for residential.
d. Water connection fee at $1,164/unit for residential, based upon increased water usage.
e. Sewer connection fee at $1,406/unit for residential, based upon increased average wastewater flow.
f. 2.5% of applicable fees in accordance with City Resolution No. 7590 as Permitting Automation Fee.
g. FEMA Flood Zone Designation Letter fee in the amount of $100.00 each.

77. Building foundations adjacent to public utilities shall be designed to be self-supporting such that the building weight is not required to be supported during shoring and excavation of adjacent utilities. If any project building is located next to a City easement, the City is not responsible for any foundation damage that would occur due to excavating in the event of servicing or repairs in that easement.

78. All domestic, irrigation, and fire water services serving the site shall have at least a reduced pressure backflow preventer.

DURING CONSTRUCTION

*The following conditions shall be complied with at all times **during** the construction phase of the project, unless otherwise approved by the Director of Engineering/City Engineer.* ***(E)***

79. Dewatering: If dewatering is needed during construction, Permittee shall obtain a Short-Term Industrial Wastewater Permit from the San Jose/Santa Clara Water Pollution Control Plant for discharging the groundwater to a sanitary sewer system.

80. On-site Recycle Water Coordination: Permittee's cross-connection specialist shall coordinate the phasing of the construction; facilitate the cross-connection testing in order to minimize the impact for occupied buildings during cross-connection testing; sign-off before the water meter set; coordinate on-site construction inspection; complete the site inspection; fill out required paperwork/questionnaire; and provide them to the City for forwarding to South Bay Water Recycling.

81. Prohibition of Potable Water Usage: Permittee shall use recycled water for construction purposes, including dust control and compaction. Permittee shall comply with MMC VIII-6-5.00 and 6-6.00 where potable water usage is prohibited, unless otherwise approved by the City Council.

82. Construction Staging and Employee Parking: Permittee shall place all construction related materials, equipment, and arrange construction workers parking on-site and not located in the public right-of-ways or public easements.

83. Water Shut-down Plan: Permittee shall provide a water shut-down plan at least seven days in advance of the shut-down in coordination with the Engineering Inspector, and notify affected property owners/tenants when cut-in tee(s) is/are required.

PRIOR TO FIRST OCCUPANCY

*The following conditions shall be met **prior to** first building occupancy on either lot, unless otherwise approved the Director of Engineering/City Engineer.*

84. Completion of Public Improvements: Permittee shall complete all public improvements, including but not limited to frontage improvements along Tarob Court and Lundy Avenue, as shown on City approved plans.

85. LOMR-F: Permittee shall submit the FEMA approved LOMR-F for each unit/building associated with the requ occupancy, if project is located in the SFHA.

86. Elevation and/or Flood Proofing Certificate: Permittee's civil engineer shall submit Elevation and/or Flood Proofing Certificate for the lowest finished floor elevation of each building for City record.

87. Landscape Certificate of Completion: Permittee shall submit a Certificate of Substantial Completion that complies with the Milpitas Municipal Code Water Efficient Landscapes ordinance.

88. Certificate of Cross-Connection: Permittee shall ensure that the cross-connection specialist complete the required recycled water construction inspection checklist, cross connection test results and any special inspection checklist as required by the South Bay Recycling Program http://www.sanjoseca.gov/index.aspx?NID=1595 and forward them to the City.

89. Record Drawings: Permittee shall submit record drawings in AutoCAD, Tiff, and PDF formats for City records. Record drawings shall include all public improvements. Additionally, if the project uses recycled water, the permittee shall also submit record drawings of on-site irrigation facilities.

90. Private Job (PJ) Balance: Permittee shall pay for any remaining balance from the Private Job deposit.

91. Backflow Devices: All backflow preventer devices shall be tested by a certified backflow tester, and results of the test shall be submitted to the City before going into service.

FIRE CONDITIONS

*The plans approved by City Council are **not** building plans and have not been reviewed nor approved for conformance to the California Building Code (CBC), California Fire Code (CFC) and the Milpitas Municipal Code (MMC). Do not consider the plan set approved by City Council as final building plans approved by the Fire Department. Building plans **must** be submitted for review and approval before construction is to commence. The following notes are a general list of the applicable code requirements (2016) and are provided to assist with the building permit process. Please note that these are not all inclusive. All applicable Building, Fire and Municipal Code requirements must be met in advance of any building permit approvals or related construction. Note, Jan. 01, 2020, new CA Building Codes go into effect.*

92. Technical Assistance: To determine the acceptability of technologies, processes, products, facilities, materials, and uses attending the design, operation or use of a building or premises subject to inspection by the Fire Code Official, the Fire Code Official is authorized to require the owner or agent to provide, without charge to the jurisdiction, a technical opinion(s), plan review(s) and/or report(s). CFC Section 104.7.2

93. Electronic documents: The Fire Code Official may require electronic base documents for all construction documents and operational permits. The Fire Code Official shall designate the software base format for the electronic documents. CFC Section 105.4.2.2, added by MMC Section V-300-2.11

94. Fire Department Emergency Key Box (aka: Knox Box, Knox Locks, Knox Electric Switches, etc.): The Fire Code Official is authorized to require a key box(es) to be installed in an approved location(s) if necessary for life-saving or fire-fighting purposes. Quantity and location shall be as directed by the Fire Code Official. CFC Section 506. In addition to the building, locked mechanical closets, fire alarm closets, sprinkler riser closets, etc. may need a Fire Dept. approved “Knox” key box.

95. Emergency Responder Radio: A Fire Department approved emergency responder radio coverage system shall be provided. CFC Section 510, MMC V-300-2.57

96. Standby Power for Elevators. Elevators shall be provided with standby power. CFC Section 1009.4

97. Two Way Communication. A two-way communication system complying with Sections 1009.8.1 and 1009.8.2 shall be provided at the landing serving each elevator or bank of elevators on each accessible floor that is one or more stories above or below the level of exit discharge. CFC Section 1009.8

98. Fire Safety: Fire safety during construction, alteration or demolition of the building shall meet the requirements of Chapter 33 of the California Fire Code and the Standards for Construction Site Fire Safety (un-024) by "unidocs" organization (http//:www.unidocs.org). A Construction Site Fire Safety plan shall be submitted to the Milpitas Fire Prevention Division for review and approval prior to the start of combustible construction. CFC Chapter 33

99. Access Control Devices: When access control devices including bars, grates, gates, electric or magnetic locks or similar devices, which would inhibit rapid fire department emergency access to the building, are installed, such devices shall be approved by the Fire Code Official. All access control devices shall be provided with an approved means for deactivation or unlocking by the fire department. Access control devices shall also comply with Chapter 10 Egress. CFC Section 504.6, added by MMC Section V-300-2.51

100. Fire Department Access: Fire Department apparatus and staff access shall be provided to all buildings and site. Detailed review will be done during construction permit process. CFC Section 503
    a. Minimum Number of Fire Apparatus Access Points: A Minimum of two independent and approved (approved by the Fire Code Official) means of fire apparatus access shall be provided for the site. Buildings or facilities exceeding 30 feet (9144 mm), or three stories in height, or 50,000 square feet (5760 m^2) shall be provided with at least two means of fire apparatus access for each structure. International Fire Code, Section D104.1, adopted and amended by MMC V-300-2.143
    b. Turning Radius: Fire apparatus access roads shall meet the Milpitas Fire Department turning radii guidelines and shall provide continuous apparatus travel. Turning radii for fire apparatus access roads shall be a minimum net clearance of 48 feet 6 inches for the outside radius and 28 feet 0 inches for the inside radius. The layout for the outside and the inside radius shall be from the same reference point (center). CFC Section 503.2.4
    c. Fire Apparatus Clearance: Fire apparatus access roads shall provide a minimum clear width of 26 feet. This requirement is for the use and function of a fire ladder apparatus. International Fire Code, Appendix D, Sections D103.1 and D105.2, adopted and amended by Milpitas Municipal Code. MMC V-300-2.142 and 2.145
    d. Timing of Installation and Serviceability of Fire Protection Elements: When fire apparatus access roads or a water supply for fire protection is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. Combustible construction shall not begin until water mains and hydrants are operational and fire apparatus access roads are installed (paved, or other acceptable Fire Department roads that are weather resistive and able to meet the fire apparatus requirements). CFC Section 501.4
    e. Fire Apparatus Access: Fire apparatus access shall extend to within 150 feet of all portions of exterior walls of the building/structure per the California Fire Code Section 503.1.1. When there is a dead-end condition, means for fire apparatus turn-around shall be provided.
    f. Adjacent Access Rights: No source of access from lands adjoining a property to be developed shall be considered fire apparatus access roads, unless there is obtained the irrevocable and unobstructed rights and recorded as an ingress/egress access easement with the Country of Santa Clara. CFC Section 503.7, added by MMC V-300-2.48
    g. Fire Access Road Materials and Load Bearing Requirements: Fire access roads shall be paved (concrete and/or asphalt cement, or other concrete type pavement approved by the Fire Dept.). Fire apparatus access roads/lanes and emergency vehicle roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather capabilities. Design criteria shall be based on

the City of Milpitas fire apparatus Sutphen S95 Aerial Platform unit. Please contact the Fire Prevention Division for specifications. CFC Section 503.2.3

h. Obstruction of Fire Access: Ground structures (including landscape) and building projections shall not encroach or impede the fire apparatus access requirements. CFC Section 503.4
i. Emergency Vehicle Access (EVA): EVA roads, when required, shall meet the fire department site access requirements. CFC Section 503.
j. Marking of Fire Access Roads. The required access road shall be designated and clearly marked as a fire lane. The designated fire lane shall be identified as set forth in Section 22500.1 of the Vehicle Code. The designation shall be indicated (1) by a sign posted immediately adjacent to, and visible from, the designated place clearly stating in letters not less than one inch in height that the place is a fire lane, (2) by outlining or painting the place in red and, in contrasting color, marking the place with the words "FIRE LANE", which are clearly visible from a vehicle, or (3) by a red curb or red paint on the edge of the roadway upon which is clearly marked the words "FIRE LANE". CFC Section 503.3. Minimum marking shall be pole signage and red curb with “FIRE LANE” stencil. Signage and red curbs shall be done throughout and as needed to clearly identify the no parking zones.

   Minimum marking shall be (1) pole signage and (3) red curb with “FIRE LANE – CVC 22500.1” stencil.
k. Buildings with Courtyards. Fire access shall be provided to enclosed courts for firefighting and rescue operations. Each court shall be designed to provide readily accessible method of bring a fire department ground ladder (36’ long) into the courtyard. Please anticipate and accommodate personnel carrying ladder. CFC Section 102.9
l. Building Setbacks: Building/structure set back, proximity to fire access roads. At least one of the required access routes meeting the Fire Dept. conditions shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to the entire side of the building. 2016 International Fire Code, Section D105.3, adopted by MMC Section V-300-1.01
m. Site Design Changes: The Fire Department reserves the right to request site design changes as needed to meet the requirements of the CFC, and/or make the request for additional fire protection measures in conformance with the CFC Section 102.9.

101. Fire Protection Water Supply (Hydrants, On-site and/or Public): An approved water supply (hydrants on-site and/or public) capable of supplying the required fire flow for fire protection shall be provided upon which facilities, buildings, or portions of buildings are hereafter constructed or moved into or within the jurisdiction. Water supply shall meet the Fire Code and the City of Milpitas Engineering Division water supply guidelines and the CFC Section 507, Appendix B and Appendix C. Note, the Civil plans submitted under this Planning review are not approved for construction.

   a. Water System Calculations: Private fire service mains and appurtenances shall be designed and installed in accordance with the City of Milpitas Engineering design guideline requirements and the NFPA 24. Design calculations and all the necessary design information for the water system to meet the domestic and fire flow requirements as per the City of Milpitas Engineer Division water design requirements shall be provided as part of the construction permit process. CFC Section 507.

      The minimum water flow at the worst case hydrant outlet within the private system shall be not less than 3,000 gpm.
   b. Fire Hydrant Location: The location and quantity of hydrants will be evaluation during the construction permit process. This applies to the on-site private streets as well as to the public streets. CFC Section 507.5
   c. Hydrant for Automatic Fire Sprinkler/Standpipe Systems: Buildings equipped with an automatic fire sprinkler system and/or a standpipe system installed in accordance with Sections 903 and or 905 shall have a fire hydrant within 50 feet of the fire department connections. CFC Section 507.1.1, amended by MMC Section V-300-2.53
   d. Private Hydrant Requirements: Private hydrants shall have the bottom 6 inches of the hydrant painted, with a weather resistive paint, white in color. CFC Section 507.5.7, added by MMC V-300-2.54.

e. No Parking in Front of Hydrants: No parking is permitted in front of fire hydrants. Hydrants located on streets (Public or Private Street) shall have an unobstructed clearance of not less than 30 feet per CA Vehicle Code 22514

102. Automatic Fire Sprinkler System for Structures:
   a. Automatic Fire Sprinkler. The buildings shall be provided with an automatic fire sprinkler system in conformance with the NFPA 13 Standards. Note, system type will depend on building/structure "construction type" analysis. California Fire Code Section 903
   b. Sprinkler Valves: All valves controlling the water supply for the automatic sprinkler system shall be electrically supervised by a listed fire alarm control unit. CFC 903.4
   c. Fire Riser Location. The fire sprinkler system riser shall not be located within electrical rooms or storage closets and shall be provided with clear access and working clearance. California Fire Code Section 903.3.5.3, added by MMC Section V-300-2.65
   d. Sprinkler Design. Hydraulic design for the automatic fire sprinkler system shall provide a minimum of 20% safety margin. CFC Section 903.3.5.6, MMC V-300-2.68

103. Requirements for Fire Service Water Laterals for Building Sprinkler Systems: Each building shall have a fire service water laterals for the automatic fire sprinkler system and shall meet the California Fire Code requirements Chapter 9 and the NFPA applicable Standards. Note that the utilities drawings provided are not reviewed nor approved for construction. CFC Section 912.1
   a. FDC/PIV (fire department connection/post indicating valve) Location(s). The location of the fire department FDC's/PIV's shall be at a readily visible and accessible location off the fire access road and approved by the Fire Code Official. FDC's/PIV's shall not be located behind parking stalls nor behind any other obstruction. Final review for location for the FDC's/PIV's will be conducted during the construction permit process. CFC Section 912.2
   b. FDC/PIC Signage. A metal sign with raised letters at least 1 inch in size shall be mounted on all fire department connections. Signage shall be reflective, weather resistive and approved by the Fire Code Official. CFC Section 912.5
   c. Buildings equipped with an automatic fire sprinkler system and or a standpipe system installed in accordance with Section 903 and or 905 of the CA Fire Code shall have a fire hydrant within 50 feet of the fire department connections. CA Fire Code Section 507.5.1.1 Added by MMC V-300-2.53
   d. Fire Service Water Lines: Service water supply laterals for the sprinkler systems and the on-site fire hydrants shall be independent of each other. NFPA 13, Chapter 24
   e. Backflow Protection. Potable water supply to the automatic sprinkler and/or the standpipe systems shall be protected against backflow as required by the Health and Safety Code section 13114.7 and the City of Milpitas Utilities Engineering Division. CFC Section 912.6
   f. Water Drainage. All new installations of sprinkler systems shall preclude sprinkler test and system drain water from discharging into the storm drain; provisions to direct water to the sanitary sewer or landscape or other approved means shall be provided. Sprinkler system design shall include the proposed method for drainage of sprinkler system discharge. Storm Water Pollution Regulations.

104. Fire Alarm System, R-2 Occupancy: A fire alarm system and smoke alarms shall be installed in Group R-2 Occupancies as required in Sections 907.2.9.1 through 907.2.9.4. CFC Section 907.2.9
CFC Section 907.2.9.1 - Manual Fire Alarm System
CFC Section 907.2.9.2 - Smoke Alarm (in accordance with 907.2.11)
   a. Manual Fire Alarm System: A manual fire alarm system that activated the occupant notification system in accordance with Section 907.5 shall be installed in Group R-2 occupancies. CFC 907.2.9.1
   b. Smoke Alarm, R-2 Occupancy: R-2 Occupancy, listed single and multiple-station smoke alarms complying with UL217 shall be installed in accordance with Sections 907.2.11.2 through 907.2.11.6 and the NFPA 72. CFC Section 907.2.11

c. Visible Alarm Notification: For Group R-2 required by Section 907 to have a fire alarm system, all dwellings units and sleeping units shall be provide with the capability to support visible alarm notification appliances in accordance with NFPA 72. CFC 907.5.2.3.3
d. Fire Alarm Zones: Fire alarm system(s) shall be zoned as per the requirements of the CFC Sections 907.6.3 and 907.6.4.
e. Fire Alarm Panel: Fire alarm panel (or fire alarm annunciator panel) shall be located in a readily accessible location and shall be provided with the necessary access and working clearance as required by the CA Electrical Code. CFC Section 907.6.4.1.1
f. Fire Alarm Monitoring: Fire alarm monitoring (approved supervising station - UL, or FM approved). Fire alarm systems required by the Fire Code or by the California Building Code shall be monitored by an approved supervising station in accordance with the NFPA 72. CFC Section 907.6.6

105. Building/Structure Other Requirements:

a. Stairs to Roof: All stairs shall run up to the roof. The fire code official shall determine the required number and location of stairway(s) to the roof. CFC Section 504.3.1, MMC Section V-300-2.49
b. Roof stairs. When there are roof planes with vertical difference of more than 24" there shall be stairs for access between the different roof planes. The Fire Code Official shall determine the location for the stairs. CFC Section 102.9
c. Roof Guardrails at Interior Courts. Roof openings into interior courts that are bounded on all sides by building walls shall be protected with guardrails. The top of the guardrail shall not be less than 42 inches in height above the adjacent roof surface that can be walked on. Intermediate rails shall be designed and spaced such that a 12-inch diameter sphere cannot pass through. CFC 316.7, added by Milpitas Municipal Code V-300-2.45

   Exception: Where the roof opening is greater than 600 square feet in area.
d. Premises Identification: New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet letters and shall be consistent with Milpitas standardized addressing guidelines. CFC Section 505. The Fire Dept. may require the installation of address numbers at multiple building locations. CFC Section 102.9
e. Address Illumination: All required addresses shall be illuminated. CFC Section 505.3, added by MMC V-300-2.52.
f. Medical Service Elevators. All new passenger service elevators shall meet the medical service elevator requirements in the California Building Code, 2016 Edition, Chapter 30. CFC Section 607.1.1, MMC V-300-2.59
g. Standpipe System: Standpipe system shall be installed in accordance with the California Fire Code Section 905.2 and NFPA 15. When stairs are provided with intermediate landings, the standpipes shall be located at the bottom floor level, at the top floor level and at all intermediate landings. CFC Section 905.4
h. Portable Fire Extinguishers. Portable fire extinguishers shall be selected, installed and maintained in accordance with CFC Section 906.

106. Electrical Generators:

a. Fuel tank(s) located below grade shall be considered underground tanks in accordance with the California code of Regulations, Title 23, Division 3, Chapter 16 (State Underground Tank Regulations).
b. If the fuel tank system(s) is not to be considered an underground tank, as defined by the underground tank regulations, provide documentation demonstrating compliance with the specified State Water Resource Control Board's Guidance letter LG-165-2.
c. Construction drawings, for the fuel tank, shall be submitted to the City for compliance with the California Fire Code Chapters 27 and 34.

107. Landscape sheets: The proposed landscaping may be impacted by the comments above and the requirements for fire access, fire systems and devices (such as apparatus access, hydrants, fire service lines, fire department connections valves, etc.). The Fire Dept. reserves the right to relocate, delete or change the proposed landscaping when in conflict with fire systems and devices. CFC 507.5.4.

108. Plan Submittal: Complete plans and specifications for all aspects of fire protection systems shall be submitted to the Fire Department for review and approval prior to system installation. CFC Section 901.2

BUILDING CONDITIONS

General

109. Applicable Codes: Applicable codes shall be 2016 California Building Code (CBC), California Mechanical Code (CMC), California Electrical Code (CEC), California Plumbing Code (CPC), Green Building Standards Code (CalGreen), California Energy Code (CEnC) and 2017 Milpitas Municipal Code (MMC).

110. Build It Green/LEED Requirement: Residential portion of the building shall meet Build It Green 50 Green Points or LEED for Homes Certified threshold per MMC sec. II-20-3.01.

111. Licensed Engineer/Architect: Engineer or Architect licensed in the State of California shall prepare the plans. Structural design calculations and plans shall be wet signed and stamped when applying for a building permit.

112. Application for New Building Address: Applicant shall apply for new building addresses prior to submitting for a building permit.

113. Occupancy Group Designations: Apartment/Condominium building shall be classified as Group R2 Occupancy per CBC sec. 310 and private garages not exceeding 1,000 square feet as Group U Occupancy per sec. 312. Each private garage shall be separated from other private garage by 1 hr fire barriers and/or 1 hr horizontal assemblies per CBC sec. 406.3.1. Multiple private garages not separated by fire barriers shall be classified as Group S-2 Occupancy per sec. 311.

114. Fire Rating for Apartment Buildings: Apartment/Condominium buildings over 2 stories high shall be one-hour fire-rated minimum (Type V-A) when allowable area increase with sprinkler is used per CBC Table 504.4.

115. Allowable Building Area: Allowable building area for the building shall be as per CBC Table 506.2.

116. Exterior Wall Openings: The maximum area of protected and unprotected openings in exterior walls shall comply with CBC sec. 705.8.

117. Separating Units Requirements: Wall and floor separating units in the same building and separating units from other occupancies are required to be one-hour fire resistive construction per CBC sec. 420, 708 and 711.

118. Apartment Building Considered Separate and Distinct: Apartment/condominium building shall be consid separate and distinct buildings for the purpose of determining area limitations, continuity of fire walls, limitation of number of stories and type of construction where it is separated from Group S-2 garage by 3-hour fire rated horizontal assembly, garage is not more than one story above grade and of Type I-A construction as per CBC sec. 510.2.

119. Required Separation in Residential Building: Required separation in buildings between dwellings and private garages shall be as per CBC sec. 420.2 and 420.3.

120. Required Separation in Residential Building: Required separation in buildings with mixed occupancies shall be per CBC sec. 508

121. Corridor Fire Rating: Corridor with occupant load over 10 shall be one-hour rated with 20-minute doors leading to it per CBC sec. 1020.1.

122. Minimum Number of Exits: Minimum no. of exits shall be provided per CBC Table 1006.3.1 and the exits provided shall comply with CBC sec. 1022 through 1027. The required number of exits from any story shall be maintained until arrival at grade or public way per CBC sec. 1006.3.1. Elevator shall not be used as a component of a required means of egress per CBC sec. 1003.7, except elevators are used as an accessible means of egress in accordance with sec. 1009.4.

123. Required Egress: At least one required accessible means of egress shall be an elevator complying with CBC sec. 1009.4 in buildings where a required accessible floor is four or more stories above or below a level of exit discharge per sec. 1009.2.1.

124. Two-Way Communication System: Two way communication system is required at elevator landing on each accessible floor that is one or more stories above or below the story of exit discharge per CBC sec. 1009.8.

125. Exit Stair Enclosures: Exit stair enclosures shall not provide exit through corridor as per CBC sec. 1022.1, but shall extend to exterior of the building with an exit passageway.

126. Mezzanines: Mezzanine in the upper units shall be considered a story if it does not meet requirements of CBC sec. 505.2

127. Carbon Monoxide/Smoke Detectors Required: In the dwelling units, provide carbon monoxide detectors and smoke detectors per CBC sec. 915 and 907.2.11.

128. Escape Window Location: Escape bedroom windows below the 4th floor shall open into a public street, yard or exit court that opens to a public way as per CBC sec. 1030.1.

129. Exit Courts: Exit from exit courts shall not reenter exit access as per CBC sec. 1028.1 and sec. 1028.5

130. Exit Courts: Required exit courts to which escape bedroom windows open, shall be provided with exiting as per CBC sec. 1028.1.

131. Elevator Enclosure: Elevator shall be enclosed in a shaft enclosure per CBC sect. 713.2 and 713.4.

132. Elevator Hoistway Opening: Elevator hoistway opening shall be protected and enclosed within a shaft enclosure per CBC 3006.2 and 712.1.1.

133. Elevator Hoistway Door Opening: Elevator hoistway door opening shall be protected per CBC 3006.3.

134. Elevator Lobby Sign: Elevator lobby identification signs shall be provided at any door with direct access to enclosed elevator lobby at landings in interior exit stairways where two or more doors lead to the floor level per CBC 1023.10.

135. Interior Stairway Enclosure: Interior stairway shall be enclosed per CBC sec. 1023.2.

136. Roofing Material: Roofing material shall be as per CBC Table 1505.1.

137. Exit Doors: Doors in a room with occupant load of 50 or more persons shall swing in the direction of exit per CBC sec. 1010.1.2.1. Exit doors from assembly occupancy shall be provided with panic hardware per sec. 1010.1.10.

138. Exit Signs: Provide exit signs and tactile exit signs when two exits are required per CBC sect. 1013.1 and 1013.4.

139. Building Occupancy Frontage: Buildings that house Group A Occupancy shall front directly on or discharge to a public street not less than 20 feet in width per sec. 1029.2 and 1029.3. The main entrance to the building shall be located on a public street or on the exit discharge.

140. Occupant Load: Occupant load factor for assembly and multi-use room without fixed seats, including clubhouse, common use deck area, courtyard, etc., shall be 1 occupant per 7 sq. ft per CBC Table 1004.1.2.

141. Exit Enclosure: Exit enclosure in building less than four stories in height shall be one-hour fire-resistive construction per CBC sec. 1023.2.

142. Exit Enclosure: Exit enclosure in building four or more stories in height shall be two-hour fire-resistive construction per CBC sec. 1023.2.

143. Stairways: In buildings four or more stories in height, one stairway shall extend to the roof surface through a penthouse complying with CBC sec. 1510.2, unless the roof has a slope steeper than 4:12 per CBC sec. 1011.12. In buildings without an occupied roof, access to the roof shall be permitted to be a roof hatch or trap door not less than 16 sq ft with a min. dimension of 2ft and accessed by an alternating tread device, ship ladder or a permanent ladder.

144. Exterior Openings: Exterior openings required for natural light shall open directly onto a public way, yard or court as set forth in CBC sec. 1205.1.

145. Egress Balconies: Egress balconies shall comply with CBC sec. 1021.

146. Egress Courts: Egress courts shall comply with CBC sec. 1028.4.

147. Acoustical Report: Provide acoustical report to determine sound insulation requirements for at least exterior walls. Interior sound insulation shall be as per CBC sec.1207 or as per acoustical report.

148. Ventilation Requirements for Dwelling Units with Non-Openable Windows: Dwelling units, which has non-openable windows as required by acoustical report shall be provided with mechanical ventilation per CBC sec. 1203.1 and CMC sec. 402.3. As per City policy BDP-ME05, City does not allow the use of exhaust only fans to achieve the fresh outside air requirement through infiltration.

149. Ventilation Requirements for Studio Units: In studios, natural light and ventilation for sleeping areas shall meet requirements per CBC sec.1203.5 and sec.1205.2. Any room is permitted to be considered as a portion of an adjoining room for natural lighting and ventilation purpose where the common wall is open and unobstructed and provides an opening of not less than 1/10 of the floor area of the interior room and not less than 25 square feet per CBC 1205.2.1.

150. Electric Vehicle Charging Stations Requirement: Where 17 or more multifamily dwelling units are constru a building site, 3% of the total number of parking spaces provided for all types of parking facilities, but no less than 1, shall be electric vehicle charging stations (EVCS) capable to supporting future electric vehicle supply equipment per CalGreen sec. 4.106.4.2.

151. Electric Vehicle Charging Stations Location: At least one EVCS shall be located in common use areas and available for use by all residents per CalGreen sec. 4.106.4.2.1. Per City Policy No. BDP-BLG17 and CalGreen sec. 4.106.4.2.2, one in every 25 EVCS, but no less than 1, shall be accessible and located on an accessible route. Accessible EV charging parking space shall not be counted as one of the required accessible parking spaces as required by CBC, because the space is allowed to be used by non-disabled people.

152. Solar Ready Requirement: The buildings shall comply with solar ready requirements per CEnC 110.10.

153. Mechanical Duct Location: No mechanical duct shall penetrate exterior walls unless approved by Planning Division.

154. Balconies, Landings and Decks: Balconies, landings, decks, stairs and similar floor projections exposed to the weather shall comply with City Policy No. BDP-BLG40: http://www.ci.milpitas.ca.gov/_pdfs/BLG40_RequirementsforConstructionofBalconies.pdf.

ACCESSIBILITY

155. Site Accessibility Plan: Provide site accessibility plan.

156. Group U Private Garages: Group U private garages, which are accessory to covered multifamily dwelling units shall be accessible as required in CBC sec. 1109A

157. Accessible Parking Provided: People with disabilities accessible parking shall be provided per CBC sec. 1109A.3 (2% shall be accessible of the covered dwelling units). Signage is not required.

158. Accessible Parking Required: Each type of parking shall be accessible as per CBC sec. 1009A.3 and 1009A.4.

159. Accessible Assigned Parking Requirement: If assigned parking spaces are provided for residents, at least 2% of the assigned parking spaces shall be accessible in each type of parking facility per CBC 1109A.4.

160. Accessible Visitor Parking Requirement: If unassigned or visitor parking is provided, a minimum of 5% parking stalls shall be accessible and shall be provided with signage as per CBC sec. 1009A.5.

161. Accessible Parking Location: Accessible parking spaces shall be dispersed and located closest to the accessible entrances and elevators per CBC per sec.1009A.7.

162. Accessible Parking Location: Accessible parking spaces shall be located so that persons with disabilities is not compelled to walk or wheel behind parked cars other that their own as per sec. 1109A.7.

163. Van Accessible Parking for Resident and Guest: One in every eight accessible parking spaces for resident and guest parking shall be " Van accessible ", but not less than one per CBC sec. 1109A.8.6.

164. Van Accessible Parking for Public Parking: One in every six accessible parking spaces for public parking (e.g. retail space or leasing office, etc.) shall be " Van accessible ", but not less than one per CBC sec. 11B-208.2.4.

165. Accessible Routes of Travel: An accessible route of travel shall be provided to all accessible building entrances. At least one accessible route shall be provided from public transportation stop, accessible parking and public street to building entrance per CBC sect. 1110A.1. When more than one route is provided, all routes shall be accessible.

166. Accessibility Signs: Accessibility signs shall be provided at every primary public entrance and at every major junction along or leading to an accessible route of travel and at building entrance that are accessible per CBC, sec. 1110A.2

167. Accessible Access: All primary entrances and required exit doors to building and facilities shall be accessible to people with disabilities per CBC, sec. 1117A.2.

168. Egress Clearance: Exit stairways considered as an accessible means of egress shall be min. 48" clear width between handrails and provided with the area of refuge per CBC sec. 1009.3 unless building is provided with approved automatic fire sprinkler system.

169. Egress Elevator: At least one accessible means of egress shall be an elevator per CBC sec. 1009.2.1 unless building is provided with approved automatic fire sprinkler system and horizontal exit at each floor and approved by Fire Department to exempt this requirement.

170. Accessible Elevators: All elevators shall be accessible per CBC sec. 1124A and at least one shall be medical emergency service elevator as per sec. 3002.4a.

171. Parking Structure Clearances: All entrances to and vertical clearances within parking structures shall have a minimum of 8 feet 2 inches where required for persons with disabilities per CBC sec. 1109.A.8.1.

172. Accessible Means of Egress: Each accessible portion of the space shall be served by accessible means of egress in at least the same number as required by CBC sec. 1006.2 or 1006.3 per sec. 1009.1.

173. Areas of Refuge: Areas of refuge shall be provided with a 2-way communication system between the area of refuge and a central control point per CBC sec. 1009.6.3.

174. Two-Way Communication System: 2-way communication system shall be provided at each elevator landing serving each accessible floor per CBC 1009.8.

175. Accessible Elevators: All elevators shall be accessible as per CBC sec. 1124A, except private elevators serving one dwelling unit.

176. Medical Emergency Service Elevators: All elevators in buildings four or more stories in height (including private elevator) shall be provided with not less than one medical emergency service to all landings meeting the provisions of CBC sec. 3002.4a.

177. Elevator Emergency Operation: If an elevator is considered as part of an accessible means of egress, it shall comply with the emergency operation, signaling device and standby power requirements and shall be accessed from an area of refuge per CBC sec. 1009.4.

178. Accessible Bathing and Toilet Facilities: Bathing and toilet facilities within covered multifamily dwelling units shall comply with CBC sec. 1134A.

179. Maneuvering Clearance: Provide maneuvering clearance at all interior doors per CBC sec. 1132A.5 and at entrance doors and exit doors per CBC sec. 1126A.3.

180. Accessible Kitchens: Kitchens within covered multifamily dwelling units shall comply with CBC sec. 1133A.

181. Bread Board Clear Space: Where bread board is provided in lieu of 30" work surface per CBC 1 exception, clear floor space shall be provided at each bread board and the clear floor space shall extend min. 19" into the knee and toe space per CBC 1133A.7.

182. Accessible Entrance: Covered multifamily dwellings served by an elevator, including private elevator, shall be designed and constructed to provide at least one accessible entrance on an accessible route per CBC sec. 1106A.1 and the units shall be adaptable and accessible into and throughout the dwelling unit as provided in Division IV per CBC sec. 1128A.

183. Multistory Dwelling Units Without Elevators: Multistory dwelling units without elevator shall comply with CBC sec. 1102A.3.1

PUBLIC AND COMMON AREA

184. Accessible Public-Use Areas: Public–use areas shall be accessible per CBC Ch. 11B and common-use areas for residents and their guests shall be accessible per CBC sec. 1127A.

185. Accessible Common Facilities: Fitness center, swimming pools and all common facilities shall be fully accessible to people with disabilities per CBC sec. 1102A.4, sec.1141A and sec.1127A.

ENGINEERING

186. Storm Drain and Sanitary Sewer System: Storm drain and sanitary sewer system shall be gravity system without use of mechanical device.

187. Utility Lines: No utility lines shall cross property lines unless an easement agreement between the properties are recorded with the County and shall be submitted as part of the submittal documents and noted on the plans.

188. Soil Report: A soil report shall be provided when applying for grading, site improvement and building permit.

189. Paving: Paving of driveways and parking lot shall comply with MMC sec. II-13-18.

190. Concrete Flat Work: All non-structural concrete flat work shall be as per MMC sec. II-13-17.05.

191. Erosion and Sediment Control Plan: Erosion and sediment control plan shall be submitted when applying for grading permit as per MMC sec. II-13-10.

192. Recordation of Easements: Prior to issuance of building permit, all the easements including private storm drain easement through adjacent parcels shall be recorded. The developer shall include interim erosion control provisions and schedules in the construction plans for areas, which will not have permanent erosion control features installed (such as landscaping) prior to any occupancy so that erosion and sediment control can be sustained as per MMC sec. II-13-11.

ELECTRICAL

193. New Electrical Services: All new electrical services shall be underground per MMC sec. II-6-2.02.

194. Building Main Services Disconnect: The building main services disconnect shall be located on the first floor level of the building per MMC sec. II-6-2.03.

195. Grounding System: Grounding system shall comply with MMC sec. II-6-2.04.

STRUCTURAL

196. Structural Design Calculations: Provide two complete sets of structural design calculations (vertical and and five sets of construction plans and details when applying for a building permit. Plans and calculations shall be wet signed and stamped by Civil/Structural Engineer.

LEGEND
P = Planning Department
B = Building Department
E = Engineering Department
F = Fire Department
CAO = City Attorney's Office
ALL = All Reviewing Departments

NOTICE OF RIGHT TO PROTEST

The Conditions of Project Approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d)(1), these Conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations, and other exactions. You are hereby further notified that the 90-day approval period in which you may protest these fees, dedications, reservations, and other exactions, pursuant to Government Code Section 66020(a), began on date of adoption of this resolution. If you fail to file a protest within this 90-day period complying with all of the requirements of Section 66020, you will be legally barred from later challenging such exactions.

AGREEMENT

Permittee/Property Owner

The undersigned agrees to each and every condition of approval and acknowledges the NOTICE OF RIGHT TO PROTEST and hereby agrees to use the Project property on the terms and conditions set forth in this resolution.

Dated: _____ _____

Signature of Permittee

EXHIBIT 2

ADDENDUM TO THE TRANSIT AREA SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: June 14, 2019

TO: Lillian Hua, Associate Planner, City of Milpitas

FROM: Theresa Wallace, AICP, Principal
Matthew Wiswell, Project Manager

SUBJECT: California Environmental Quality Act (CEQA) Exemption Memo for the 2001 Tarob Court Project, Milpitas, California

This memorandum and attachments provide a description of the proposed 2001 Tarob Court Project (project) and substantial evidence to confirm that the project is exempt from further environmental analysis per Section 15168(c) of the California Environmental Quality Act (CEQA). The approximately 1.22-acre project site is located at 2001 Tarob Court in Milpitas, Santa Clara County. The proposed project would involve demolition of the existing building and concrete pavements on the site and construction of 40 residential units and associated parking, open space, and landscaping.

Attachment A provides a description of the proposed project. This attachment includes a description of the project location, existing site characteristics, the proposed project, and required approvals and entitlements. The City of Milpitas (City) is the CEQA lead agency for the proposed project.

The responses in the environmental checklist (included in Attachment B to this memo) prepared for the project demonstrate for each CEQA topic that because the proposed project was evaluated and impacts were mitigated to the degree possible as part of the Transit Area Specific Plan Final Environmental Impact Report (TASP FEIR), no additional CEQA review is required. CEQA Guidelines Section 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program EIR. The responses contained in the checklist confirm that the project was considered within the scope of the evaluation within the TASP FEIR and no new impacts were identified and no new mitigation measures are required.

The City can approve the 2001 Tarob Court Project as being within the scope of the Transit Area Specific Plan covered by the TASP FEIR and no new environmental document for the purposes of CEQA clearance is required. Pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15168, the 2001 Tarob Court Project is exempt from further review under CEQA. This analysis finds that a Notice of Exemption may be prepared for the project and filed with the Santa Clara County Clerk.

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ATTACHMENT A

PROJECT DESCRIPTION

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ATTACHMENT A
PROJECT DESCRIPTION

The following describes the proposed 2001 Tarob Court Project (project) that would include construction of a four-story building with a total of 40 residential units. The project site is located within the planning area for the Milpitas Transit Area Specific Plan (TASP).[1] In addition to the description of the proposed project itself, this section includes a summary description of the proposed project's location and existing site characteristics and required approvals and entitlements. The City of Milpitas (City) is the lead agency for review of the proposed project under the California Environmental Quality Act (CEQA). As demonstrated in Attachment B, the proposed project is Categorically Exempt from further environmental review pursuant to section 15168(c) of the CEQA Guidelines and is within the scope of the certified Milpitas Transit Area Specific Plan Project Final Environmental Impact Report[2] (TASP FEIR).

PROJECT SITE

The following section describes the location and site characteristics for the project site and provides a brief overview of the existing land uses within and in the vicinity of the site.

Location and Surrounding Land Uses

The project site is located in the southern portion of the City of Milpitas, just north of the border with the City of San José. The approximately 1.22-acre project site is located at 2001 Tarob Court (Assessor's Parcel Number [APN] 086-036-034). The project site is located within a light industrial area of Milpitas that is predominantly developed with commercial office parks and other buildings for industrial and commercial uses. The project site is bordered to the north by Tarob Court, to the east by Lundy Place, and to the west and south by commercial and light industrial uses. The project site is in close proximity to the Great Mall shopping center in Milpitas, approximately 0.5 miles north of the project site.

Regional vehicular access to the project site is provided by Interstate 880 (I-880) located to the west and Interstate 680 (I-680) located east of the project site. The future Bay Area Rapid Transit (BART) Milpitas station is currently under construction and will be co-located with the Montague Valley Transportation Authority (VTA) light rail station, approximately 0.1 mile northeast of the project site. Figure 1 shows the site's regional and local context. Figure 2 shows an aerial of the existing site and surrounding land uses.

Site Characteristics and Current Site Conditions

The project site is currently developed with an approximately 16,463-square-foot, free standing office/light-industrial building. The project site includes a public utility easement that wraps around the project site from the southern corner along Lundy Place, where it is 40 feet in width, to the

1 Milpitas, City of, 2008. *Milpitas Transit Area Specific Plan.* June. Amended December 2011.
2 Milpitas, City of, 2008. *Milpitas Transit Area Specific Plan Final Environmental Impact Report.* May.

northern corner along Tarob Court, where it tapers down and varies from 4 feet to 10 feet in width. According to the Federal Emergency Management Agency (FEMA), the project site is located in a Zone AO Special Flood Hazard Area due to the proximity of East Penitencia Creek.[3] Pedestrian and vehicular access to the project site is via Lundy Avenue and Tarob Court.

Existing General Plan and Zoning

The project site is designated Multi-Family Residential High Density (MFH) within the City's General Plan.[4] The project site is located within the TASP Planning Area, and is within the Multi-Family Residential High Density with a Transit-Oriented Development (TOD) Overlay (R3-TOD) TASP zoning district.

MILPITAS TRANSIT AREA SPECIFIC PLAN

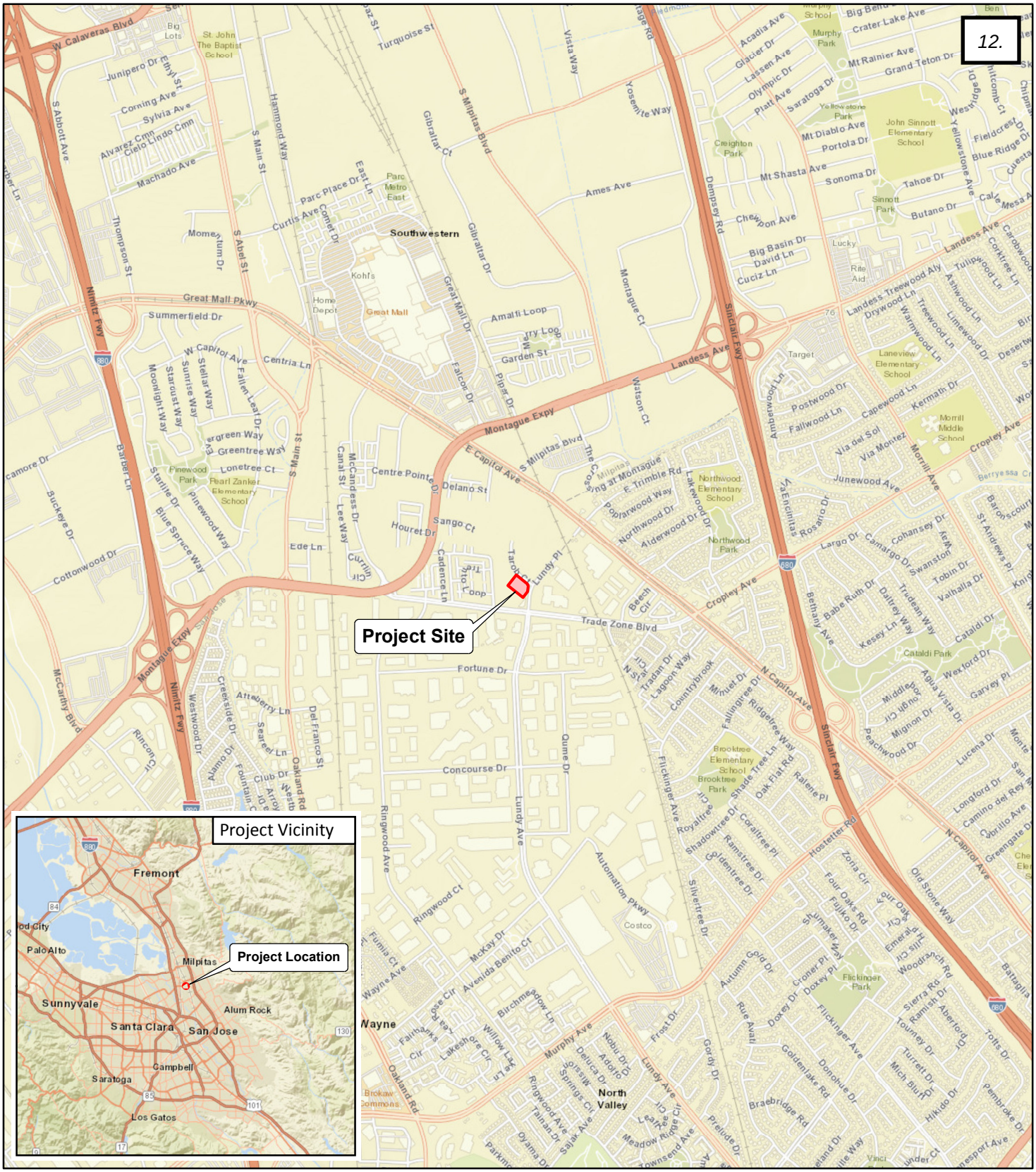
In 2008, the City of Milpitas adopted the Milpitas TASP as a guide for development and redevelopment of its light industrial corridor near the future Milpitas BART and current VTA station. The goals of the TASP are to create an attractive and livable neighborhood within walking distance of the future Milpitas BART and VTA light rail transit stations and to transform the older, light industrial area into a residential and commercial area that would meet demand for housing, offices, and shopping in the Bay Area. Milpitas designated the TASP to accommodate substantial growth, minimize impacts on local roadways, and reduce urban sprawl at the periphery of the region.

The TASP identifies subdistricts within the planning area, each having its own policies related to street design, land use, building height, setbacks, parks and building design. The project site is located within the Trade Zone/Montague subdistrict. The Trade Zone/Montague subdistrict is identified as being an attractive residential district with ample green space that would serve transit users as it is located directly adjacent to the BART station and VTA light rail.

Environmental impacts associated with implementation of the TASP were evaluated in the Final Environmental Impact Report (TASP FEIR). The TASP FEIR, certified in 2008, evaluates the environmental impacts of approximately: 1) 7,100 units of residential development; 2) 18,000 new residents; 3) 4,200 new jobs; 4) 1.0 million square feet of office space; 5) 285,000 square feet of retail space; and 6) 175,000 square feet of hotels.

[3] Federal Emergency Management Agency, 2009. FEMA Flood Map Service Center (map). Website: msc.fema.gov/portal/search?AddressQuery=2001%20Tarob%20Court%2C%20Milpitas#searchresultsanchor (accessed June 14, 2019).

[4] Milpitas, City of, 1994. *City of Milpitas General Plan*. December.



LSA

FIGURE 1

N

0 1000 2000
Feet

SOURCE: Esri World Street Map (c)2019.

2001 Tarob Court Project

Project Location and Regional Vicinity Map

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LSA

FIGURE 2

0 250 500
FEET

N

Project Site

SOURCES: GOOGLE EARTH, 8/9/18; LSA, 2019.

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2001 Tarob Court Project

Aerial Photogra 299 roject Site and Surrounding Land Uses

PROPOSED PROJECT

This section provides a description of the residential development project proposed for the project site as identified in the materials provided by the True Life Companies (the project applicant) dated May 2019. The project applicant proposes to demolish the existing building and pavements on the site, and construct a four-story building with a total of 40 residential units as well as associated landscaping and open space, parking and circulation, and infrastructure improvements. Figure 3 depicts the proposed site plan for the project.

The TASP FEIR evaluated the environmental impacts associated with implementation of the TASP within which the proposed project would be located. Table AA shows the housing units and population assumptions evaluated within the TASP FEIR, the number of approved units and under construction units and inclusion of the proposed project. As shown, the development associated with the proposed project is within the amount of growth evaluated and cleared within the TASP FEIR.

Table AA: Existing and Proposed Housing Units and Population within the TASP Area

	Evaluated Within the TASP FEIR	Approved	Proposed Project	Remaining Development Available
Housing Units	7,109[a]	6,875[b]	40	234
Population	17,915[a]	17,325[b]	100[b]	590[b]

Source: Lillian Hua, Associate Planner, City of Milpitas (April 2019).

[a] Milpitas, City of, 2008. Final Transit Area Specific Plan EIR.

[b] Estimated population associated with approved units, under construction units, and the proposed project was determined by using the residents per unit evaluated within the TASP FEIR (17,915 residents/7,109 units = 2.52 residents per unit).

Residential Development

The proposed project would result in the construction of 40 residential apartment units within three stories above a single-story parking garage, at a density of 32.8 dwelling units per acre. The unit mix would consist of 18 two-bedroom units ranging in size from 1,277 to 1,470 square feet, and 22 three-bedroom units ranging in size from 1,482 to 1,520 square feet. Six of the units would be designated as below market rate units. Figures 4 through 6 depict conceptual floor plans for the proposed project.

The proposed project would consist of a single building with residential units surrounding an open-air courtyard located above a ground floor parking garage. As shown in Figure 4, the ground floor would include an approximately 180-square-foot residential lobby at the northern corner of the courtyard in the center of the project site. As shown on Figure 5, an approximately 1,704-square-foot terrace would be located on the second floor at the northern end of the building. In addition, each of the residential floors would include private storage units. As noted above, the proposed building would consist of four floors and would be approximately 55 feet in height. Conceptual building elevations are shown in Figures 7 and 8.

Open Space and Landscaping

The proposed project would include a total of 0.44 acres of common open space and landscaped areas. A total of approximately 0.30 acres would consist of private common open area space for use by project residents. As shown in Figure 3, private open space would consist of the interior courtyard on the ground level of the proposed building and a walking path and landscaping along the southern portion of the building, including within the existing public utility easement. The interior courtyard would include seating areas and landscaping that would be screened from the parking garage by a dense row of columnar bamboo around each side. A designated walkway would connect the interior courtyard with the walking path and landscaping mentioned above. The remaining 0.14 acres of open space on the project site would consist of landscaped areas generally located in the northern portion of the site. A conceptual landscape plan is shown in Figure 9.

Access, Circulation, and Parking

Access to the project site would be provided by a driveway from Tarob Court at the northern corner of the project site. The driveway would provide access to an internal 26-foot access drive lane and fire lane, which would include a fire engine/garbage truck turnaround that would connect to the ground-level internal parking garage. The parking garage would provide 60 automobile parking spaces, including 27 compact parking spaces and one accessible parking space. An additional 14 automobile parking spaces would be provided along the access drive lane, including two compact spaces, one accessible parking space, and one electric vehicle parking space.

Utilities and Infrastructure

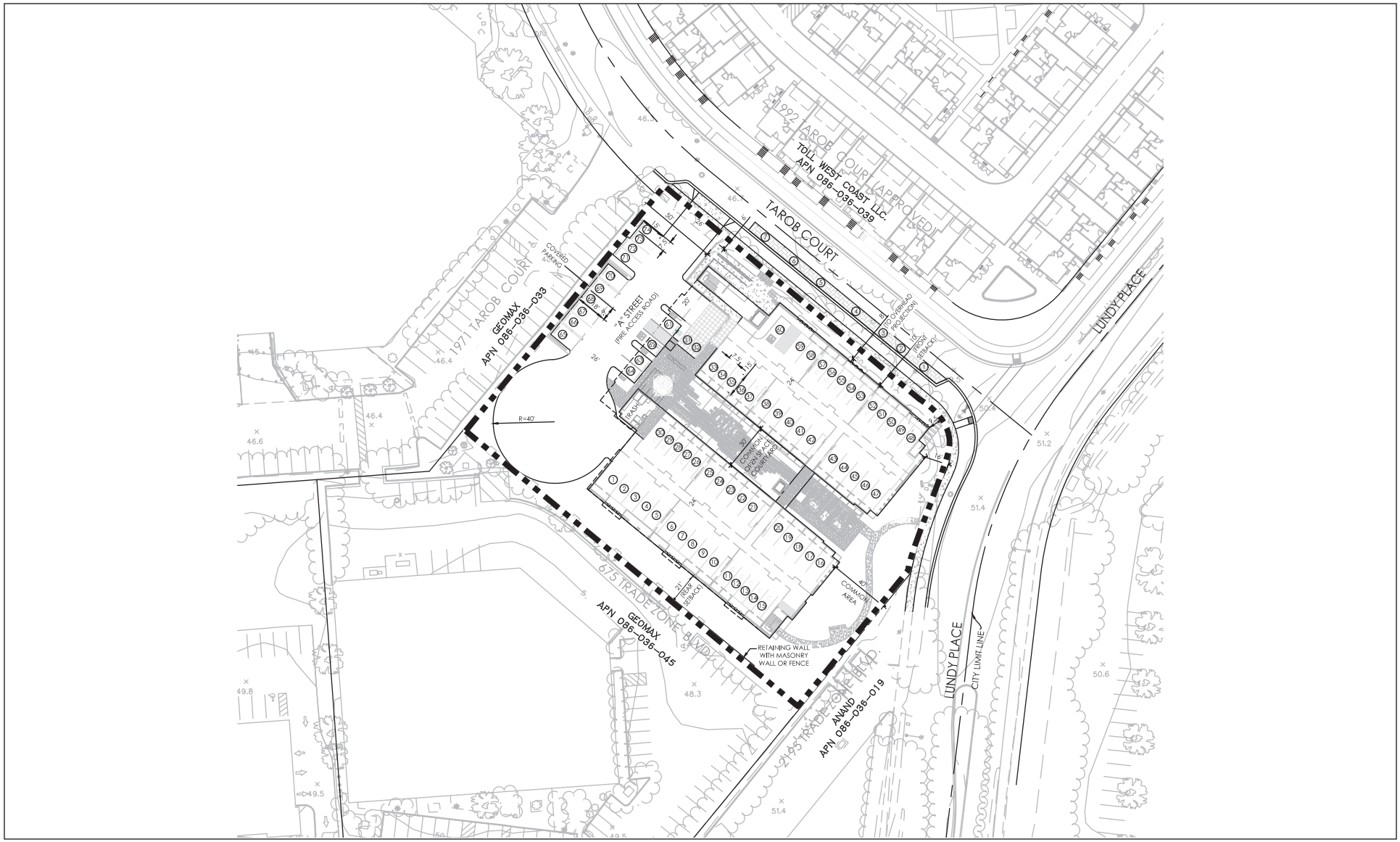
The project site is located in an urban area and is currently served by existing utilities, including: water, sanitary sewer, storm drainage, electricity, and telecommunications infrastructure. The majority of existing utilities within the boundary of the project site would be removed. Existing and proposed utility connections are discussed below.

Water

Water service in the City of Milpitas is provided by the Santa Clara Valley Water District (SCVWD). The proposed project includes the removal of all existing utilities within the project site. New water 8-inch lines within the project site would connect to existing service connections and the existing 12-inch main located within Tarob Court.

Wastewater

The San José/Santa Clara Water Pollution Control Plant (WPCP) provides wastewater treatment for Milpitas. The City of Milpitas maintains existing sanitary sewer lines within the vicinity of the site, including an 8-inch line located along Tarob Court. The proposed project includes the installation of a new on-site 8-inch wastewater line that would connect to the City's existing line.



LSA

FIGURE 3

0 60 120
FEET

N

Project Site

SOURCES: TRUE LIFE, WOOD RODGERS, MARCH 2019,

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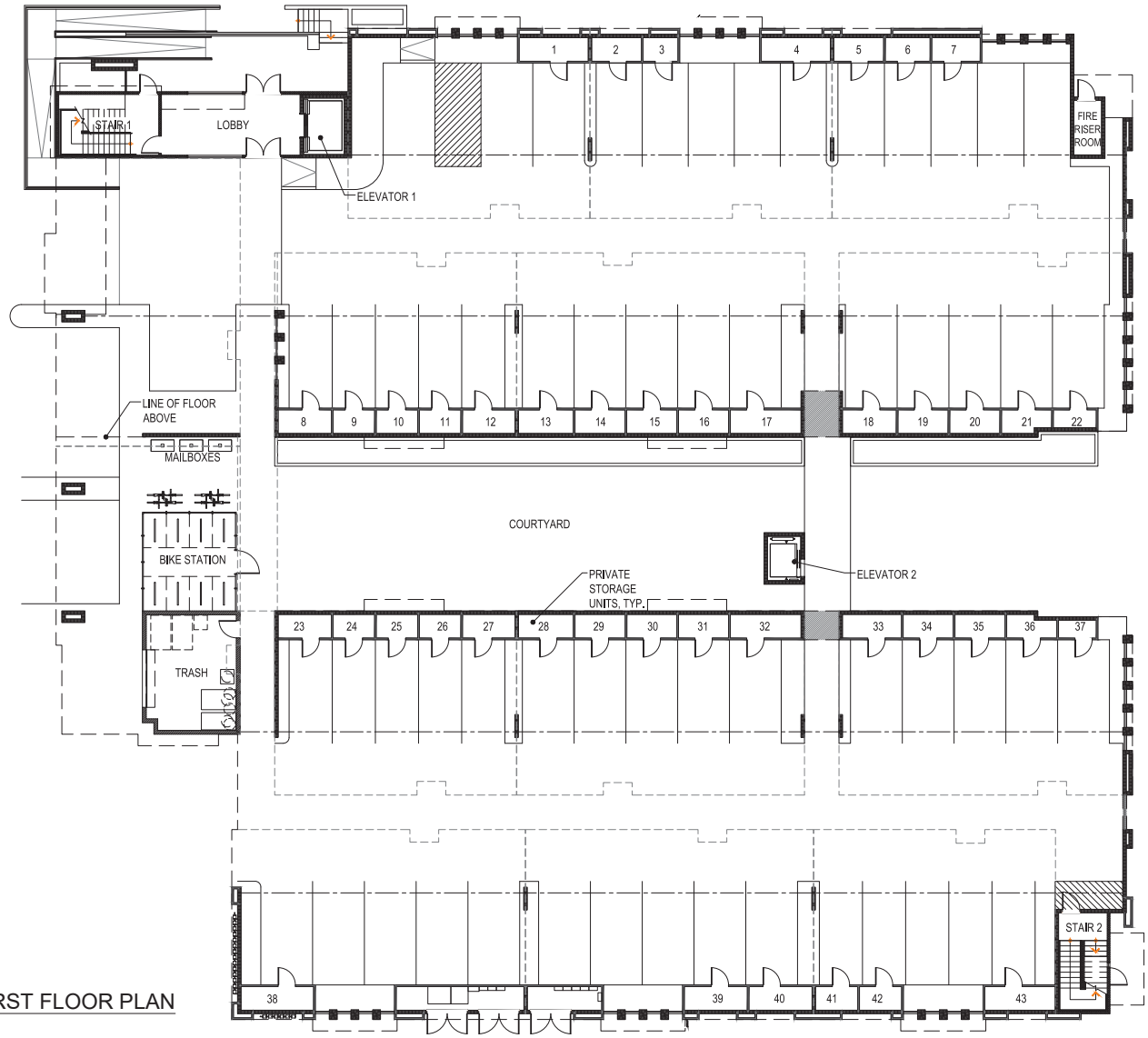
2001 Tarob Court Project
Conceptual Site Plan



LSA

FIGURE 4

0 16 32
FEET

SOURCES: TRUE LIFE; SDG ARCHITECTS, MARCH 2019,

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2001 Tarob Court Project
Conceptual First Floor Plan

LSA

FIGURE 5

0 16 32
FEET

SOURCES: TRUE LIFE; SDG ARCHITECTS, MARCH 2019,

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2001 Tarob Court Project
Conceptual Second Floor Plan

LSA

FIGURE 6

0 16 32
FEET

SOURCES: TRUE LIFE; SDG ARCHITECTS, MARCH 2019,

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2001 Tarob Court Project
Conceptual Third and Fourth Floor Plan

North Elevation

West Elevation

LSA

FIGURE 7

NOT TO SCALE

SOURCES: TRUE LIFE; SDG ARCHITECTS, MARCH 2019.

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2001 Tarob Court Project

Conceptual Elevations - North and West

South Elevation

East Elevation

LSA

FIGURE 8

NOT TO SCALE

SOURCES: TRUE LIFE; SDG ARCHITECTS, MARCH 2019.

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2001 Tarob Court Project

Conceptual Elevations - South and East

LSA

FIGURE 9

TREE MATRIX
TOTAL EXISTING TREES ON SITE: 34
TOTAL EXISTING TREES TO BE REMOVED: 34
TOTAL PROPOSED NEW TREES: 40

0 20 40
FEET

N

SOURCES: TRUE LIFE; R3 STUDIOS; SDG ARCHITECTS, MARCH 2019.

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2001 Tarob Court Project
Conceptual Landscape Plan

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Stormwater

The proposed project would connect to the existing 12-inch municipal storm drain located at the northwest corner of the project site. The proposed project would include pervious pavers throughout the interior access driveway.

Electricity and Natural Gas

Electricity and natural gas services to the site are provided by Pacific Gas and Electric Company (PG&E). Existing underground utility connections and gas mains provide electricity and gas to the project site. The project includes removal of all existing utilities and would require the construction of new electricity and gas connections to serve the project. New electrical lines (servicing the project only) would be installed underground and connect to the existing joint trench box in the northern corner of the project site.

Demolition, Grading, and Construction

Development of the project would result in the demolition of the existing structure and pavement. A total of approximately 1,410 cubic yards of soils would be excavated and exported from the project site, and approximately 5,600 cubic yards would be filled on the project site to raise the site by approximately 4.5 feet to comply with the City's Flood Ordinance and create a level pad.

Construction of the proposed project is anticipated to occur over approximately 16 months, starting in April 2020 and ending in August 2021.

AMENDMENTS AND PERMITS

The following approvals and permits would be required for development of the proposed project:

- Site Development Permit
- Demolition Permit
- Building Permit
- Tentative Map

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ATTACHMENT B

ENVIRONMENTAL CHECKLIST
PURSUANT TO CEQA GUIDELINES SECTION 15168

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ATTACHMENT B
ENVIRONMENTAL CHECKLIST
PURSUANT TO CEQA GUIDELINES SECTION 15168

CEQA Guidelines 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program EIR. This checklist confirms that the 2001 Tarob Court Project is within the scope of the Transit Area Specific Plan[1] Final Environmental Impact Report[2] (TASP FEIR) and will have no effects and no new mitigations are required, and as such, the City can approve the 2001 Tarob Court Project as being within the scope of the TASP and covered by its FEIR and no new environmental document is required. Pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15168, the 2001 Tarob Court Project is exempt from further review under CEQA.

1. AESTHETICS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Discussion

Scenic Vistas

The project site is not located within a scenic viewshed or along a State Scenic Highway or other scenic highway. Flat topography and existing urban development constrain scenic vistas in the vicinity of the project site. Intermittent views of the Milpitas foothills to the northeast are available from the project site only when viewed from the northern edge of the project site. No on-site parks, open space lands or public lands adjacent to or in the vicinity of the proposed project have views of the foothills.

1 Milpitas, City of, 2008a. *Milpitas Transit Area Specific Plan*. June. Amended December 2011.
2 Milpitas, City of, 2008b. *Milpitas Transit Area Specific Plan Final Environmental Impact Report*. May.

Furthermore, as described in the TASP FEIR, the City's visual resources are outside of the TASP Area. Additionally, the proposed project would be required to comply with TASP policies and design standards related to scenic vistas. Therefore, the impacts associated with the proposed project would not result in new impacts to scenic vistas or substantially increase the severity of the less-than-significant impacts to scenic vistas identified in the TASP FEIR.

Scenic Resources

The only scenic resources located within the TASP Area are street trees located on McCandless Drive, approximately 0.5 miles west of the project site. There are no scenic resources located on the project site. Additionally, the City's Tree and Planting Ordinance (Ord. 201.1) protects significant trees and heritage trees throughout the City. Therefore, the impacts associated with the proposed project would not result in new impacts to scenic resources or substantially increase the severity of impacts than those analyzed in the TASP FEIR.

Visual Character

The TASP aims at improving the existing aesthetic value of the TASP Area and calls for new parks, trails, landscape buffers, and other design policies that would result in the enhancement of the visual character of the TASP Area. The TASP includes specific design standards to create a unified appearance to the TASP Area, consistent setbacks, landscaped buffers, street trees, and parks, which the TASP FEIR analyzed. The proposed project would conform to these design standards by providing street landscaping and landscaped setback areas.

The TASP allows buildings in the R3-TOD district up to 75 feet in height and requires a density of 21-40 dwelling units per acre. The proposed project would include construction of a four-story building that would be approximately 55 feet in height with a density of approximately 33 dwelling units per acre. Therefore, the proposed project would meet the building height limits and density standards set for in the TASP design standards, and would not conflict with zoning or other regulations governing scenic quality.

Light and Glare

Redevelopment of the TASP Area would result in the introduction of new sources of light and glare on the project site. As discussed in the TASP FEIR, development standards and policies would limit new sources of light and glare in the TASP Area. To minimize potential light and glare impacts, the proposed project would implement and be consistent with TASP development standards that address street and outdoor lighting. Therefore, the proposed project would not create impacts related to light and glare that would be new or more significant than those analyzed in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

TASP Policies

- Development Standard: Utilities shall be underground or in subsurface conduits and accessible.

Conclusion

The TASP FEIR adequately evaluated the potential aesthetic impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

2. AGRICULTURE AND FORESTRY RESOURCES

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

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

The TASP FEIR did not analyze impacts to agricultural resources as the TASP Area is urban without any agricultural or forest land uses in the area or vicinity. The project site, located within the TASP Area, is also not used for agriculture. The Santa Clara County Important Farmland 2012 map designates lands within the TASP Area, including the project site, as "Urban and Built-Up Land." Thus, the TASP and the proposed project would have no impacts on agriculture or forestry resources.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was

certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Conclusion

The TASP FEIR adequately evaluated the agriculture and forestry impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

	New Potentially Significant Impact	New Mitigation Required	Less Than Significant Impact	No New Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

Discussion

Clean Air Plan Consistency

An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a non-attainment area. The main purpose of an air quality plan is to bring an area into compliance with the requirements of federal and State air quality standards.

The Bay Area Air Quality Management District (BAAQMD) guidelines were referenced to determine if a project would conflict with or obstruct implementation of an applicable air quality plan, which for the TASP FEIR was the 2005 Bay Area Ozone Strategy.[3] In forecasting future stationary and mobile source emissions and preparing the regional air quality plan, the BAAQMD uses growth projections prepared by ABAG. The BAAQMD based its 2005 Bay Area Ozone Strategy on population projections in the 2003 ABAG Projections.[4] The TASP FEIR found that population increases in the City are anticipated to exceed population increases accounted for by the 2003 ABAG Projections, thus resulting in a significant and unavoidable impact (Impact 3.6-1) related to consistency with the applicable federal Environmental Protection Agency (EPA) Clean Air Plan.

[3] Bay Area Air Quality Management District, 2006. *Bay Area 2005 Ozone Strategy*.

[4] Association of Bay Area Governments, 2003. *Projections 2003*.

The BAAQMD's current Clean Air Plan is the 2017 Clean Air Plan, which was adopted on April 19, 2017. The 2017 Clean Air Plan is a comprehensive plan to improve Bay Area air quality and protect public health. The 2017 Clean Air Plan defines control strategies to reduce emissions and ambient concentrations of air pollutants; safeguard public health by reducing exposure to air pollutants that pose the greatest heath risk, with an emphasis on protecting the communities most heavily affected by air pollution; and reduce greenhouse gas emissions to protect the climate. Consistency with the Clean Air Plan can be determined if the project does the following: 1) supports the goals of the Clean Air Plan; 2) includes applicable control measures from the Clean Air Plan; and 3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan.

The proposed project would locate future residents within walking distance of public transportation, jobs, restaurants, and services. Implementation of the TASP includes policies that address transportation and land use that are consistent with the Clean Air Plan. TASP Policy 3.21 would provide continuous pedestrian sidewalks and safe bike routes throughout the TASP Area; Policy 3.22 encourages walking and biking routes to schools and major destinations; and Policy 3.33 requires new development within the TASP Area to provide incentives for alternative modes of transit, which support the Clean Air Plan. The proposed project would develop high-intensity, transit oriented residential development and would result in a building density at the project site that is similar to what was evaluated in the TASP FEIR. In addition, the population and housing units included in the proposed project would fall within the total development anticipated by the TASP FEIR, as mentioned in Section 10, Land Use and Planning. Therefore, implementation of the proposed project would not substantially increase population, vehicle trips, or VMT.

The TASP FEIR identified measures to reduce air emissions such as encouraging the use of pedestrian walkways and bikes, and designing streets for slower speeds, but concluded that air quality impacts would be significant and unavoidable. The project would implement the TASP measures and would not increase the previously-identified impacts. Thus conclusions about compliance with the Clean Air Plan in the TASP FEIR remain applicable to the project.

Regional Air Pollutant Emissions

The TASP FEIR indicates that the development of projects under the TASP could further contribute to non-attainment of air quality standards. The TASP FEIR also identified that buildout of the TASP could place sensitive land uses (land uses that could house sensitive receptors) near local intersections or roadways associated with air pollutant emissions that exceed (worsen) State or federal ambient air quality standards.

The 2001 Tarob Court Project would result in redevelopment of the site with new residential uses, similar to what the TASP envisioned. The new uses would result in mobile air quality impacts from increased vehicle trips to and from the project site and air quality impacts such as emissions generated from the use of landscaping equipment and consumer products. Emission estimates for operation of the project were calculated using CalEEMod. Model results are shown in Table BA.

The results shown in Table BA indicate that the proposed project would not exceed the significance criteria for annual ROG, NO_2, PM_{10} or $PM_{2.5}$ emissions; therefore, implementation of the proposed project would not have a significant effect on regional air quality and mitigation would not be

required. Therefore, the proposed project would not result in any new or more significant regional or local air quality impacts than described and evaluated in the TASP FEIR.

Table BA: Project Operational Emissions

	ROG	NO_x	PM_{10}	$PM_{2.5}$
Pounds Per Day				
Area Source Emissions	1.1	<0.1	<0.1	<0.1
Energy Source Emissions	<0.1	0.1	<0.1	<0.1
Mobile Source Emissions	0.3	1.2	0.5	0.1
Total Emissions	**1.5**	**1.3**	**0.5**	**0.2**
BAAQMD Thresholds	54.0	54.0	82.0	54.0
Exceed Threshold?	**No**	**No**	**No**	**No**
Tons Per Year				
Area Source Emissions	0.2	<0.1	<0.1	<0.1
Energy Source Emissions	<0.1	<0.1	<0.1	<0.1
Mobile Source Emissions	0.1	0.2	0.1	<0.1
Total Emissions	**0.3**	**0.2**	**0.1**	<0.1
BAAQMD Thresholds	10.0	10.0	15.0	10.0
Exceed Threshold?	**No**	**No**	**No**	**No**

Source: LSA (April 2019).

Construction-Related Impacts

Construction activities would cause temporary adverse effects on local air quality. Construction activities such as earthmoving, construction vehicle traffic and wind blowing over exposed earth would generate exhaust emissions and fugitive particulate matter emissions that affect local and regional air quality. Construction activities are also a source of organic gas emissions. Solvents in adhesives, non-water-based paints, thinners, some insulating materials, and caulking materials would evaporate into the atmosphere and would participate in the photochemical reaction that creates urban ozone. Asphalt used in paving is also a source of organic gases immediately after its application. Construction dust could affect local air quality at various times during construction of the project. The dry, windy climate of the area during the summer months creates a high potential for dust generation when, and if, underlying materials are exposed to the atmosphere. The effects of construction activities would be increased dustfall and locally elevated levels of particulate matter downwind of construction activity.

The TASP FEIR determined that construction of projects associated with the TASP would be less than significant with compliance with the BAAQMD's basic construction mitigation measures and TASP policies.

Construction emissions were estimated for the project using the California Emissions Estimator Model (CalEEMod) version 2016.3.2, consistent with BAAQMD recommendations. Construction of the proposed project is anticipated to occur over approximately 16 months, starting in April 2020 and ending in August 2021. Construction-related emissions are presented in Table BB. CalEEMod output sheets are included in Appendix A.

Table BB: Project Construction Emissions in Pounds Per Day

Project Construction	ROG	NO_x	Exhaust PM_{10}	Fugitive Dust PM_{10}	Exhaust $PM_{2.5}$	Fugitive Dust $PM_{2.5}$
Average Daily Emissions	2.5	10.8	0.5	0.7	0.5	0.3
BAAQMD Thresholds	54.0	54.0	54.0	BMP	82.0	BMP
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA (April 2019).

As shown in Table BB, construction emissions associated with the project would be less than significant for ROG, NO_x, $PM_{2.5}$, and PM_{10} exhaust emissions. Therefore, construction of the proposed project would result in similar construction-related, short-term air quality impacts as those impacts identified in the TASP FEIR. The BAAQMD requires the implementation of the BAAQMD's Basic Construction Mitigation Measures to reduce construction fugitive dust impacts to a less-than-significant level. These recommendations will be included in the conditions of approval for the proposed project:

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

With implementation of these project conditions of approval, construction of the proposed project would result in similar construction-related, short-term air quality impacts as those impacts identified in the TASP FEIR. In addition, implementation of TASP Policy 5.16 would reduce construction-related air quality impacts; therefore, the proposed project would also not result in any new or more significant construction-related air quality impacts than were evaluated in the TASP FEIR. This impact would remain less than significant.

Localized Carbon Monoxide Impacts

The TASP FEIR identified that implementation of the TASP would have the potential to affect carbon monoxide concentrations along surface streets and near stagnation points such as major highways and heavily traveled and congested roadways. This increase in traffic would not only add more vehicles on the road but the increased congestion would cause existing non-project traffic to travel at slower, more polluting speeds. The TASP FEIR evaluated CO concentrations based on the BAAQMD's methodology for manual calculation of CO concentrations to estimate the impact of project traffic on existing and future carbon monoxide concentrations at intersections in and around the TASP Area.

The TASP FEIR found that background carbon monoxide levels are projected to be significantly lower in 2030 due to improvements in the automobile fleet, attrition of older, high-polluting vehicles, and improved fuel mixtures. Despite the addition of project and cumulative traffic, carbon monoxide concentrations at the intersections would decrease from existing to TASP buildout conditions (2030). This would be due to the beneficial effects of ongoing State and federal vehicle emissions reductions programs, which are expected to continue to generate reductions in average vehicle emissions of carbon monoxide per vehicle-mile-traveled for the foreseeable future. Therefore, the TASP FEIR determined that long-term increase in traffic due to development pursuant to the TASP would not violate any air quality standard or contribute to an existing or projected air quality violation in the vicinity of the planning area.

As discussed above, the proposed project would locate future residents within walking distance of public transportation, jobs, restaurants, and services. The proposed project would develop high-intensity, transit oriented residential development and would result in a building density at the project site that is similar to what was evaluated in the TASP FEIR. In addition, the population and housing units included in the proposed project would fall within the total development anticipated by the TASP FEIR, as mentioned in Section 11, Land Use and Planning. Therefore, implementation of the proposed project would not substantially increase vehicle trips and would not generate more vehicle trips than evaluated in the TASP FEIR. Therefore, impacts related to localized carbon monoxide would remain less than significant.

Local Community Risk and Hazard Impacts to Sensitive Receptors

The TASP FEIR identified a variety of pollutant or toxic air emissions, such as diesel exhaust and those from dry cleaning facilities, in addition to emissions that could be released from construction projects and operations associated with proposed projects. TASP Policy 5.23 requires project sponsors to inform future and/or existing sensitive receptors of any potential health impacts resulting from nearby sources of dust, odors, or toxic air contaminants, and where mitigation cannot

reduce these impacts. As identified in the TASP FEIR, this information could be disseminated through rental agreements, real property disclosure statements, and/or mailed notices to existing residents and property owners; and would include, but would not be limited to: location of dry cleaners, proximity to diesel emission from trucks and passenger vehicles, and light duty industrial operations.

Policy 5.25 requires an analysis of the impact on future sensitive receptors located within 500 feet of active rail lines or roadways if traffic exceeds 100,000 vehicles per day. The future Bay Area Rapid Transit (BART) and Montague Valley Transportation Authority (VTA) light rail is located approximately 750 feet northeast of the project site and would not generate harmful emissions at this distance. The roadways within 500 feet of the proposed project are Tarob Court, Lundy Place, and Trade Zone Boulevard; traffic on these roadways would not exceed 100,000 vehicles per day and therefore no further analysis is required. The proposed project does not include additional TAC sources in the project site; therefore implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations.

Objectionable Odors

The TASP FEIR did not address potential odor impacts for the proposed project. The project would not include any activities or operations that would generate objectionable odors and, once operational, the project would not be a source of odors. Therefore, the project would not create objectionable odors affecting a substantial number of people. The proposed project would not increase impacts beyond those evaluated in the TASP FEIR and would have a less-than-significant impact related to odors.

Applicable Mitigation

Construction of the project would result in the temporary generation of fugitive dust emissions. Implementation of the project conditions of approval would ensure that construction of the proposed project would result in a less-than-significant impact. No new mitigation measures would be required.

Applicable Policies

General Plan Policies

- *Policy 3.d-G-2: Provide adequate bicycle parking and end-of trip support facilities for bicyclists at centers of public and private activity.*

- *Policy 3.d-I-9: Require developers to make new projects as bicycle and pedestrian "friendly" as feasible, especially through facilitating pedestrian and bicycle movements within sites and between surrounding activity centers.*

- *Policy 3.d-I-10: Encourage developer contributions toward pedestrian and bicycle capital improvement projects and end-of-trip support facilities.*

- *Policy 3.d-I-14: Include evaluation of bicycle facility needs in all planning applications for new developments and major remodeling or improvement projects.*

- *Policy 3.d-I-15: Encourage new and existing developments to provide end-of-trip facilities such as secure bicycle parking, on-site showers and clothing storage lockers, etc.*

- *Policy 2.b-I-2: Consider locating housing in close proximity to industrial developments where they can be served by existing city services and facilities.*

TASP Policies

- *Policy 3.21: Provide continuous pedestrian sidewalks and safe bike travel routes throughout the entire Transit Area and within development projects. New development shall install sidewalks per the street design standards in Chapter 5 [of the Specific Plan]. The City and/or private property owner shall install sidewalks in areas where they currently do not exist, and where new development is not anticipated during the Plan timeframe. City staff will review individual development applications to ensure that adequate pedestrian facilities are provided and are consistent with the Transit Area Plan's pedestrian improvements.*

- *Policy 3.22: Private development shall be encouraged to provide direct walking and biking routes to schools and major destinations, such as parks and shopping, through their property.*

- *Policy 3.27: Every resident of the Transit Area shall be able to safely walk and bike to the BART and VTA light rail stations. As projects are constructed, make sure that all the routes are continuous and designed to be attractive and safe for pedestrians.*

- *Policy 3.33: Require new development within the Transit Area to facilitate the use of alternative modes of transportation through programs such as carpool parking, the VTA's EcoPass Program, shuttles to transit stations and lunchtime destinations, assistance to regional and local ridesharing organizations, alternative work schedules, telecommuting, etc. Establish a Transportation Demand Management (TDM) program for this purpose, as described in Policy3.16.*

- *Policy 5.23: Require project sponsors to inform future and/or existing sensitive receptors (such as day care facilities, schools, nursing homes) of any potential health impacts resulting from nearby sources of dust, odors, or toxic air contaminants, and where mitigation cannot reduce these impacts.*

- *Policy 5.24: Allow only natural gas fireplaces, pellet stoves or EPA-Certified wood-burning fireplaces or stoves. Conventional open-hearth fireplaces shall not be permitted.*

- *Policy 5.16: During review of specific development proposals made to the City, sponsors of individual development projects under the Specific Plan shall implement the BAAQMD's approach to dust abatement. This calls for "basic" control measures that should be implemented at all construction sites, "enhanced" control measures that should be implemented in addition to the basic control measures at construction sites greater than four acres in area, and "optional"*

control measures that should be implemented on a case-by-case basis at construction sites that are large in area, located near sensitive receptors or which, for any other reason, may warrant additional emissions reductions (BAAQMD, 1999).

- *Policy 5.25: For new residential development that is proposed within 500 feet of active rail lines where vehicles emit diesel exhaust, or roadways where total daily traffic volumes from all roadways within 500 feet of such location exceed 100,000 vehicles per day, will, as part of its CEQA review, include an analysis of toxic air contaminants (which includes primarily diesel particulate matter (DPM)). If the results show that the carcinogenic human health risk exceeds the 10 people in a million standard for carcinogenic human health impacts established by the BAAQMD, the City may require upgraded ventilation systems with high efficiency filters, or other equivalent mechanisms, to minimize exposure of future residents.*

Conclusion

With implementation of the project conditions of approval, the proposed project would not result in significant air quality impacts. In addition, with implementation of the applicable TASP and General Plan Policies, the 2001 Tarob Court project would not create any new or worsening air quality impacts.

4. BIOLOGICAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Less Than Significant Impact	No New Impact
Would the project:				
e. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
f. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
g. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
h. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
i. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
j. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

Protected Plants and Wildlife

As described in the TASP FEIR, the area covered by the TASP consists of land previously altered by development. The majority of the TASP Area is covered in vacant industrial lots that have been previously developed and abandoned with structures that are partially or entirely dismantled, resulting in lots with compacted soils and ruderal (plants growing among refuse) habitats. With the exception of burrowing owls, the TASP FEIR determined that there is minimal potential for special-status species to occur due to the history of development in the TASP Area.

The only record of special-status species occurring in the area is for burrowing owls. The TASP FEIR notes that development of vacant and ruderal lots could result in a loss of burrowing owls or their nests. According to the TASP FEIR, TASP Policy 5.26 would reduce potential impacts to burrowing owls to a less-than-significant level. This policy would require preconstruction surveys, buffers during breeding season, and relocation by a qualified biologist in consultation with the California Department of Fish and Wildlife (CDFW) during the non-breeding season in conformance with all

necessary State and federal permits. With implementation of this polices, the proposed project would not result in impacts related to protected plants and wildlife that are new or more significant than those analyzed in the TASP FEIR.

Riparian Habitat

As described in the TASP FEIR, the project site is located in proximity to two drainages: Lower Penitencia Creek and east channel of Penitencia Creek. While these drainages lack high-quality riparian habitat, patches of riparian habitat exist. New development in the TASP Area could result in loss or degradation of this habitat. However, as noted in Attachment A, Project Description, the project site is not located directly adjacent to either drainage and vegetation is limited to ornamental trees, shrubs, and grasses and does not contain any riparian habitat. Therefore, the project site does not support State or federal jurisdictional habitat areas or other sensitive natural communities. Therefore, the proposed project would not create impacts related to riparian habitat that are new or more significant than those analyzed in the TASP FEIR.

Federally Protected Wetlands

As the TASP FEIR states, Penitencia Creek and the east channel of Penitencia Creek and their tributaries receive protection under Section 404 of the Clean Water Act. Wetlands associated with these drainage features also potentially receive protection under Section 404.

The TASP has specific design guidelines, including setbacks that would reduce direct impacts on creeks within the TASP Area. TASP Policy 5.29 requires setbacks from creeks to be a minimum 25 feet from top of bank or from a maintenance road, if one exists. However, as noted above, the project site is not located directly adjacent to either of the drainages within the proximity of the site. The proposed project would conform to the setback requirements and other design standards provided in the TASP, and therefore would not create impacts related to wetlands that are new or more significant than those analyzed in the TASP FEIR.

Wildlife Movement Corridors

As the TASP FEIR states, nesting habitat for non-listed special-status raptor species occurs in and near the TASP Area. Many bird species use the existing ornamental trees for cover, nesting, or stop-over locations during migration, especially with the availability of water from the drainages within the TASP Area. Removal of large, mature trees can cause direct mortality to nesting birds and their young and construction disturbance can cause nest abandonment resulting in indirect loss to avian species. Raptors also could potentially use large and/or mature trees in the TASP Area for nesting. Raptors and other common birds and their nests and eggs are protected under California Department of Fish and Game Code 3503.5. The proposed project would implement TASP Policy 5.27 which would require a qualified biologist to conduct a survey that would be considered by the U.S. Fish and Wildlife Service (USFWS) and CDFW as appropriate, on a case-by-case basis in certain conditions, to determine whether a project would require avoidance procedures. Implementation of General Plan Policies 4.b-I-4 and 4.b-I-5 and TASP Policy 5.27 would reduce potential impacts to nesting raptors and other birds to less-than-significant levels. The proposed project would conform to the above policies and therefore would not create impacts related to migrating wildlife that are new or more significant than those analyzed in the TASP FEIR.

Mature Trees

The TASP FEIR does not contain a comprehensive tree survey. The TASP FEIR recognizes that the impacts of the high intensity, transit-oriented redevelopment of the area would require removal of many trees. The loss of protected trees would be a significant impact (Impact 3.8-3) that would require compensation per the City ordinances. There are 34 trees located on the project site, none of which are protected or qualify for Heritage or Specimen status. The proposed project would result in the removal of all of the trees on the project site and the planting of approximately 40 new trees. Therefore, the proposed project would not create impacts related to mature trees that are new or more significant than those analyzed in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

TASP Policies

- *Policy 5.26: For any project sites that are either undeveloped or vacant and support vegetation, or project sites which are adjacent to such land, a pre-construction survey shall be conducted by a qualified biologist within 30 days of the onset of construction. This survey shall include two early morning surveys and two evening surveys to ensure that all owl pairs have been located. If preconstruction surveys undertaken during the breeding season (February 1st through July 31st) locate active nest burrows, an appropriate buffer around them (as determined by the project biologist) shall remain excluded from construction activities until the breeding season is over. During the non-breeding season (August 15th through January 31st), resident owls may be relocated to alternative habitat. The relocation of resident owls shall be according to a relocation plan prepared by a qualified biologist in consultation with the California Department of Fish and Game (CDFG). This plan shall provide for the owl's relocation to nearby lands possessing available nesting habitat. Suitable development-free buffers shall be maintained between replacement nest burrows and the nearest building, pathway, parking lot, or landscaping. The relocation of resident owls shall be in conformance with all necessary state and federal permits.*

- *Policy 5.27: To mitigate impacts on non-listed special-status nesting raptors and other nesting birds, a qualified biologist will survey the site for nesting raptors and other nesting birds within 14 days prior to any ground disturbing activity or vegetation removal. Results of the surveys will be forwarded to the U.S. Fish and Wildlife Service (USFWS) and CDFG (as appropriate) and, on a case-by-case basis, avoidance procedures adopted. These can include construction buffer areas (several hundred feet in the case of raptors) or seasonal avoidance. However, if construction activities occur only during the non-breeding season between August 31 and February 1, no surveys will be required.*

- *Policy 5.29: Per Figure 5-23 G and Tables 5-1 and 5-2 [of the Specific Plan], a minimum 25 foot setback from the top of bank of any creek or drainage channel, or from a maintenance road if one exists, shall be provided.*

Conclusion

The TASP FEIR adequately evaluated the biological resources impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

5. CULTURAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Discussion

Historic Resources

The project site is fully developed with a light-industrial building. The existing structure is not considered a significant historic resource under the State or federal standards for historic resources. The only historic resource in the TASP Area that is listed in the City's Register of Cultural Resources is the Old Ford Motor Assembly Plant now known as the Great Mall, which is located approximately 0.6 miles north of the project site. Therefore, the proposed project would not result in impacts to buildings that are historic resources.

Prehistoric and Historical Archaeological Resources

No archaeological resources have been identified on the project site. However, as noted in the TASP FEIR, the TASP Area is considered sensitive for archaeological resources. One Native American archaeological resource, CA-SCL-593, and a prehistoric archaeological site are located adjacent to the TASP Area. Previous archaeological studies suggest that there could be an archeological complex in and around these sites that might extend into the TASP Area. The TASP FEIR also determined that there is a moderate to high likelihood that unrecorded Native American cultural resources exist on sites within the TASP Area due to early settlements along Penitencia Creek.

While subsurface cultural resources are not anticipated to be encountered with demolition and grading of the site, there is a chance that construction activities could affect previously-unidentified

archaeological resources on the project site. The TASP FEIR identifies Policy 5.34 to reduce the impacts to previously unidentified archeological resources to a less-than-significant level through construction monitoring, and if remains are found, temporary halting of construction until development of a mitigation plan and its implementation. This measure applies to the project site, the same as it applies to the TASP.

Implementation of Policy 5.34 from the TASP would reduce impacts to previously unidentified archeological resources to a less-than-significant level. Implementing the proposed project would not lead to new or more severe impacts to archaeological resources that would occur beyond those already identified in the TASP FEIR.

Disturbance of Human Remains

All development within the TASP Area must conform to State laws pertaining to the discovery of human remains. If human remains of Native American origin are discovered during project construction, the developer and/or Planning Department would be required to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission.

Sections 21083.2 and 21084.1 of the Public Resources Code state that if any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until required conditions are met. This requirement would be applicable and would reduce impacts to potential human remains to a less-than-significant level. These potential impacts would not exceed those already identified in the TASP FEIR, and the project would not result in any new or more significant impacts to cultural resources beyond those identified in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

Pursuant to CEQA Guidelines 15064.5 (f), if potentially significant cultural resources are discovered during ground-disturbing activities associated with project preparation, construction, or completion, work shall halt in that area until a qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with Santa Clara County and other appropriate agencies and interested parties. For example, a qualified archaeologist shall follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and locational information to the California Historical Resources Information Center Office (Northwest Information Center). The consulting archaeologist shall also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (Public Resources Code Section 5024.1; Title 14 CCR Section 4852). If the archaeologist determines that the find does not meet the CEQA

standards of significance, construction shall proceed. However, if the archaeologist determines that further information is needed to evaluate significance, the Planning Department staff shall be notified and a data recovery plan shall be prepared.

All future development in the TASP Area will be in accordance with State laws pertaining to the discovery of human remains. Accordingly, if human remains of Native American origin are discovered during project construction, the developer and/or the Planning Department would be required to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (PRC Sec. 5097). Sections 21083.2 and 21084.1 of the PRC states that if any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- The Santa Clara County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and
- If the remains are of Native American origin,
    - The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98, or
    - The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission

TASP Policies

- *Policy 5.32: See this policy in Section 4, Biological Resources.*
- *Policy 5.34: Any future ground disturbing activities, including grading, in the Transit Area shall be monitored by a qualified archaeologist to ensure that the accidental discovery of significant archaeological materials and/or human remains is handled according to CEQA Guidelines § 15064.5 regarding discovery of archeological sites and burial sites, and Guidelines §15126.4(b) identifying mitigation measures for impacts on historic and cultural resources. (Reference CEQA § 21083.2, 21084.1.) In the event that buried cultural remains are encountered, construction will be temporarily halted until a mitigation plan can be developed. In the event that human remains are encountered, the developer shall halt work in the immediate area and contact the Santa Clara County coroner and the City of Milpitas. The coroner will then contact the Native American Heritage Commission (NAHC) which will in turn contact the appropriate Most Likely Descendent (MLD). The MLD will then have the opportunity to make a recommendation for the respectful treatment of the Native American remains and related burial goods.*

Conclusion

The TASP FEIR adequately evaluated the potential cultural resources impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

6. ENERGY

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☐	☒
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Discussion

The TASP evaluated energy in Section 3.12 Greenhouse Gases and Climate Change.

The TASP FEIR determined that buildout under the TASP would increase the total demand for electrical energy in the Transit Area. If current trends continue, total consumption of electrical energy would increase from 10 million to 169 million kilowatt hours (kWh), an increase of 159 million kWh of electrical power. The TASP FEIR found that reductions in GHG emissions associated with on-going energy efficient building standards are expected to achieve a reduction of 3 million metric tons of carbon dioxide equivalents Statewide by 2020. The TASP EIR indicated that emission reductions associated with existing energy efficient appliance standards are expected to result in a reduction of an additional 7 million metric tons of carbon dioxide equivalent emissions by 2020.

The TASP FEIR found that implementation of the TASP polices and other State requirements at the local level would reduce projected GHG emissions from electrical generation, which would ensure that the additional energy that homes and businesses consume will not impede achievement of the statewide reduction in emissions mandated by the California Climate Solutions Act of 2006. Therefore, the impact of increased energy consumption in the TASP was considered to be less than significant.

Construction-Period Energy Use

The anticipated construction schedule assumes that the proposed project would be built over 16 months. The proposed project would require demolition, grading, site preparation, and building activities during construction.

Construction of the proposed project would require energy for the manufacture and transportation of building materials, preparation of the site for demolition and grading activities, and building construction. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for

these activities. In order to increase energy efficiency on the site during project construction, the project would restrict equipment idling times to 5 minutes or less and would require construction workers to shut off idle equipment, as required by the BAAQMD Basic Construction Mitigation Measures. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, construction energy impacts would be less than significant, and no mitigation would be required.

Operational Energy Use

Energy use consumed by the proposed project would be associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with the project. Energy and natural gas consumption was estimated using default energy intensities by building type in CalEEMod. In addition, the proposed buildings would be constructed to CALGreen standards, which was included in CalEEMod. Electricity and natural gas usage estimates associated with the proposed project are shown in Table BC.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. Based on the CalEEMod analysis, the proposed project would result in approximately 236,657 vehicle miles traveled (VMT) per year. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 22.0 mpg in 2015.[5] Therefore, using the USEPA fuel economy estimates for 2015, the proposed project would result in the consumption of approximately 10,757 gallons of gasoline per year. Table BC, below, shows the estimated potential increased electricity and natural gas demand associated with the proposed project.

Table BC: Estimated Annual Energy Use of Proposed Project

Land Use	Electricity Use (kWh per year)	Natural Gas Use (therms per year)	Gasoline (gallons per year)
Residential	164,960	346	**10,575**
Parking Structure	46,560	0	0
Parking Lot	1,960	0	0
Open Space/Landscaping	0	0	0
Total	**213,480**	**346**	**10,575**

Source: LSA (May 2019).

As shown in Table BC, the estimated potential increased electricity demand associated with the proposed project is 213,480 kWh per year. In 2017, California consumed approximately 288,614 gigawatt-hours (GWh) or 288,614,000,000 kWh.[6] Of this total, Santa Clara County consumed 17,189

[5] U.S. Department of Transportation, 2017. "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: www.bts.gov/archive/publications/national_transportation_statistics/table_04_23 (accessed June 14, 2019).

[6] California Energy Commission, 2017. Energy Consumption Data Management Service. Electricity Consumption by County. Website: www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed June 14, 2019).

GWh or 17,189,540,000 kWh.[7] Therefore, electricity demand associated with the proposed project would be less than 0.01 percent of Santa Clara County's total electricity demand.

In addition, as shown in Table BC, the estimated potential increased natural gas demand associated with the proposed project is 346 therms per year. In 2017, California consumed approximately 12,571 million therms or 12,571,000,000 therms, while Santa Clara County consumed approximately 445 million therms or approximately 445,979,800 therms.[8] Therefore, natural gas demand associated with the proposed project would be less than 0.01 percent of Santa Clara County's total natural gas demand.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. As shown above in Table 3, vehicle trips associated with the proposed project would consume approximately 44,369 gallons of gasoline per year. In 2015, vehicles in California consumed approximately 15.1 billion gallons of gasoline.[9] Therefore, gasoline demand generated by vehicle trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in California.

The proposed project would locate future residents within walking distance of public transportation, jobs, restaurants, and services. Implementation of the TASP includes policies that address transportation and land use. TASP Policy 3.21 would provide continuous pedestrian sidewalks and safe bike routes throughout the TASP Area; Policy 3.22 encourages walking and biking routes to schools and major destinations; and Policy 3.33 requires new development within the TASP Area to provide incentives for alternative modes of transit. The proposed project would develop high-intensity, transit oriented residential development. Therefore, the proposed project would support the ability to use alternative modes of transportation, would promote initiatives to reduce vehicle trips and vehicle miles traveled, and would increase the use of alternate means of transportation, which would allow for a decreased dependence on nonrenewable energy resources.

In addition, the proposed project would be constructed to CALGreen standards, which would help to reduce energy and natural gas consumption. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation. Impacts would be less than significant.

Conflict or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

In 2002, the Legislature passed Senate Bill 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and

7 Ibid.

8 California Energy Commission, 2017. Energy Consumption Data Management Service. Gas Consumption by County. Website: www.ecdms.energy.ca.gov/gasbycounty.aspx (accessed June 14, 2019).

9 California Energy Commission, 2017. California Gasoline Data, Facts, and Statistics. Website: www.energy.ca.gov/almanac/transportation_data/gasoline (accessed June 14, 2019).

increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission (ZE) vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC recently adopted the 2017 Integrated Energy Policy Report.[10] The 2017 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2017 Integrated Energy Policy Report covers a broad range of topics, including implementation of Senate Bill 350, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to Senate Bill 1383), updates on Southern California electricity reliability, natural gas outlook, and climate adaptation and resiliency.

As indicated above, energy usage on the project site during construction would be temporary in nature. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the State's available energy sources and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact to regional energy supplies would be minor, the proposed project would not conflict with California's energy conservation plans as described in the CEC's 2017 Integrated Energy Policy Report. Thus, as shown above, the project would avoid or reduce the inefficient, wasteful, and unnecessary consumption of energy and not result in any irreversible or irretrievable commitments of energy. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be less than significant. Therefore, the proposed project would not result in new or more severe impacts related to energy efficiency than were identified in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

[10] California Energy Commission, 2017. *2017 Integrated Energy Policy Report*. California Energy Commission. Publication Number: CEC-100-2017-001-CMF.

Applicable Policies

TASP Policies

- *Policy 5.4: New commercial or institutional buildings, or tenant improvements to commercial, industrial or institutional buildings shall follow the provisions of the City's future Green Building Ordinance. In the absence of any ordinance, all new projects should be encouraged to incorporate green building measures.*

- *Policy 5.5: Coordinate with Santa Clara County and other regional agencies to establish and implement new local regulations and standards related to greenhouse gas emissions simultaneously across the region.*

  By working together at the regional level, no one jurisdiction would bear the burden of being the first to adopt new regulations.

- *Policy 5.6: Require the use of Energy Star appliances and equipment in new residential and commercial development, and new City facilities.*

- *Policy 5.7: Require at least 50 percent of all new residential development to be pre-wired for optional photovoltaic roof energy systems and/or solar water heating.*

- *Policy 5.8: Incorporate cost-effective energy conservation measures into all buildings being constructed by the City in the Transit Area, including construction, operations and maintenance. These measures can include but are not limited to:*

  - *Energy efficient light fixtures, including solar powered systems, for streetscapes, parks, and public buildings which have limited glare and spillover;*

  - *Automatic lighting systems in public buildings and offices; and*

  - *Life-cycle costing of capital projects so that the environmental, societal, and economic costs are evaluated over the project's long-term operation.*

- *Policy 5.9: Establish a program to support energy efficiency in new private development and facilitate environmentally sensitive construction practices by:*

  - *Establishing an incentive program for projects with energy-efficient design, such as expedited permit processing;*

  - *Promoting use of products that are durable and allow efficient end-of-life disposal (recyclable);*

  - *Requiring demolition permits for structures and/or pavement exceeding 7,500 square feet to submit a report on recycled materials;*

- *Promoting the purchase of locally or regionally available materials; and*
- *Promoting the use of cost-effective design.*

Conclusion

The TASP FEIR adequately evaluated the potential impacts related to energy resulting from the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

7. GEOLOGY AND SOILS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
c. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☐	☒
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
d. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
e. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
f. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
g. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
h. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Discussion

The information presented in this section is based on data and findings provided in the Geotechnical Investigation[11] prepared for the proposed project and geologic reports and maps by the United States Geological Survey (USGS), California Geological Survey (CGS), and others, as available.

[11] Cornerstone Earth Group, 2017. *Preliminary Geotechnical Investigation for the Tarob Court Residential Development*. November 13.

Seismicity and Seismic Hazards

Fault Rupture. Fault rupture is generally expected to occur along active fault traces that have exhibited signs of recent geological movement (i.e., within the past 11,000 years). Alquist-Priolo Earthquake Fault Zones delineate areas around active faults with potential surface fault rupture hazards that would require specific geological investigations prior to approval of certain kinds of development within the delineated area. The project site is not located within or adjacent to an Alquist-Priolo Earthquake Fault Zone. The nearest Alquist-Priolo Earthquake Fault Zone to the project site is the Crosley Fault, which is located approximately 2 miles northeast of the project site.[12,13] No known active or potentially active faults exist on the project site.[14] Therefore, the impacts associated with the proposed project would not result in new impacts related to fault rupture or substantially increase the severity of impacts than those analyzed in the TASP FEIR.

Ground Shaking. There are multiple active faults that have the potential to generate very strong ground shaking at the project site. These faults include the Monte-Vista Shannon Fault, located 1.9 miles southwest; Hayward Fault, the southeast extension of which is located approximately 2.2 miles northeast; the Calaveras Fault, located about 5.8 miles northeast; and the San Andreas Fault, located about 15 miles southwest.[15]

The Working Group on California Earthquake Probabilities and the USGS have predicted a 63 percent probability of a 6.7 magnitude (M_w, or Moment Magnitude)[16] or greater earthquake in the Bay Area region between 2007 and 2036, and a 7 percent chance California will experience an 8.0 magnitude earthquake in the next 30 years. The risk of ground shaking impacts is reduced through adherence to the design and materials standards set forth in building codes.

The City of Milpitas requires projects to comply with the 2016 California Building Code (Title 24, California Code of Regulations),[17] which provides for stringent construction requirements on projects in areas of high seismic risk based on numerous inter-related factors. It is acknowledged that seismic hazards cannot be completely eliminated, even with implementation of advanced building practices. However, the seismic design standards of the California Building Code are intended to prevent catastrophic building failure in the most severe earthquakes currently anticipated. Therefore, consistent with the findings of the TASP FEIR, compliance with the 2016 California Building Code (CBC), which is required by both the City and the State, the proposed

12 California Geological Survey, 2004. Earthquake Zones of Required Investigation, Milpitas Quadrangle. Available online at: gmw.conservation.ca.gov/SHP/EZRIM/Maps/MILPITAS_EZRIM.pdf (accessed June 14, 2019).

13 California Geological Survey, 2010. Fault Activity Map of California, 2010. Website: maps.conservation.ca.gov/cgs/fam (accessed March May 14, 2019).

14 Cornerstone Earth Group, 2017, op. cit.

15 Ibid.

16 Moment magnitude (M_W) is now commonly used to characterize seismic events as opposed to Richter Magnitude. Moment magnitude is determined from the physical size (area) of the rupture of the fault plane, the amount of horizontal and/or vertical displacement along the fault plane, and the resistance to rupture of the rock type along the fault.

17 Milpitas, City of. Code of Ordinances, Title II, Chapter 3.

project would not result in new impacts related to ground shaking or substantially increase the severity of impacts than those analyzed in the TASP FEIR.

Seismic-Related Ground Failure and Liquefaction. The potential for different types of ground failure to occur during a seismic event is discussed below.

Liquefaction Potential. Soil liquefaction is a phenomenon primarily associated with saturated soil layers located close to the ground surface. These soils lose strength during ground shaking. Due to the loss of strength, the soil may move both horizontally and vertically. In areas where sloping ground or open slope faces are present, this mobility can result in lateral spreading. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that are relatively close to the ground surface. However, loose sands that contain a significant amount of fines (silt and clay) may also liquefy.

The project site is located in an area that has been identified by the CGS as being susceptible to seismically-induced liquefaction.[18] The intent of the CGS mapping of areas susceptible to earthquake-induced liquefaction is to ensure that geotechnical consultants consider possible liquefaction hazards and perform appropriate site-specific characterization and mitigation of liquefaction hazards as outlined in the State's guiding document for seismic hazard analysis, Special Publication 117A (SP117A).[19] The Geotechnical Investigation prepared for the project, as required by the Seismic Hazard Mapping Act and CBC, addresses potential liquefaction related hazards. The Geotechnical Investigation indicates the potential for liquefaction triggering at the project site is low to very low, and that the potential liquefaction induced settlement of thin, discontinuous sand layers could result in ground surface settlement less than 0.25 inches. As discussed in SP117A, different movement for level ground sites over deep soil sites will be up to about two-thirds of the total settlement between independent foundation elements. Therefore, the Geotechnical Investigation concluded that different settlement beneath a typical residential foundation is likely to be negligible.

In addition, the Geotechnical Investigation provides site preparation (e.g., grading and fill placement) and foundation design recommendations that account for potential liquefaction induced settlement. During the design review process, the City would ensure that geotechnical recommendations are incorporated into the project designs, which would reduce potential impacts related to liquefaction. Therefore, the proposed project would not create impacts related to liquefaction that would be new or more significant than those analyzed in the TASP FEIR.

Lateral Spreading. Lateral spreading, the horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face, is typically associated with liquefaction of subsurface layer(s) near the bottom of an exposed slope. The project site is approximately 770 feet southwest of a man-made, unlined drainage channel for Penitencia Creek. Due to the distance to the site and the fact that soils encountered during explorations are mostly clays and not susceptible to liquefaction, and

18 Cornerstone Earth Group, 2017, op. cit.

19 California Geological Survey, 2008. *Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California*. Revised and Re-adopted September 11.

therefore, the potential for lateral spreading would be low.[20] As a result, the proposed project would not create impacts related to lateral spreading that would be new or more significant than those analyzed in the TASP FEIR.

Seismic Settlement. Seismic settlement (also referred to as cyclic densification) can occur when non-saturated, cohesionless sand or gravel soil is densified by earthquake vibrations. A medium dense sand layer (likely undocumented fill) that is potentially susceptible to cyclic densification was encountered above the groundwater table in one boring location at the project site. The soil encountered at the other exploration locations is sufficiently clayey to resist cyclic densification. The anticipated total and differential ground settlement due to cyclic densification is on the order of half-an-inch, and would be less where the sand is removed or reworked for foundation construction.[21] The Geotechnical Investigation provides site preparation (e.g., grading and fill placement) and foundation design recommendations that account for potential liquefaction induced settlement.[22] During the design review process, the City would ensure that geotechnical recommendations are incorporated into the project designs, which would reduce potential impacts related to cyclic densification. Therefore, the proposed project would not create impacts related to seismic settlement that would be new or more significant than those analyzed in the TASP FEIR.

Landslides. The proposed project is located in a relatively flat area and is therefore not likely to be affected by landslides. In addition, the project site is not located in an area mapped by CGS as being susceptible to earthquake-induced landslides.[23] Therefore, the proposed project would not create impacts related to landslides that would be new or more significant than those analyzed in the TASP FEIR.

Erosion/Loss of Top Soil

The redevelopment of the project site would involve construction activities such as grading and excavation, which could result in temporary soil erosion when the disturbed soils are exposed to wind or rainfall. Because the proposed project would involve over an acre of land disturbance, it would be required to comply with the State Water Resources Control Board's Construction General Permit, which requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). Policy 5.33 of the TASP also requires construction projects that disturb 1 or more acres to prepare a SWPPP. The SWPPP would include erosion control best management practices that would minimize erosion during construction. Upon completion of construction, the project site would be covered with structures, pavement, and landscaping and would not include areas of exposed soil. Therefore, the proposed project would not create impacts related to erosion that would be new or more significant than those analyzed in the TASP FEIR.

20 Cornerstone Earth Group, 2017, op. cit.
21 Ibid.
22 Ibid.
23 California Geological Survey, 2004, op. cit.

Unstable and Expansive Soils

Unstable Soil. As previously discussed above, the project site would not be subject to liquefaction, lateral spreading, or landslides. In addition, the design and construction of the project in accordance with geotechnical recommendations would ensure these impacts would be less than significant. The proposed project would not create impacts related to unstable soil that would be new or more significant than those analyzed in the TASP FEIR.

Subsidence/Soil Collapse. Subsidence can result from the removal of subsurface water resulting in either gradual depression or catastrophic collapse of the ground surface. The proposed project would not utilize groundwater at the project site. Dewatering may be required in isolated areas of the project site during construction. Construction-related dewatering would not be expected to result in subsidence or soil collapse as the dewatering would be temporary, localized, and affect only the uppermost water-bearing zone. Therefore, the proposed project would not create impacts related to subsidence or soil collapse that would be new or more significant than those analyzed in the TASP FEIR.

Expansive Soils. Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. The changes in soils volume can result in substantial cosmetic and structural damage to buildings and hardscape developed over expansive soils. These effects can be mitigated by moisture conditioning the expansive soil, placing non-expansive fill below slabs and foundations, designing foundations and slabs to resist ground movements associated with volume changes, supporting foundations below the zone of severe moisture change, and/or limiting moisture changes in the surficial soils by using positive drainage away from the building as well as limiting landscape watering.

The Geotechnical Investigation found that highly expansive surficial clays blanket the project site. To reduce the potential for damage to the planned structures and pavement, the Geotechnical Investigation recommends that slabs-on-grade should be supported on a layer of non-expansive fill and shallow footings should extend below the zone of seasonal moisture fluctuation. In addition, geotechnical recommendations were provided for site preparation, grading, selection/placement of engineered fill, and the design of concrete pavement, flexible asphalt pavement, drainage and landscaping, and foundation systems which account for the presence of highly expansive soil.[24] During the design review process, the City would ensure that geotechnical recommendations are incorporated into the project designs, which would reduce potential impacts related to expansive soils. Therefore, the proposed project would not create impacts related to expansive soils that would be new or more significant than those analyzed in the TASP FEIR.

Septic Tanks/Wastewater Disposal

Development of the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, the proposed project would have no impact related to septic tanks or alternative waste water disposal systems.

[24] Cornerstone Earth Group, 2017, op. cit.

Paleontological Resources

There is the potential to encounter unidentified fossils during construction of new development. Since fossils are considered to be nonrenewable resources, such impacts would be considered significant. Adverse impacts on paleontological resource could occur when earthwork activities such as mass excavation cut into geological formations, or depths below the soil layer, which is generally 6 feet deep. The TASP FEIR determined that project-specific evaluation, monitoring during construction, temporary suspension of grading, fossil recovery in the event fossils are discovered, as identified in TASP Policy 5.35 would reduce the potential impact to such resources to less-than-significant levels. Implementing the proposed project would not lead to new or more severe impacts to paleontological resources that would occur beyond those already identified in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy 5.a-I-3: Require projects to comply with the guidelines prescribed in the City's Geotechnical Hazards Evaluation manual.*

TASP Policies

- *Policy 5.33: Require construction projects that disturb one or more acres to prepare a SWPPP that, when properly implemented, would reduce or eliminate impacts on surface water quality during construction.*

- *Policy 5.35: All grading plans for development projects involving ground displacement shall include a requirement for monitoring by a qualified paleontologist to review underground materials recovered. In the event fossils are encountered, construction shall be temporarily halted. The City's Planning Department shall be notified immediately, a qualified paleontologist shall evaluate the fossils, and steps needed to photo-document or to recover the fossils shall be taken. If fossils are found during construction activities, grading in the vicinity shall be temporarily suspended while the fossils are evaluated for scientific significance and fossil recovery, if warranted.*

Conclusion

The TASP FEIR adequately evaluated the potential impacts related to geology and soils resulting from the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

8. GREENHOUSE GAS EMISSIONS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Discussion

The TASP FEIR found that the primary sources of greenhouse gas (GHG) emissions related to urban development in the TASP Area are anticipated to continue to be from combustion of fossil fuels by motor vehicles and from electric power generation. Short-term impacts are anticipated from construction activity that would occur during the implementation of the TASP. Since the GHG emission rate is related to growth, the TASP promotes policies that reduce energy consumption and fuel usage by encouraging development patterns that would reduce the vehicles miles traveled (VMT) per capita and proposes a variety of actions and policies that can reduce emissions to less-than-significant levels.

The TASP FEIR found that the rate of increase in VMT would be less than the rate of increase in population due to the mixed-use and transit area nature of new development proposed under the TASP. The TASP FEIR found that while the population is expected to increase significantly in the area, a large percentage of that population would use transit options made available to them which in turn would reduce vehicle use. The TASP FEIR also found that the increase in VMT will not prevent the reduction of Statewide GHG emissions to 1990 levels.

Individual projects incrementally contribute toward the potential for global climate change on a cumulative basis in concert with all other past, present, and probable future projects. While individual projects are unlikely to measurably affect global climate change, each of these projects incrementally contributes toward the potential for global climate change on a cumulative basis, in concert with all other past, present, and probable future projects.

The TASP FEIR analyzed the potential GHG emissions that would result from buildout of the TASP. The TASP was designed to provide residential uses in proximity to retail and commercial uses and to transit, such as the BART station, to minimize the use of vehicles and generation of VMT. TASP policies also encourage the development of pedestrian friendly streets and bikeways to promote alternative forms of transportation. The proposed project would incorporate the TASP policies by: providing continuous pedestrian sidewalks and safe bike travel routes, consistent with Policy 3.21; providing direct walking routes to schools and major destinations such as retail developments consistent with Policy 3.22; encouraging children to walk to school by providing safe routes consistent with Policy 3.23; and providing bikeways and bike storage and providing parking areas

that encourage carpooling and use of low emission vehicles consistent with TASP Policies 3.28, 3.31, 3.33 and 3.34. The TASP FEIR concluded that implementation of these measures would reduce impacts from GHG emissions for the TASP to less-than-significant levels. As the proposed project would remain in compliance with these policies, the project's impact on GHG emissions would also be less than significant.

Regarding electricity consumption, the TASP FEIR found that the increase in total demand for electrical energy as a result of the TASP would be reduced to less-than-significant levels by requiring compliance with State, local, and TASP energy efficiency policies. These policies (outlined below) will ensure that the additional energy that homes and businesses consume would not impede achievement of the Statewide reduction in emissions mandated by the California Climate Solutions Act of 2006 and will ensure that the impact of increased energy consumption in the TASP Area would be less than significant. Additionally, the proposed project would encourage and support energy efficiency and green building techniques that would reduce energy-related GHG emissions, similar to the previously approved TASP FEIR.

GHG emissions estimates for the proposed project were calculated using CalEEMod and the results are shown in Table BD below.

Table BD: Operational GHG Emissions

Emissions Source Category	Operational Emissions (Metric Tons per Year)				
	CO_2	CH_4	N_2O	CO_2e	Percent of Total Project Emissions
Area	0.5	<0.1	0.0	0.5	0
Energy	50.3	<0.1	<0.1	50.6	30
Mobile	105.7	<0.1	0.0	105.8	62
Waste	3.7	0.2	0.0	9.3	5
Water	3.4	0.1	<0.1	5.6	3
Total Operational				**171.8**	**100**
BAAQMD Threshold				**1,100**	**-**
Exceed?				**No**	**-**

Source: LSA (May 2019).

As shown in Table BD above, the proposed project would not exceed BAAQMD thresholds. Therefore, implementation of the proposed project would not result in an increase in GHG emissions beyond those analyzed in the TASP FEIR and impacts would remain less than significant.

The TASP FEIR did not include an evaluation of the project's compliance with the City's 2013 Climate Action Plan which was not in place at the time the EIR was certified. The Climate Action Plan includes GHG reduction goals, policies, and actions for new and existing development projects. The proposed project includes transit oriented development in addition to the TASP policies listed below, which are consistent with the Climate Action Plan's transportation and land use goals. Therefore, the project would be in conformance with the City's Climate Action Plan.

The 2001 Tarob Court Project adheres to the building guidelines of the TASP, is consistent with the Milpitas Climate Action Plan, and promotes reductions in GHG emissions through high-density development in close proximity to transit. To reduce energy usage, the project would incorporate green building measures in compliance with CALGreen standard building measures for residential buildings and Title 24 requirements. Additionally, the proposed project would include a total of 0.44 acres of common open space and landscaped areas, following the City's standards, which would help offset GHG emissions. The proposed project would result in no new or more severe impacts related to GHG emissions than analyzed in the TASP FEIR and further analysis is not required.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

TASP Policies

- *Policy 3.16: Establish and implement a travel demand management (TDM) program in order to encourage alternate modes of travel and thereby reduce automobile trips. Establish a funding mechanism to pay for the costs of the program, including the cost of a transportation coordinator to administer the program. The program would include a ride-matching program, coordination with regional ride-sharing organizations, and provision of transit information; and could also include sale of discounted transit passes and provision of shuttle service to major destinations.*

- *Policy 3.21: See this policy in Section III, Air Quality.*

- *Policy 3.22: See this policy in Section III, Air Quality.*

- *Policy 3.23: Encourage children to walk or bike to school by expanding existing safe walking and bicycling routes to schools into the Transit Area.*

- *Policy 3.28: Provide continuous bicycle circulation through the project site and to adjacent areas by closing existing gaps in bicycle lanes and bicycle routes, per Figure 3-5 [of the Specific Plan].*

- *Policy 3.31: Require provision of bicycle and pedestrian facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, showers and lockers for employees at the worksite, secure short-term parking for bicycles, etc.*

- *Policy 3.33: See this policy in Section III, Air Quality.*

- *Policy 5.6: Require the use of Energy Star appliances and equipment in new residential and commercial development, and new City facilities.*

- *Policy 5.7: Require at least 50 percent of all new residential development to be pre-wired for optional photovoltaic roof energy systems and/or solar water heating.*

- *Policy 5.8: Incorporate cost-effective energy conservation measures into all buildings being constructed by the City in the Transit Area, including construction, operations and maintenance. These measures can include but are not limited to:*

    - *Energy efficient light fixtures, including solar powered systems, for streetscapes, parks, and public buildings which have limited glare and spillover;*

    - *Automatic lighting systems in public buildings and offices; and*

    - *Life-cycle costing of capital projects so that the environmental, societal, and economic costs are evaluated over the project's long-term operation.*

Conclusion

The TASP FEIR adequately evaluated the potential impacts associated with greenhouse gas resulting from the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

9. HAZARDS AND HAZARDOUS MATERIALS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Discussion

Transport, Use, Storage, and Disposal of Hazardous Materials

The proposed project would result in demolition of the existing structure on the project site and construction of a new residential apartment building. The proposed land use would not involve transport, use, or disposal of significant quantities of hazardous materials. Generally, small quantities of hazardous materials such as paints and cleaning products would be used for routine maintenance. Therefore, a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials would not occur and potential impacts related to operational use of hazardous materials would be less than significant.

During project construction, hazardous materials such as fuel, lubricants, paint, sealants, and adhesives would be transported and used at the project site. Consistent with the findings of the TASP FEIR, due to mandatory compliance with federal, State, and local regulations, potential impacts associated with future hazardous material use, transport, and disposal are considered less than significant and the proposed project would not result in any new or more severe impacts than those analyzed in the TASP FEIR.

Release of Hazardous Materials and Risk of Upset

The public and/or the environment could be affected by the release of hazardous materials from the project site into the environment, by 1) exposing workers and/or the public to potentially contaminated soil, groundwater, and vapors during construction and/or operation of the project; or 2) exposing workers and/or the public to hazardous building materials (e.g., polychlorinated biphenyls [PCBs], lead paint, asbestos) during demolition of the existing structure.

A Preliminary Soil, Soil Vapor, and Ground Water Quality Evaluation (Soil Evaluation) involving sampling and analysis of soil, groundwater, and soil vapor was performed for the project site to evaluate potential environmental concerns identified at the site, including the potential presence of residual pesticides from past agricultural land use, past use and storage of hazardous materials at the project site, and potential presence of naturally occurring asbestos and elevated metal concentrations. [25]

The soil quality data does not indicate the previous on-site activities significantly impacted soil quality at the locations sampled. Arsenic was detected at a concentration above its typical background concentration in one sample. However, this sample was collected at a depth of approximately 9 ½ to 10 feet and from what appeared to be undisturbed native soil. This arsenic detection likely reflects natural background variations.

Slightly elevated cobalt, chromium, and nickel concentrations were detected; however, these detected concentrations were below their respective residential screening criteria. Therefore, these do not appear to pose a significant human health risk concern for future commercial redevelopment. In addition, naturally occurring asbestos was not detected above laboratory reporting limits. Total chromium concentrations that were 10 times above its Soluble Threshold Limit Concentration (STLC) regulatory value. Disposal facilities typically require STLC testing for soil with total concentrations that exceed 10 times the STLC value. If this soil will require off-site disposal at a landfill or other facility during development, further testing may be required to properly determine its waste classification prior to landfill acceptance.

Total DDT was detected in one sample at a concentration exceeding its Total Threshold Limit Concentration (TTLC) regulatory value. This detection appears isolated as the other Total DDT concentrations were detected below the TTLC. Additional sampling would be conducted to determine if the excavation and stockpiling activities effect the Total DDT concentration. In addition, the detected DDD, DDE, and DDT concentrations were below their respective residential screening levels, and therefore are not expected to pose a significant health risk.

Policy 5.20 of the TASP was developed to address potential hazardous materials that could impact human health and require remediation of contaminated sites, and Policy 5.22 of the TASP requires a Risk Management Plan (RMP) to be developed for sites with known contamination issues (see the applicable TASP Policies listed below). In accordance with the requirements of Policy 5.20 of the TASP, the project applicant would be required to work with the appropriate agencies to ensure the

[25] Cornerstone Earth Group, 2018. *Preliminary Soil, Soil Vapor, and Ground Water Quality Evaluation for 2001 Tarob Court, Milpitas, California.* January 9.

project site to resolve issues related to contamination that could potentially impact future land uses in the project area. Because there is known contamination on the project site, compliance with Policy 5.22 of the TASP would require preparation of an RMP for the project to protect the health and safety of construction workers and the public.

Based on the age of the structure on the project site (constructed in 1982 after the 1978 ban on lead-based paint), the presence of lead-based paint is considered unlikely; however, it is possible that hazardous building materials such as asbestos-containing materials (ACMs) could be present in the structure. As indicated in the Code of Federal Regulations Title 16, Chapter II, Section 1303.3, the use of lead paint on industrial and commercial buildings is exempt from the ban on lead paint; therefore, lead paint may be present on the structure on the project site. Other hazardous building materials that could be present include PCB-containing materials and equipment, and mercury containing devices (e.g., fluorescent light bulbs and mercury switches).

Policy 5.21 of the TASP addresses hazardous materials that may be present in existing buildings such as asbestos, PCB's, or lead. The project would also be required to comply with Section 19827.5 of the California Health and Safety Code, which requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. Also required is full compliance with Title 17 and Title 8 of the California Code of Regulations, which includes work practice standards related to the evaluation and abatement of lead.

Consistent with the findings of the TASP FEIR, continued compliance with applicable local, State, and federal regulations and TASP policies, as provided below, would reduce potential exposure of people and the environment to hazardous materials associated with development of a contaminated property and demolition of older structures to a less-than significant level and the proposed project would not result in any new or more severe impacts than those analyzed in the TASP FEIR.

Emission of Hazardous Materials within 0.25 miles of a School

Stratford School, a private elementary school, is located at 341 Great Mall Parkway, approximately 1,500 feet north of the project site.[26] According to the TASP FEIR, it is possible that an elementary or K-8 school would be constructed in the vicinity of Houret Drive and McCandless Drive, which is approximately a quarter mile west of the project site. No other schools were identified within a quarter mile of the project site.[27]

The project would not involve the handling of acutely hazardous materials. As discussed above, the project would not handle significant quantities of hazardous materials during operation. Consistent with the findings of the TASP FEIR, due to mandatory compliance with federal, State, and local regulations, potential impacts associated with routine hazardous material use, transport, and disposal during construction are considered less than significant. Compliance with TASP policies, as provided below, and cleanup of the hazardous materials releases at the project site under the

[26] California Department of Education, 2019. California School Directory. Website: www.cde.ca.gov/schooldirectory (accessed on June 14, 2019).

[27] Ibid.

oversight of the Regional Water Board, as discussed above, would ensure that potential impacts related to hazardous emissions from demolition of the existing building and development of a contaminated property would be a less-than significant and the proposed project would not result in any new or more severe impacts than those analyzed in the TASP FEIR.

Hazardous Materials Site Pursuant to Government Code Section 65962.5

Although the project site is known to be impacted by releases of hazardous materials, the project site is not included on a list of hazardous materials release sites compiled pursuant to Government Code Section 65962.5. Compliance with TASP policies, as provided below, and cleanup of the hazardous materials releases at the project site under the oversight of the Regional Water Board, as discussed above, would ensure that potential impacts related to development of a contaminated property would be a less than significant, and the proposed project would not result in any new or more severe impacts than those analyzed in the TASP FEIR.

Aviation Hazards

The project site is located approximately 3 miles northeast of the San Jose International Airport. The project site is not located within the Airport Safety Zones or Airport Influence Area of the San Jose International Airport,[28] and is not located in the vicinity of a private air strip. Therefore, the project would not result in aviation-related hazards due to proximity to an airport and the proposed project would not result in any new or more severe impacts than those analyzed in the TASP FEIR.

Emergency Response or Evacuation Plan

The proposed project would comply with standard City regulations related to the provision of adequate access for emergency vehicles and secure evacuation routes. The project would not alter the existing street network; therefore, consistent with the findings of the TSP FEIR, the project would not impact the implementation of established emergency response/evacuation plans and the proposed project would not result in any new or more severe impacts than those analyzed in the TASP FEIR.

Wild Fire

The project site is located within a highly urbanized area that is not susceptible to wildfires. Therefore, the project would not result in impacts related to wildfires and the proposed project would not result in any new or more severe impacts than those analyzed in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

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[28] Santa Clara County Airport Land Use Commission, 2016. *Comprehensive Land Use Plan, Santa Clara County, Norma Y. Mineta San Jose International Airport*. May 25.

Applicable Policies

TASP Policies

- *Policy 5.20: Property owners shall work with the City of Milpitas Fire Department, the Santa Clara County Department of Environmental Health (SCCDEH), the California Department of Toxic Substances Control (DTSC), and/or the State Water Resources Control Board (SWRCB), whichever has jurisdiction, to resolve issues related to contamination that could potentially impact future land uses in the project area. The lateral and vertical extent of contamination shall be determined, remediation activities completed, and land use restrictions implemented, as necessary, prior to the issuance of development permits on parcels with known contamination.*

- *For parcels with known contamination, appropriate human health risk assessments (HHRAs) shall be conducted based on proposed land uses by a qualified environmental professional. The HHRAs shall compare maximum soil, soil gas, and groundwater concentrations to relevant environmental screening levels (ESLs) and evaluate all potential exposure pathways from contaminated groundwater and soil. Based on the findings of the HHRAs, if appropriate, engineering controls and design measures shall be implemented to mitigate the potential risk of post-development vapor intrusion into buildings.*

- *For parcels with no identified contamination, a Phase I study shall be completed to review potential for ground water, soil, or other contamination related to previous land uses. If any potential for contamination is determined to exist that could adversely affect human health for residential uses, a Phase II level analysis shall be conducted per City, State, and Federal requirements. If contamination is found to exist, procedures for contaminated sites as described in the paragraph above shall be followed.*

- *Policy 5.21: Project applicants shall submit information to the City regarding the presence of asbestos-containing building materials, PCBs, and lead-based paint in existing buildings proposed for demolition, additions, or alterations. The information shall be verified prior to the issuance of demolition permits by the City of Milpitas Building Inspection Division for any existing structures or buildings in the project area. If it is found that painted surfaces contain lead-based paint and/or the structures contain asbestos-containing building materials, measures to ensure the safe demolition of site structures shall be incorporated into the project Demolition Plan. The Demolition Plan shall address both onsite and offsite chemical and physical hazards. Prior to demolition, hazardous building materials associated with lead-based paint and asbestos containing building materials shall be removed and appropriately disposed of in accordance with all applicable guidelines, laws, and ordinances. The demolition of buildings containing asbestos would require retaining contractors who are licensed to conduct asbestos abatement work and notifying the Bay Area Air Quality Management District (BAAQMD) ten days prior to initiating construction and demolition activities. Regarding lead-based paint, Cal-OSHA regulates all worker exposure during construction activities associated with lead-based paint. The Cal-OSHA-specified method of compliance includes respiratory protection, protective clothing, housekeeping, hygiene facilities, medical surveillance, and training.*

- *Policy 5.22: At sites with known contamination issues, a Risk Management Plan (RMP) shall be prepared to protect the health and safety of construction workers and site users adjacent to construction activities. The RMP shall include engineering controls, monitoring, and security measures to prevent unauthorized entry to the construction site and to reduce hazards outside of the construction site. The RMP shall address the possibility of encountering subsurface hazards and include procedures to protect workers and the public. The RMP shall also include procedures for managing soils and groundwater removed from the site to ensure that any excavated soils and/or dewatered groundwater with contaminants are stored, managed, and disposed of in accordance with applicable regulations and permits. Protocols for the handling, transport, and disposal of both known and previously unidentified hazardous materials that may be encountered during project development shall be specified. If prescribed exposure levels are exceeded, personal protective equipment shall be required for workers in accordance with OSHA regulations. Finally, the RMP shall also include procedures for the use, storage, disposal, of hazardous materials used during construction activities to prevent the accidental release of these materials into the environment during construction.*

Conclusion

The TASP FEIR adequately evaluated the potential hazards and hazardous materials impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

10. HYDROLOGY AND WATER QUALITY

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☐	☒
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☐	☒
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
iv. Impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Discussion

Water Quality Standards

Construction. Construction and demolition activities of the proposed project would involve site disturbance, grading, and excavation of soil, which could result in temporary erosion and movement of sediments into the storm drain system, particularly during precipitation events. The potential for chemical releases is present at most construction sites due to the use of paints, solvents, fuels, lubricants, and other hazardous materials associated with heavy construction equipment. Once released, these hazardous materials could be transported to nearby surface waterways in stormwater runoff, wash water, and dust control water, potentially reducing the quality of the receiving waters. The release of sediments and other pollutants during construction and demolition could adversely affect water quality in receiving waters.

The proposed project would disturb greater than 1 acre of land, and therefore would be required to obtain coverage under the Construction General Permit (State Water Board Order 2009-0009-DW).[29]

[29] State Water Resources Control Board Division of Water Quality, 2009. *Construction General Permit Fact Sheet.* 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ.

On-site construction activities subject to the Construction General Permit include clearing, grading, excavation, and soil stockpiling. The Construction General Permit also requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. A SWPPP identifies all potential pollutants and their sources, including erosion, sediments, and constructions materials and must include a list of Best Management Practices (BMPs) to reduce the discharge of construction-related stormwater pollutants. A SWPPP must include a detailed description of controls to reduce pollutants and outline maintenance and inspection procedures. Typical sediment and erosion BMPs include protecting storm drain inlets, establishing and maintaining construction exits and perimeter controls to avoid tracking sediment off-site onto adjacent roadways. A SWPPP also defines proper building material staging and storage areas, paint and concrete washout areas, describes proper equipment/vehicle fueling and maintenance practices, measures to control equipment/vehicle washing and allowable non-stormwater discharges, and includes a spill prevention and response plan. Policy 5.33 of the TASP also requires construction projects that disturb 1r more acres to prepare a SWPPP.

Temporary dewatering may be required during construction activities involving excavation. Dewatering effluent may have high turbidity and could contain contaminants. Turbid and/or contaminated groundwater could cause degradation of the receiving water quality if discharged directly to storm drains or surface water without treatment. The discharge of dewatering effluent would be subject to permits from the City of San Jose (which manages and operates the San Jose-Santa Clara Regional Wastewater Facility which treats wastewater from the project site) or the Regional Water Board, depending if the discharge were to the sanitary sewer or storm drain system, respectively. The Construction General Permit allows the discharge of dewatering effluent if the water is properly filtered or treated, using appropriate technology. If the dewatering activity is deemed by the Regional Water Board not to be covered by the Construction General Permit, then the discharger could potentially prepare a Report of Waste Discharge, and if approved by the Regional Water Board, be issued site-specific Waste Discharge Requirements (WDRs) under National Pollutant Discharge Elimination System (NPDES) regulations. If it is infeasible to meet the requirements of the Construction General Permit, acquire site-specific WDRs, or meet the City of San Jose's sewer discharge requirements, the construction contractor would be required to transport the dewatering effluent off-site for treatment and disposal.

Required compliance with State and local regulations regarding stormwater and dewatering during construction would not result in new impacts and would not substantially increase the severity of impacts than those analyzed in the TASP FEIR.

Operation. Because the project would replace over 10,000 square feet of existing impervious surface area, the project would be required to comply with Provision C.3 requirements of the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP).[30] The project would result in alteration of over 50 percent of the existing impervious surface of the project site, and therefore all new and replaced impervious surfaces would require treatment under the MRP. Provision C.3 of the MRP requires implementation of low impact development (LID) source control,

[30] San Francisco Bay Regional Water Quality Control Board, 2015. San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0049, NPDES Permit No. CAS612008, November 19.

site design, and stormwater treatment for regulated projects. LID employs principles such as preserving and recreating natural landscape features and minimizing impervious surfaces to create functional and appealing site drainage that treats stormwater as a resource, rather than a waste product. Practices used to adhere to these LID principles include measures such as rain barrels and cisterns, green roofs, permeable pavement, preserving undeveloped open space, and biotreatment through rain gardens, bioretention units, bioswales, and planter/tree boxes. Policy 5.34 of the TASP also requires construction projects that disturb 1 or more acres to prepare a Stormwater Control Plan.

The LID stormwater controls for the proposed project would include permeable pavement, bio-retention areas, self-treating landscape areas, mechanical treatment (filtration) of runoff from asphalt pavement, and treatment of runoff using flow through planters.

Consistent with the findings of the TASP FEIR, continued compliance with applicable regulations, as described above, and TASP policies, as provided below, would not result in new impacts or substantially increase the severity of impacts than those analyzed in the TASP FEIR.

Deplete Groundwater Supplies

Dewatering may be performed during construction activities involving excavation. If performed, construction-related dewatering would be temporary and limited to areas of excavation on the project site and would not substantially contribute to depletion of groundwater supplies.

Operation of the proposed project would not involve dewatering or the use of groundwater as potable water, because potable water would be supplied to the project site by the City. The project would decrease the amount of impervious surfaces compared to the existing condition; however, as discussed in Section 7. Geology and Soils, above, impermeable membranes and sub-drains would be required to be installed below much of the proposed impervious surfaces due to the highly expansive and low permeability clay which is present throughout the project site. While the installation of impermeable membranes and sub-drains below much of the proposed impervious surfaces would prevent rainwater from infiltrating the subsurface and recharging groundwater, the majority of the project site is currently covered by impermeable surfaces; therefore the proposed project would not impede the recharge of groundwater compared to the existing condition. As a result, the proposed project would not result in new impacts to groundwater resources or substantially increase the severity of impacts than those analyzed in the TASP FEIR.

Drainage Pattern and Surface Run-Off

The project would not alter the course of a stream or river. Consistent with the findings of the TASP FEIR, compliance with applicable regulations and TASP policies, as described above and listed below, would ensure that changes to drainage patterns would result in less-than-significant impacts related to erosion and siltation.

The TASP FEIR determined that stormwater runoff would decrease with the buildout of the TASP Area, including the project site. The addition of more landscaped areas and parks would allow more precipitation to infiltrate into the ground compared with the current condition of nearly complete

coverage of impervious pavement. The TASP FEIR determined that none of the existing stormwater drainage pipelines would require expansion.

Developers are required to fund a Storm Drainage Plan for each subdistrict within the TASP Area that includes measures to reduce runoff pollutants and control pollutant sources to the maximum extent practical. Full compliance with the Santa Clara County National Pollution Discharge Elimination System (NPDES) permit guidelines for stormwater discharges and General Plan Policy 4.d.-G-1 would ensure that long-term water quality impacts would not be significant.

Flooding and Dam Failure Inundation

The project site is not located within a dam failure inundation area.[31] The project site is located in an area protected from flooding by a levee along Berryessa Creek to the northeast of the project site; however, this levee does not provide protection from a 100-year flood.[32] The project would not alter levees or dams, therefore the project would not result in flooding impacts related to dam failure or increase the likelihood of levee failure. Potential impacts of the project related to redirecting flood flows from potential levee failure along Berryessa Creek are discussed below.

The project site is located in an area designated as "Special Flood Hazard Areas Subject to Inundation By the 1 percent Annual Chance Flood" Zone AO on the current Flood Insurance Rate Map (FIRM) published by the Federal Emergency Management Agency (FEMA).[33] The Zone AO designation indicates areas that are subject to inundation by the 1-percent-annual-chance flood (also known as a 100-year flood) event with an established base flood elevation[34] or depth, and the flood depth at project site is indicated to be 1-foot.

TASP Policy 6.1 requires projects to minimize damage associated with flooding events and comply with regulations stipulated by FEMA and the National Flood Insurance Program. TASP Policy 6.2 requires new development within a FEMA-designated flood hazard zone to follow the City's construction standards for such areas, as currently laid out in Section XI-15 'Floodplain Management Regulations' of the Milpitas Municipal Code.

As noted in Attachment A, Project Description, the proposed project would raise the site by approximately 4.5 feet to comply with FEMA requirements to remove the project from the floodplain. The project would be required to apply for a Conditional Letter of Map Revision (CLOMR-F) and Letter of Map Revision (LOMR-F) based on area removal or structure removal from the effective FEMA floodplain and subsequently comply with all City floodplain ordinances.

Consistent with the findings of the TASP FEIR, the project would be required to comply with the TASP policies, which include compliance with FEMA requirements and the City of Milpitas Municipal

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31 Milpitas, City of, 1994. *General Plan, Chapter 5 – Seismic and Safety Element*.

32 Federal Emergency Management Agency, 2009. FEMA Flood Map Service Center (map). Website: msc.fema.gov/portal/search?AddressQuery=2001%20Tarob%20Court%2C%20Milpitas#searchresultsanchor (accessed June 14, 2019).

33 Ibid.

34 Base flood elevation is the regulatory requirement for the elevation or flood proofing of structures.

Code. Therefore, the proposed project would not result in new impacts related to flooding or substantially increase the severity of impacts than those analyzed in the TASP FEIR.

Inundation by Seiche, Tsunami, or Mudflow

The project site is not located in an area mapped by the California Emergency Management Agency as susceptible to tsunami inundation.[35] The project site is not located near or downgradient from water bodies (e.g., lakes or reservoirs) that could produce seiches. Seiches are not considered a hazard in the San Francisco Bay based on the basin geometry and dimensions.[36] The project site and surrounding topography is relatively flat and therefore the proposed project would not result in impacts related to mudflows (a type of landslide that occurs on slopes). Therefore, the proposed project would not result in new impacts related to inundation by tsunami, seiche, or mudflow or substantially increase the severity of impacts than those analyzed in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *4.d-G-1: Protect and enhance the quality of water resources in the Planning Area.*
- *4.d-I-1: Continue implementing the NPDES requirements of the Regional Water Board – this is implemented through Chapter 16 of the City's Zoning Ordinance.*

TASP Policies

- *Policy 5.33: Require construction projects that disturb one or more acres to prepare a SWPPP that, when properly implemented, would reduce or eliminate impacts on surface water quality during construction.*
- *Policy 5.34: Require construction projects that disturb one or more acres to prepare a Stormwater Control Plan, as stipulated in Provision C.3 of the Santa Clara County NPDES permit for stormwater discharges.*
- *Policy 6.1: Minimize damage associated with flooding events and comply with regulations stipulated by FEMA and the National Flood Insurance Program.*

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35 California Emergency Management Agency, 2009. Tsunami Inundation Map for Emergency Planning, Milpitas Quadrangle, July 31.

36 Borrero, et al., 2006. *Numerical Modeling of Tsunami Effects at Marine Oil Terminals in San Francisco Bay*. Report prepared for: Marine Facilities Division of the California State Lands Commission. June 8.

- *Policy 6.2: New development within a FEMA-designated flood hazard zone must follow the City's construction standards for such areas, as currently laid out in Section XI-15 'Floodplain Management Regulations' of the Milpitas Municipal Code.*

- *Policy 6.3: New development must maintain the Transit Area's urban design standards. In particular, first floor commercial space must be within two feet of the elevation of the public sidewalk.*

- *Policy 6.4: Provide storm drain infrastructure to adequately serve new development and meet City standards.*

- *Policy 6.5: Ensure that runoff in storm drains does not lower water quality within or outside of the Transit Area by implementing BMPs in new developments within the Transit Area.*

Conclusion

The TASP FEIR adequately evaluated the potential hydrology and water quality impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

11. LAND USE AND PLANNING

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Discussion

Divide an Established Community

Projects that have the potential to physically divide an established community include projects such as new freeways and highways, major arterials, streets, and railroad lines. The proposed project would develop a new residential use on the project site within the TASP Area that currently contains a light-industrial use and surface parking. The proposed project would provide public access by including public sidewalks throughout the project site that connect with the existing sidewalks along Tarob Court and Lundy Place. Bicycle and vehicle access would be provided by via Tarob Court as well. Therefore, the proposed project would not inhibit public connectivity, and would not physically divide a community. This impact would be less than significant and would be no more severe than analyzed in the TASP FEIR.

Conformance with Land Use Plans

The purpose of the TASP is to transition former industrial sites to primarily residential and commercial uses adjacent to nearby transit. Upon certification of the TASP FEIR, the City of Milpitas adopted amendments to the General Plan and Zoning Ordinance to ensure consistency between the planning documents. The TASP FEIR evaluated these new land use designations and associated policies and determined that impacts of the land use classifications and density of development conceived under the TASP would be less than significant. As described in the Project Description (Attachment A), the proposed project would be consistent with the existing land use and zoning designations for the project site.

The TASP requires that all projects proposed within the TASP Area are subject to a Site and Architectural Review in accordance with Chapter 42 of the City's Zoning Ordinance. Projects must demonstrate compliance with the TASP, including the Development Standards and Design Guidelines. In order to approve a project or variance, the City must find that "The proposed project conforms to the intent and the specific requirements of the TASP, including the Development Standards and Design Guidelines." As stated above, the proposed project would be consistent with the existing land use and zoning designations of the project site. The development associated with the proposed project is within the amount of growth evaluated and cleared within the TASP FEIR and is compatible with existing and future residential uses in the vicinity of the project site. Therefore, the density and intensity of the proposed project would not result in any new or more significant impacts regarding conformance with land use plans than those already identified in the TASP FEIR.

Land Use Compatibility

At buildout, the TASP assumes the overall urban design and development standards associated with changes to land use and zoning would contribute to fewer incompatible land uses in the TASP Area. Land uses proposed by the TASP are more compatible with the existing and proposed adjacent residential and commercial uses. In addition, the heights and densities of higher density residential and commercial uses will provide a transition toward lower density housing. Over the planning horizon, residential uses will be built in an existing industrial area. Therefore incompatible uses may be temporarily adjacent to each other until complete buildout. The TASP also includes a number of development standards to minimize potential impacts of incompatible land uses, such as setbacks, and building location and placement policies and standards. The full set of development standards can be found in Chapter 5 of the TASP. With implementation of these self-mitigating policies and standards in the TASP, the TASP FEIR concluded that no mitigation measures would be required to address potential land use impacts.

The proposed project would conform to the TASP policies as well as the development standards provided in Chapter 5 of the TASP. The proposed project would include land uses addressed by the TASP and would not result in any land use compatibility impacts that would be more severe than those analyzed in the TASP FEIR. Therefore, the proposed project would not conflict with established or planned land uses.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

TASP Policies

- *Policy 3.8: Allow contiguous developments to build at higher or lower residential densities, so long as their average density falls between the designated minimum and maximum.*
- *Policy 3.9: Maintain the Midtown Plan's gross floor area policy, which excludes all areas of a building devoted to parking from FAR calculations.*
- *Policy 3.38: The open space requirements of the Midtown Milpitas Specific Plan (Policy 3.2.4) shall apply to the entire area of the Transit Area Specific Plan.*
- *Policy 5.16: See policy in Section 3, Air Quality.*
- *Policy 5.17: In all rental and sale agreements, provide disclosures to future residents about all surrounding industrial uses, including UPRR train tracks and operations and the permanent rights of such industrial uses to remain. Describe potential impacts including but not limited to: noise, groundborne and airborne vibration, odors, and use of hazardous materials.*
- *Policy 5.18: Day care facilities, schools, nursing home, and other similar sensitive receptors shall be located away from sites which store or use hazardous materials, in accordance with State and City standards. Adequate buffers to protect occupants of these sensitive uses shall be provided, including but not limited to walls, fences, landscaping, large building setbacks and additional exit routs over and above minimum code requirements.*
- *Policy 5.19: Require the installation of temporary buffers-fences, walls or vegetation-when residential uses are developed adjacent to existing industrial uses. The type of buffer must be reviewed and approved by the City Planning Department. The temporary buffers may be removed if and when the adjacent site is redeveloped as a non-industrial use.*

Conclusion

The TASP FEIR adequately evaluated the potential land use impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

12. MINERAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion

The entire TASP Area, including the project site, is located in a developed urban area that does not have mineral exploration or extraction occurring in the vicinity. In addition, the TASP Area is not designated as containing mineral resource deposits of regional importance. As such the proposed project as well as the TASP would have no impacts on mineral resources.

13. NOISE

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

Construction-Period Impacts

The proposed project would be consistent with the buildout projected for the TASP, and would implement the policies identified in the TASP FEIR to reduce potential noise impacts to less-than-significant levels. Construction of the project would adhere to the noise standards and requirements set forth in the City's Municipal Code and General Plan. The project would implement the measures identified in the TASP for addressing noise, including providing disclosures to future residents per

Policy 5.17, and requiring temporary buffers if residents are placed next to existing industrial uses per Policy 5.19.

As described in the TASP FEIR, construction noise impacts would vary depending on proximity to sensitive receptors, the presence of intervening barriers, and the number, types, and duration of construction equipment used. Compliance with the General Plan and TASP policies would ensure that construction noise impacts would be less than significant.

The City's Noise Abatement Ordinance would restrict construction hours to between 7:00 a.m. and 7:00 p.m. The City's General Plan Policy 6-I-13 would minimize construction noise impacts by restricting the hours of operation, technique, and equipment used. Additionally, TASP Policy 5.15 requires that construction noise be mitigated to the extent feasible to reduce exposure of sensitive receptors.

The proposed project would not result in any new or more significant construction-period noise impacts than were described in the TASP FEIR. Implementation of the Noise Ordinance, the City of Milpitas General Plan, and the TASP, as included in the TASP FEIR, would reduce construction noise impacts to a less-than-significant level.

Groundborne Vibration Impacts

Construction activities are known sources of groundborne vibration. Vibration impacts could occur during construction of the proposed project, which would require the use of heavy excavation equipment, and the possible use of pile-driving equipment. To determine potential construction vibration impacts, an impact evaluation is described below.

When assessing annoyance from groundborne noise, vibration is typically expressed as root mean square (rms) velocity in units of decibels of 1 micro-inch per second. Vibration levels, different from noise levels, are written as vibration velocity decibels (VdB). However, construction vibration impacts on building structures are generally assessed in terms of peak particle velocity (PPV). Therefore, for purposes of this analysis, project-related impacts are expressed in terms of PPV.

Typical groundborne vibration levels measured at a distance of 25 feet from heavy construction equipment in full operation, such as vibratory rollers, range up to approximately 0.210 PPV. Based on the Federal Transit Administration (FTA) data, large bulldozers generate 0.089 PPV at 25 feet and small bulldozers generate 0.003 PPV at 25 feet. Loaded trucks generate 0.076 PPV at 25 feet, an impact pile driver generates 0.644 PPV at 25 feet, and a sonic pile driver generates 0.170 PPV at 25 feet. Except for the impact driver, these vibration levels would not be expected to cause damage to residential buildings of typical northern California construction.

As stated in the TASP FEIR, the proposed project would develop residential uses and therefore could expose sensitive receptors to unacceptable levels of groundborne vibration, specifically from operation of the VTA light rail line and BART trains along the proposed BART expansion into the TASP Area. The nearest proposed residential uses would be approximately 750 feet from the future BART/VTA light rail line.

The Santa Clara Valley Transit Authority's BART Expansion SEIR indicated that vibration impacts at existing receptors in the Planning Area and within 100 feet of the proposed tracks would be mitigated to a less-than-significant level (less than the 72 VdB significance threshold for frequent events affecting Category 2 land uses) by either using a floating slab track or by using tire derived aggregate under ballasted track.[37] As this mitigation would reduce vibration at the source, future residential uses proposed along the BART alignment would also experience less than significant vibration impacts. In addition, TASP Policies 5.13 and 5.14 would ensure that vibration levels within buildings would be less than the FTA criteria.

Therefore, the proposed project would not result in any new or more significant groundborne vibration impacts than were described in the TASP FEIR. In addition, implementation of TASP policies would reduce potential groundborne vibration impacts on future or existing sensitive receptors to less-than-significant levels.

Land Use Compatibility

The TASP FEIR requires implementation of TASP Policy 5.10 which requires new development in the TASP Area to adhere to the standards and guidelines in the Milpitas General Plan that govern noise levels, which would include implementation of General Plan Policies 6-I-2 through 6-I-16. Policy 6-1-2 requires an acoustical analysis for projects located within a "conditionally acceptable" or "normally unacceptable" exterior noise exposure area and require mitigation measures to reduce noise to acceptable levels.

The proposed project would result in an increase in people living close to transit stations which could expose sensitive receptors to higher noise levels from train and future BART activity. The noise environment at the project site is dominated by vehicle traffic noise on Trade Zone Boulevard and rail noise associated with the future BART/VTA light rail and Union Pacific Railroad. Figure 3.7-3 of the TASP FEIR shows the projected noise levels at plan buildout. Based on Figure 3.7-3, the project site is not within the 60 dB noise contours for BART or roadway noise and is within the 60 dB noise contours for the Union Pacific Railroad noise.

Based on the City's noise and land use compatibility standards, as shown in Figure 3.7-2 of the TASP FEIR, this noise level would be considered normally acceptable for multi-family residential land uses, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements. Therefore, the proposed project would meet the City's land use compatibility standards for multi-family residential land uses. The proposed project would be required to install mechanical ventilation under General Plan Policy 6-I-5 so that windows can remain closed, which would ensure the project would comply with interior noise standards. Based on standard exterior to interior noise attenuation rates, with windows closed the interior noise level of 45 dBA DNL would be met. Therefore, the proposed project would not result in any impacts that would be more severe than those analyzed in the TASP FEIR.

[37] Transportation Authority, Santa Clara Valley, 2010. *BART Silicon Valley Environmental Impact Report.* November.

Stationary Noise Source Impacts

The City of Milpitas prohibits disturbing noise that increases the noise exposure level by three dB over the local daytime ambient noise level measured from the property line of the noise source, or more than 65 dB measured from the property line of the noise source, whichever is more restrictive. At night, the City of Milpitas prohibits any disturbing noise that is audible during the hours of 10:00 p.m. to 7:00 a.m. from a distance of 50 feet from the property line of the noise source or from a distance of 100 feet from any nonstationary noise source. It shall also be prima facie violation if any disturbing noise is audible during the hours of 7:01 a.m. to 9:59 p.m. from a distance of 100 feet from the property line of the noise source or any nonstationary noise source.

The intent of the Code is to regulate noise produced by noise-generating land uses on noise-sensitive land uses, not to regulate sounds produced by one noise-sensitive residential property upon another noise-sensitive residential property. The project site is currently developed with an office/light-industrial building. Residential land uses typically generate lower noise levels than industrial and commercial land uses. The proposed project is a residential land use and would not be considered as a significant source of noise within the community that could adversely affect other nearby residential land uses. Intermittent audible sounds produced by the proposed residential project would primarily be associated with human voices, vehicles, and mechanical ventilation equipment. Such intermittent sounds would be expected in a residential area and would result in a less-than-significant impact. Therefore, the proposed project would not increase stationary source noise impacts above those analyzed in the TASP FEIR.

Aircraft Noise Source Impacts

According to the City's current and projected noise contours for San José International Airport, the project site is not within an area exposed to aircraft noise levels greater than 60 dB CNEL. Therefore, per TASP FEIR analysis, aircraft noise would have no impact on the project site.

Traffic Noise Impacts

A significant noise impact would occur if traffic generated by the project would substantially increase noise levels at sensitive receptors in the project vicinity. A substantial increase would occur if the DNL exposure at residential land uses increases by more than 3 dB or exceeds 65 dB at the residential property line, whichever is more restrictive.

Impact 3.7-1 of the Milpitas Transit Area Specific Plan identified a less-than-significant traffic noise impact upon existing and future residential land uses assuming the buildout of the Specific Plan project. The proposed project is a small subset of the Specific Plan project; therefore, the proposed project would also result in a less-than-significant impact with regard to traffic noise increases in the community. The project would not result in a doubling of traffic volumes, which would be required for existing noise levels to increase by more than 3 dBA DNL. Further, the relatively low number of project trips would not be expected to produce traffic noise levels exceeding 65 dBA DNL at nearby residential receptors; therefore, the impact is considered less than significant.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy 6-G-1: Maintain land use compatibility with noise levels similar to those set by State guidelines.*
- *Policy 6-G-2: Minimize unnecessary, annoying, or injurious noise.*
- *Policy 6-I-2: Require an acoustical analysis for projects located within a conditionally acceptable or normally unacceptable exterior noise exposure area. Require mitigation measures to reduce noise to acceptable levels.*
- *Policy 6-I-3: Prohibit new construction where the exterior noise exposure is considered clearly unacceptable for the use proposed.*
- *Policy 6-I-4: Where actual or projected rear yard and exterior common open space noise exposure exceeds the normally acceptable levels for new single-family and multifamily residential projects, use mitigation measures to reduce sound levels in those areas to acceptable levels.*
- *Policy 6-I-5: All new residential development (single family and multifamily) and lodging facilities must have interior noise levels of 45 dB DNL or less. Mechanical ventilation will be required where use of windows for ventilation will result in higher than 45 dB DNL interior noise levels.*
- *Policy 6-I-6: Assist in enforcing compliance with noise emissions standards for all types of vehicles, established by the California Vehicle Code and by federal regulations, through coordination with the Milpitas Police Department, Santa Clara County Sheriff's Department, and the California Highway Patrol.*
- *Policy 6-I-9: Enforce the provisions of the City of Milpitas Noise Ordinance and the use of established truck routes.*
- *Policy 6-I-13: Restrict the hours of operation, technique, and equipment used in all public and private construction activities to minimize noise impact. Include noise specifications in requests for bids and equipment information.*

TASP Policies

- *Policy 5.10: New development in the Transit Area shall adhere to the standards and guidelines in the Milpitas General Plan that govern noise levels. The particular policies of note are Policies 6-I-1 through 6-I-16.*

- *Policy 5.11: Construct masonry walls to buffer residential uses from BART and UPRR train tracks. These walls will be constructed by residential developers. They may be located within the landscaped buffer along the tracks*

- *Policy 5.13: Apply the FTA groundborne vibration criteria (presented in Table 5-5) as review criteria for development projects in the vicinity of vibration sources such as BART trains and heavy rail trains.*

- *Policy 5.14: Project applicants shall conduct a vibration impact analysis for any sites adjacent to or within 300 feet of active UPRR and BART alignments to demonstrate that interior vibration levels within all new residential development (single family and multifamily) and lodging facilities would be at acceptable levels. If needed, require mitigation measure to reduce vibration to acceptable levels.*

- *Policy 5.15: Prior to issuance of building permits, applicants shall demonstrate that noise exposure to sensitive receptors from construction activities has been mitigated to the extent feasible pursuant to the City's Noise Abatement Ordinance. Mitigation may include a combination of techniques that reduce noise generated at the source, increase the noise insulation of the receptor or increase the noise attenuation rate as noise travels from the source to the receptor.*

- *Policy 5.17: In all rental and sale agreements, provide disclosures to future residents about all surrounding industrial uses, including UPRR train tracks and operations, and permanent rights of such industrial uses to remain. Describe potential impacts including but not limited to: noise, groundborne and airborne vibration, odors, and use of hazardous materials.*

- *Policy 5.18: Day care facilities, schools, nursing homes, and other similar sensitive receptors shall be located away from sites which store or use hazardous materials, in accordance with State and City standards. Adequate buffers to protect occupants of these sensitive uses shall be provided, including but not limited to walls, fences, landscaping, large building setbacks, and additional exit routes over and above minimum code requirements.*

- *Policy 5.19: Require the installation of temporary buffers—fences, walls, or vegetation—when residential uses are developed adjacent to existing industrial uses. The type of buffer must be reviewed and approved by the City Planning Department. The temporary buffers may be removed if and when an adjacent site is redeveloped as a non-industrial use.*

Conclusion

The TASP FEIR adequately evaluated the potential noise impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

14. POPULATION AND HOUSING

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

The proposed land use changes and policy revisions under the TASP (which includes the project site) were initiated in order to develop high-intensity, transit-oriented residential and commercial redevelopment on under-utilized industrial land around existing light rail stations and the future BART station in Milpitas. Promoting such high intensity development around transit stations is a key transportation goal for the Bay Area and would meet regional objectives.

The TASP FEIR evaluated potential environmental impacts associated with approximately 7,100 residential units and 18,000 new residents within the TASP Area. The TASP FEIR assumes that the population growth is concentrated in this area and that the TASP would increase the City's housing stock by 39 percent and its population by 28 percent based on 2006 estimates from the California Department of Finance.[38]

The proposed project would include the development of the project site with a high-density residential building with up to 40 residential apartment units. The proposed project would directly generate a permanent population increase in the area. The proposed project would not displace a residential population or existing housing, as the existing structure on the project site contains light-industrial uses. Similarly, the proposed project would not result in an expansion of urban services, nor would it open additional undeveloped land for future growth. The proposed project would facilitate the reuse of underutilized land in an existing urban setting that is well served by transit facilities and services. In addition, the population and housing units included in the proposed project would fall within the total development anticipated by the TASP FEIR, as mentioned in Section 10, Land Use and Planning. Therefore, the proposed project would not result in new or more significant population growth and/or housing impacts than were analyzed and described in the TASP FEIR.

[38] Milpitas, City of, 2008b, op. cit.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Conclusion

The TASP FEIR adequately evaluated the potential population and housing impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

15. PUBLIC SERVICES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒

Discussion

Fire and Police Protection

The project applicant would construct the proposed project in conformance with current building codes, which require features to reduce potential fire hazards. The Milpitas Police Department would also review project design to ensure that it incorporates appropriate safety features to minimize criminal activity.

As discussed in the TASP FEIR, full buildout of the development approved in the TASP Area, including the proposed project, would incrementally increase the need for fire and police protection services, which would create the need for additional staffing or resources, and a new fire station in the TASP Area. The TASP FEIR states that given that the TASP Area anticipated population of 18,000 new residents, there would be a need for at least one and possibly two new fire companies. Future development of new fire or police facilities in the TASP Area would require supplemental project-specific environmental review.

The TASP presents unique operational issues for the Milpitas Fire Department due to its high density residential and mixed-use structures. The increase in population, business, and vehicular traffic resulting from the buildout of the TASP Area will increase the demand in service levels and has the potential to impact response times, as well as presenting challenges to Fire Department vehicle access and firefighting operations. To maintain current levels of service, an increase in staffing and equipment will be necessary. A "standards-of-cover" analysis should be conducted to determine the precise impact on the Fire Department's staffing, equipment, and any required facility enhancements. In addition, the Milpitas Fire Department would need to write an addendum to the City's emergency management plan to address the development of the TASP Area.

As the TASP FEIR states, the buildout of the TASP Area, including the project site would require an increase in Police Department staffing to maintain current levels of service. The City currently provides a ratio of 0.9 police officers per 1,000 residents. The City estimates that an additional 0.5 police officers would be needed to maintain service levels.

The proposed project would follow policies that would reduce Fire and Police Department impacts due to TASP development to less-than-significant levels. The proposed project would not result in any new or more significant impacts to fire or police protection service beyond those identified in the TASP FEIR.

Schools

The proposed project would develop 40 residential units within the TASP Area, which would directly increase the demand for school facilities. The closest schools to the project site are Northwood Elementary and Morrill Middle School within the Berryessa Union School District and Independence High School within the East Side Union High School District. The TASP FEIR determined that buildout of the TASP, including the project site, would contribute significantly to an exceedance of school district capacity for Milpitas Unified School District and East Side Union High School District, but that Berryessa Union School District has adequate capacity for future students generated as a result of the TASP. As such, the TASP FEIR determined that the impacts of the TASP Area buildout on school facilities would be significant and unavoidable.

Polices in the General Plan and TASP would reduce the impact and include coordination with the school districts to update their comprehensive facilities plans, update school fees for developers, and consider joining use agreements for potential shared facilities. The proposed project would conform to the above policies, including TASP Policy 4.76. Impacts to schools are significant and unavoidable and the proposed project would not affect this conclusion as the number of proposed residential units and resulting students is within the amount evaluated in the TASP FEIR. The proposed project would not result in any new or more significant school impacts beyond those identified in the TASP FEIR.

Parks

Given that the TASP Area is transitioning from industrial to residential and that there are no public parks located nearby, new parks would need to be developed in the TASP Area. Since Milpitas is largely built out, no large new parks are likely to be established. Public parks in the TASP Area come

in three forms: Parks/Plazas, Linear Parks, and Landscape Buffers. The City has previously adopted a public park ratio of 2.0 acres per 1,000 residents for the Midtown Specific Plan. The TASP FEIR states that while this ratio already applies to all but 12 percent of the TASP Area, the application of this ratio can be considered to provide an adequate level of parks and open space for its residents. This policy would require approximately 35.8 acres of public park space in the TASP Area.

The TASP FEIR identifies several policies and standards that require parks to be built as designated – thereby ensuring that impacts on parkland and facilities would be less than significant.

The proposed project would conform to the TASP policies. The proposed project would provide a total of 0.44 acres of private common open space for use by project residents. As described in Attachment A, Project Description, a total of approximately 0.30 acres of private common open space for use by project residents would be provided. This would consist of the interior courtyard on the ground level of the proposed building and a walking path and landscaping along the southern portion of the building, including within the existing public utility easement. The interior courtyard would include seating areas and landscaping that would be screened from the parking garage by a dense row of columnar bamboo around each side. A designated walkway would connect the interior courtyard with the walking path and landscaping mentioned above. The remaining 0.14 acres of open space on the project site would consist of landscaped areas generally located in the northern portion of the site. Therefore, the proposed project would not result in any new or more significant impacts to park facilities beyond those identified in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy 2.c-I-1: Continue working with Milpitas Unified School District (MUSD), Berryessa Union High School District, and East Side Union School District in its update of the comprehensive facilities plan and to ensure adequate provision of school facilities.*

- *Policy 2.c-I-3: Work with MUSD, Berryessa Union High School District, and East Side Union School District to monitor statutory changes and modify school fees when necessary to comply with statutory changes. Following this policy will permit the MUSD to update school fees for developers to cover the cost of constructing a new school and expanding Milpitas High School.*

- *Policy 5.c-I-1 Maintain a response time of four minutes or less for all urban service areas.*

TASP Policies

- *Policy 3.38: See policy in Section 10, Land Use and Planning.*
- *Policy 3.41: Park land dedication and in-lieu fees required of new development.*
- *Policy 3.43: New development must pay for the construction of public parks and streets surrounding the parks (or half streets if bordering an adjacent development site).*
- *Policy 3.55: Complete a Trail Loop connecting the whole Transit area.*
- *Policy 3.56: Connections shall be created along Montague Expressway with overhead bridges or undercrossings to create a continuous trail network; allow pedestrians and bicyclists to cross safely; and connect neighborhoods, schools, and parks.*
- *Policy 5.3: All streets (private and public) shall be consistent with the street sections in Chapter 5 of the TASP and shall meet any additional Milpitas Fire Department fire apparatus design requirement for access and firefighting operations.*
- *Policy 6.43: Coordinate with the affected school districts on facilities needed to accommodate new students and define actions the City can take to assist or support them in their efforts.*
- *Policy 6.46: The City and the school districts located in the Specific Plan area should consider entering into a joint use agreement, allowing public use of a new school's playfields when not in use by students, and public use of rooms in the school building for community meetings and events. Any new school site should include outdoor active recreation facilities, which would be counted toward the TASP's public parks requirement. The school building should include facilities that can be accessed and used for community events.*
- *Policy 6.50: The Fire Department shall conduct a 'standards of cover" analysis to determine the Transit Plan's precise impact on the department's staffing and equipment, and any required facility needs. Identify and evaluate potential sites for an expanded or new fire station near the Transit Area if the standards of cover analysis determines it is warranted.*
- *Policy 6.51: Additional fire department staff will be hired, equipment purchased and facilities built to provide an adequate level of service – as determined by City Council – for the residents, workers, and visitors of the Transit Area. New equipment and facilities shall be funded by the Community Facilities District fee and new staff paid from the City's General Fund.*
- *Policy 6.52: If a new fire station is built to meet the service needs of the Transit Area, it must be sited and developed in such a way to not create substantial adverse physical impacts or significant environmental impacts.*
- *Policy 6.53: The Fire Department shall update the City's emergency and disaster response plans to take the location and type of new development and future traffic levels, into account.*

- *Policy 6.54: Additional police staff will be hired and equipment purchased to provide an adequate level of service – as determined by City Council – for residents, workers and visitors of the of the Transit Area. New equipment shall be funded by the Community Facilities District fee and new staff paid from the City's General Fund.*

Conclusion

The TASP FEIR adequately evaluated the potential public services impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

16. RECREATION

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

As discussed above in Section 15, Public Services, the proposed project would provide a total of 0.44 acres of private common open space for use by project residents. These spaces would consist of consist of the interior courtyard on the ground level of the proposed building and a walking path and landscaping along the southern portion of the building, including within the existing public utility easement. The interior courtyard would include seating areas and landscaping that would be screened from the parking garage by a dense row of columnar bamboo around each side. A designated walkway would connect the interior courtyard with the walking path and landscaping mentioned above. The remaining 0.14 acres of open space on the project site would consist of landscaped areas generally located in the northern portion of the site. Therefore, the proposed project would not result in any new or more significant impacts to existing neighborhood or regional park facilities beyond those identified in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

TASP Policies

- *Policy 3.38: See policy in Section X, Land Use and Planning.*
- *Policy 3.40: Locate and size parks as shown on Figure 3-6, Parks, Public Spaces, and Trails [of the Specific Plan]. Minor adjustments to the location of parks may be necessary to facilitate a better site plan, respond to site specific constraints, or to accommodate phasing of a project. Smaller parks may be combined to form a larger neighborhood park within the same subdistrict as long as there is no reduction in park area. Complete elimination or relocation of a park outside of a subdistrict requires an amendment to the Specific Plan. If a school is located on a site designated as a park, it may be counted as a park if a joint use agreement is established to allow public use of open space and buildings for recreation purposes after school hours and on weekends. If no such joint use agreement is established, an alternative park site shall be designated.*
- *Policy 3.41 and 3.43: See policies in Section 15, Public Services.*
- *Policy 3.45: Private development within the Transit Area must meet the private open space requirements on a project-by-project basis.*
- *Policies 3.55 and 3.56: See policies in Section 15, Public Services.*

Conclusion

The TASP FEIR adequately evaluated the potential recreation impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

17. TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☐	☒

Discussion

This section compares traffic impacts from the proposed project with impacts identified in the TASP FEIR. A Traffic Operations Report (Traffic Study) was conducted for the proposed project, and is

included in Appendix B.[39] Unless otherwise noted, the analysis in this section is based on the findings of the Traffic Study.

Trip Generation

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 entering and exiting the site was estimated for the AM and PM peak hours. As part of the project trip distribution step, an estimate was made of the directions to and from which the project trips would travel. In the project trip assignment step, the project trips were assigned to specific streets and intersections in the study area.

Through empirical research, data has been collected that correlate to common land uses and their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The trip generation estimates for the proposed project are based on rates obtained from the Institute of Transportation Engineers' (ITE) publication Trip Generation, 10th Edition.[40]

As stated previously, the project site is occupied by an office/industrial building that is currently in operation. Trips generated by existing uses on site can be credited against the proposed residential development. Based on AM and PM peak hour driveway counts conducted in May 2019, the existing land uses generate 11 AM peak hour trips and 12 PM peak hour trips. After applying these existing trip credits, the proposed project would generate 9 net AM peak hour trips and 14 net PM peak hour trips, as shown in Table BE.

Table BE: Project Trip Generation Estimates

	Size	Unit [a]	AM Peak Hour				PM Peak Hour			
			Rate	In	Out	Total	Rate	In	Out	Total
Proposed Use										
Multi-Family Housing [b]	40	DU	0.50	5	15	20	0.65	17	9	26
Existing Use										
Office/Light-Industrial [c]	16	ksf	–	9	2	11	–	3	9	12
Overall Net Project Trips				**-4**	**13**	**9**	**–**	**14**	**0**	**14**

Source: Hexagon Transportation Consultants, Inc. (2019).
[a] DU = dwelling units; ksf = 1,000 square feet
[b] Based on Fitted Curved Equations for Multifamily Housing (Low-Rise, Land Use Code 220), ITE, Trip Generation, 10th Edition.
[c] Based on AM and PM peak hour driveway counts conducted on May 2, 2019.

The trip distribution pattern for the proposed project was estimated based on the TASP, of which the proposed development would be a part of. Trips were assigned to the roadway network in

[39] Hexagon Transportation Consultants, Inc., 2019. *Traffic Operations Report for 2001 Tarob Court, Milpitas, CA*. May 28.
[40] Institute of Transportation Engineers, 2017. *Trip Generation Manual, 10th Edition.*

accordance with the TASP trip distribution for residential uses. Existing Plus Project traffic conditions are represented by existing traffic volumes plus project trips on the existing roadway network.

Background condition traffic volumes were estimated based on a list of approved and pending developments obtained from the City of Milpitas and the City of San Jose. Approved and pending project-generated traffic volumes were added to existing traffic volumes to estimate background conditions. Project trips from the site were added to background traffic volumes to estimate background plus project conditions.

Intersection Level of Service Impacts

The Traffic Study includes an analysis of AM and PM peak hour traffic conditions at the following study intersections and site driveway:

1. Lundy Avenue and Trade Zone Boulevard;
2. Lundy Avenue and Tarob Court (unsignalized); and
3. Project Driveway and Tarob Court.

Traffic conditions at the study intersections were evaluated using level of service (LOS). LOS 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 signalized intersection of Lundy Avenue and Trade Zone Boulevard is under the jurisdiction of City of San Jose. The City of San Jose utilizes TRAFFIX software and the Highway Capacity Manual (HCM) 2000 methodology to evaluate intersection operations. The HCM methodology evaluates intersection operations on the basis of average delay time for all vehicles at the intersection. This average delay can then be correlated to a level of service. In San Jose, the minimum acceptable level of service is LOS D, and project impacts at signalized intersections occur when:

1. The level of service at an intersection drops below its LOS standard when project traffic is added; or

2. An intersection that is operating worse than its level of service standard under no project conditions has an increase in critical delay of four or more seconds AND the demand-to-capacity ratio (V/C) is increased by more than 0.01 when project traffic is added.

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

A significant impact at a signalized intersection is said to be satisfactorily mitigated when measures are implemented that would restore intersection levels of service to an acceptable LOS or restore the intersection to operating levels that are better than no project conditions.

The Traffic Study calculated intersection LOS with net new traffic generated by the proposed project. The result of the intersection LOS calculations for Existing Conditions and Existing Plus

Project are shown in Table BF, and the results of the Background No Project, and Background Plus Project conditions are presented in Table BG.

Table BF: Existing Plus Project Intersection Level of Service Summary

Intersection	Control	Peak Hour	Count Date	LOS Standard	Existing		Existing Plus Project			
					Avg Delay[a] (sec/veh)	LOS	Avg Delay[a] (sec/veh)	LOS	Increase in	
									Delay [c]	V/C
1. Lundy Ave and Trade Zone Blvd	Signal	AM	5/2/19	D	30.3	C	32.2	C	3.5	0.045
		PM	5/2/19	D	41.8	D	44.0	D	4.10	0.048
2. Lundy Ave and Tarob Ct	SSSC [b]	AM	5/2/19	N/A	4.8/8.9	A	5.2/8.7	A	N/A	N/A
		PM	5/2/19	N/A	6.2/8.6	A	6.4/8.6	A	N/A	N/A
3. Project Driveway and Tarob Ct	SSSC [b]	AM	5/2/19	N/A	1.2/8.4	A	2.1/8.4	A	N/A	N/A
		PM	5/2/19	N/A	1.3/8.5	A	2.3/8.5	A	N/A	N/A

Source: Hexagon Transportation Consultants, Inc. (2019).

[a] Signalized intersection level of service is based on the Highway Capacity Manual (HCM) methodology, using average control delay for the entire intersection.

[b] Side Street Stop Controlled intersection. Delays are reported for both the overall average delay/the approach with highest delay.

[c] For the signalized intersection at Lundy Ave and Trade Zone Boulevard, the increase in delay shown here represents increase in critical delay

Table BG: Background Plus Project Intersection Level of Service Summary

Intersection	Control	Peak Hour	Count Date	LOS Standard	Background		Background Plus Project			
					Avg Delay[a] (sec/veh)	LOS	Avg Delay[a] (sec/veh)	LOS	Increase in	
									Delay [c]	V/C
1. Lundy Ave and Trade Zone Blvd	Signal	AM	5/2/19	D	35.4	D	35.6	D	0.0	0.001
		PM	5/2/19	D	44.7	D	44.7	D	0.0	0.000
2. Lundy Ave and Tarob Ct	SSSC [b]	AM	5/2/19	N/A	4.9/8.9	A	5.1/8.9	A	N/A	N/A
		PM	5/2/19	N/A	57/8.8	A	5.9/8.8	A	N/A	N/A
3. Project Driveway and Tarob Ct	SSSC [b]	AM	5/2/19	N/A	0.7/8.6	A	1.3/8.6	A	N/A	N/A
		PM	5/2/19	N/A	0.8/8.7	A	1.4/8.7	A	N/A	N/A

Source: Hexagon Transportation Consultants, Inc. (2019).

[a] Signalized intersection level of service is based on the Highway Capacity Manual (HCM) methodology, using average control delay for the entire intersection.

[b] Side Street Stop Controlled intersection. Delays are reported for both the overall average delay/the approach with highest delay.

[c] For the signalized intersection at Lundy Ave and Trade Zone Boulevard, the increase in delay shown here represents increase in critical delay

As shown in Tables BE and BG above, the results of the LOS analysis show that the signalized intersection at Trade Zone Boulevard and Lundy Avenue would operate at LOS D or better under existing and background conditions with or without the proposed project. According to the City of San Jose LOS standards, the proposed project would therefore have no impacts on intersection LOS.

The study intersections of Lundy Avenue/Tarob Court and Project Driveway/Tarob Court are unsignalized and under the jurisdiction of City of Milpitas. Unlike signalized intersections, which

typically represent constraint points for the roadway network, unsignalized intersections rarely limit the potential capacity of a roadway. The determination of appropriate improvements to unsignalized intersections typically includes a qualitative and quantitative analysis of movement delay, traffic signal warrants, movement traffic volumes, availability of alternate routes, and intersection safety. For this reason, improvements to unsignalized intersections are frequently determined on the basis of professional judgment. The City of Milpitas does not apply significance thresholds to unsignalized intersections. Both unsignalized study intersections are projected to operate at LOS A under existing and background conditions, with or without the proposed project.

An assessment was conducted to determine whether the traffic volumes at the Lundy Avenue/Tarob Court intersection would warrant the installation of a traffic signal. This assessment was based on the Peak Hour Volume Signal Warrant (Warrant #3) described in the California Manual on Uniform Traffic Control Devices (CA MUTCD). This method makes no evaluation of intersection level of service, but simply provides an indication whether peak hour traffic volumes would be sufficient to justify installation of a traffic signal. The signal warrant analysis sheets are included in the Appendix to the Traffic Study. The analysis showed that the peak hour volume warrant would not be satisfied at the Lundy Avenue/Tarob Court intersection under any study scenarios during the AM and PM peak hours.

Vehicle Queuing

A vehicle queuing analysis was conducted for the eastbound left-turn movement at the Trade Zone Boulevard/Lundy Avenue intersection and the northbound left-turn at the Tarob Court/Lundy Avenue intersection. The queuing analysis was conducted for both background and background plus project conditions. Vehicle queues were estimated using a Poisson probability distribution. The basis of the analysis is as follows: 1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; 2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and 3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections. The analysis, which is summarized in Table 3 in the Traffic Study, indicates that, with the addition of project traffic, the 95th percentile vehicle queues could be accommodated by the storage provided at the subject locations.

Site Circulation and Access

The project site would be accessed by one driveway on Tarob Court on the west end of the site, about 200 feet west of the intersection at Lundy Place and Tarob Court. The proposed driveway would be located at approximately the same location as the existing driveway on Tarob Court for the existing building at the project site. The width of the driveway entry would be 22 feet, which meets the minimum City standard for driveways. Under project conditions, it is anticipated that this driveway would serve approximately 20 AM peak hour project trips and 26 PM peak hour project trips.

There are existing driveways serving other parcels on Tarob Court adjacent to and opposite of the project frontage. The site driveway does not align with the existing driveway on the opposite side of

Tarob Court, but is offset about 25 feet. There is also another existing driveway beside the site driveway on Tarob Court about 50 feet to the west. The spacing of the site driveway, and its location relative to existing driveways, would be acceptable given the relatively low traffic volumes at the nearby driveways and Tarob Court.

According to the LOS and queuing calculations, the site driveway would operate at LOS A with queues rarely exceeding one or two vehicles during the AM and PM peak hours. The vehicle queues at the site driveway could be accommodated in the storage space provided, and the onsite queues would generally not interfere with traffic operations on Tarob Court and Lundy Avenue.

Pedestrian access to the project site is provided at locations along the frontage on Tarob Court and Lundy Place. Primary pedestrian access is provided via the main entry facing the sidewalks on Tarob Court. Besides the primary access on Tarob Court, there would be walking paths connecting the parking garage with the existing sidewalks on Lundy Place on the east side of the property. New sidewalks with curb extensions would also be installed on the project frontage on Tarob Court, providing a continuous pedestrian pathway to existing sidewalks on Trade Zone Boulevard via Lundy Place. Overall, the network of pedestrian paths and the sidewalk improvements on the project frontages would provide adequate access to the existing sidewalk network in the project vicinity.

In order to accommodate pedestrians, the following would be incorporated into the project via conditions of approval:

- One new ADA-compliant curb ramp should be added at the existing northwest curb return at Tarob Court and Lundy Place (along the project frontage). A striped crosswalk should also be provided when the opposite side of the curb return is upgraded along with the redevelopment of the parcel at 1996 Tarob Court.

The sight distance at the project driveway on Tarob Court was checked and determined to be adequate. Because the project would install a curb extension, which includes adding sidewalks on the Tarob Court frontage, the site driveway would be shifted closer to the centerline of Tarob Court, thereby further improving the sight distance for vehicles exiting the site driveway. As part of the project improvements, the radius of the existing curb return along the project frontage at the Lundy Place/Tarob Court intersection would be reduced. This improvement would help reduce vehicle speeds on Tarob Court, and therefore, improve the sight distance required for vehicles entering and exiting the driveways.

Circulation on-site would consist of an open parking lot and a parking garage on the ground level. Onsite parking areas would be accessed by one site driveway on Tarob Court. Both the open parking lot and parking garage follow a standard 90-degree parking layout. The main parking aisle and the two east-west feeder parking aisles inside the garage would be 26 and 24 feet wide, respectively, which meets the City's standard for 90-degree parking. However, the north-south parking aisle connecting the two east-west parking aisle is not dimensioned. The dimensions of the regular and compact parking spaces are 9 feet by 18 feet and 8 feet by 15 feet, respectively. Both parking space dimensions meet the minimum City standards. However, the widths of the parking garage entrances are not dimensioned.

Upon entering the garage, vehicles would follow the main drive aisle through the open parking lot and arrive at a roundabout at the southern end of the aisle. The two feeder drive aisles, which are connected at right angles to the main drive aisle, would provide access to the parking garage east of the main drive aisle. The ends of the two feeder drive aisles are connected by another drive aisle, forming a U-shape circulation pattern which makes a complete loop around of the parking garage. The layout shows no dead-end aisles.

The last two parking spaces (numbered 67 and 68) in the open parking lot located off the main drive aisle are approximately 20 feet south of the sidewalk on Tarob Court, and approximately 30 feet south of the beginning of the site driveway. Vehicles parked in these spaces would have to back out directly into the main site access aisle, potentially into the line of incoming traffic on the aisle just turning into the site driveway. However, given the low traffic volumes at the site driveway and on Tarob Court, the design would be acceptable.

The site plan shows one elevator at the front lobby that would provide residents access to the parking garage. The sidewalk on Tarob Court would be accessed directly from the front lobby while the sidewalk on Lundy Avenue would be accessed from pedestrian pathways connecting with the parking garage.

A trash collection room would be located adjacent to the roundabout at the southern entrance of the parking garage. The roundabout would have an 80-foot outside diameter and a 26-foot wide lane that would allow turnaround maneuvers of garbage trucks as noted on the site plan. Therefore, garbage trucks would perform their operations onsite within the development.

Given the above, the proposed project would not result in any new or more significant impacts beyond those identified in the TASP FEIR.

Pedestrian, Bicycle, and Transit Facilities

According to the Valley Transit Authority (who administers the Santa Clara County Congestion Management Plan) Transportation Impact Analysis Technical Guidelines, a project would create an impact on pedestrian and bike circulation if: 1) it would reduce, sever or eliminate existing or planned bike/pedestrian access and circulation in the area; 2) it would preclude, modify, or otherwise affect proposed bicycle and pedestrian projects and/or policies identified in the Lead Agency's adopted bicycle/pedestrian plan, or the plans of other agencies such as the Countywide Bicycle Plan or adjacent Cities' bicycle/pedestrian plans; or 3) it would cause a change to existing bike paths such as alignment, width of the trail right of way, or length of the trail.

The project site is located within the TASP. The TASP facilitates the redevelopment of the southern portion of the City that transforms a low-density industrial area to an urban residential and mixed-use district with an emphasis on walkability and bicycling. The plan includes a new street system that promotes walking and biking as the dominant modes for short internal trips, especially with the future Milpitas BART station and VTA light rail system within close proximity to the project site. As part of the Milpitas TASP, a future street connection and pedestrian bridge across Capitol Avenue are planned to connect Tarob Court to Milpitas Boulevard and the new BART station. A proposed

Class III bike route is also planned on Tarob Court to serve this new bicycle access route to the transit center.

As part of project improvements, curb extensions with new sidewalks would be installed along the Tarob Court and Lundy Place project frontages. In addition, the two existing driveways at the project site would be reduced into one new site driveway on Tarob Court, which would reduce the number of potential vehicle-pedestrian conflict points.

The proposed project would generate pedestrian trips to/from transit stops, recreation areas, and employment centers. Overall, the volume of pedestrian trips generated by the project is expected to be relatively low and not exceed the carrying capacity of the sidewalks and crosswalks nearby. U.S. Census data indicate that bicycle trips comprise less than one percent of the total commute mode share in the City of Milpitas. For the proposed project, this would equate to approximately one new bike trip during each of the AM and PM peak hours. The low volume of bicycle trips generated by the project would not exceed the bicycle-carrying capacity of streets surrounding the site, and the increase in bicycle trips would not by itself require new off-site bicycle facilities.

The addition of the project would not remove any existing bike/pedestrian facilities, nor would it preclude any future planned improvements. Because most intersections around the project site are signalized and have very few bike/pedestrian activities, the addition of project traffic would have a negligible effect on walking and biking in the project vicinity. Therefore, the proposed project would not create an adverse impact to bike/pedestrian circulation in the area.

According to the VTA TIA Technical Guidelines, a project would create an impact on transit if: 1) it would generate a demand for additional transit services; or 2) it would cause a permanent or temporary reduction of transit availability or interference with existing transit users, e.g., relocation/closure of a transit stop or vacation of a roadway utilized by transit.

According to the TASP, transit trips would comprise approximately 9 percent of all peak hour trips. For the proposed project, assuming 9 percent of total commute trips would be transit trips, this would generate approximately one new transit trip during the AM peak hour and two new transit trips during the PM peak hour. In addition to commute trips, there would be additional transit trips to nearby schools, parks, and shopping areas. The volume of transit trips generated by the project would not exceed the carrying capacity of the existing transit service to the site.

The addition of the project would not remove any existing transit facilities, nor would it preclude any future planned improvements. As shown in the LOS calculations, the addition of project traffic would have a negligible effect on bus delays the project vicinity. Therefore, based on the VTA Technical Guidelines, the proposed project would not create an adverse impact to transit operations in the area and no improvements to existing transit service frequencies would be necessary in conjunction with the proposed project. Therefore, the proposed project would not result in any new or more significant impacts beyond those identified in the TASP FEIR.

CEQA Guidelines §15064.3

Effective December 28, 2018, the CEQA Guidelines were updated and require the evaluation of vehicle miles transportation (VMT) as the criteria for analyzing transportation impacts for land use projects. As noted in CEQA Guidelines Section 15064.3(c), the provisions of CEQA Guidelines Section 15064.3 shall apply prospectively as described in CEQA Guidelines Section 15007. A lead agency may elect to be governed by the provisions of CEQA Guidelines Section 15064.3 immediately; however, beginning on July 1, 2020, the provisions of this section shall apply Statewide. The City of Milpitas, as lead agency, has not yet elected to be governed by the provisions of CEQA Guidelines Section 15064.3. Therefore, the proposed project would neither conflict nor be inconsistent with CEQA Guidelines Section 15064.3, and there would be no new impact.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

TASP Policies

- *Policy 3.12: Preserve adequate right-of-way along Capitol Avenue, Great Mall Parkway, and Montague Expressway to accommodate future regional roadway improvements. Final dimensions of right-of-way acquisition are not yet known. The detailed street sections in Chapter 5 [of the Specific Plan] include notes about right-of-way acquisition, to the extent that information is currently available.*

- *Policy 3.15: Review individual development applications to ensure that adequate street right-of-way, bicycle facilities, pedestrian facilities and landscaping are provided and are consistent with the Transit Area Plan circulation policies and street design standards in Chapter 5 [of the Specific Plan].*

- *Policy 3.16: Establish and implement a travel demand management (TDM) program in order to encourage alternate modes of travel and thereby reduce automobile trips. Establish a funding mechanism to pay for the costs of the program, including the cost of a transportation coordinator to administer the program. The program would include a ride-matching program, coordination with regional ride-sharing organizations, and provision of transit information; and could also include sale of discounted transit passes and provision of shuttle service to major destinations.*

- *Policy 3.17: New streets shall be located as generally shown on the Street System Map, Figure 3-2.*

- *Policy 3.18: New development must dedicate land for new public streets and pay for their construction.*

- *Policy 3.21: Provide continuous pedestrian sidewalks and safe bike travel routes throughout the entire Transit Area and within development projects.*

- *Policy 3.22: Private development shall provide direct walking and biking routes to schools and major destinations, such as parks and shopping, through their property.*

- *Policy 3.28: Provide continuous bicycle circulation through the project site and to adjacent areas by closing existing gaps in bicycle lanes and bicycle routes, per Figure 3-5 [of the Specific Plan]. Gaps exist on Capitol Avenue between Montague Expressway and Trimble Road, and on Trade Zone Boulevard between Montague Expressway and Lundy Place. Capitol Avenue only needs to be re-striped to add a bike lane. Trade Zone Boulevard generally contains sufficient width to accommodate two travel lanes and bike lanes in each direction; however, the westbound lanes on Trade Zone jog south slightly, so right-of-way acquisition will likely be required to push the curb further north to maintain a consistent section and to add bike lanes. Bike routes should be upgraded to bike lanes as part of any Montague widening project.*

- *Policy 3.29: A Class III bicycle route shall be created on the internal roadways (from the Milpitas Boulevard Extension/Capitol Avenue intersection to Tarob Court) to provide a continuous bicycle connection between Milpitas Boulevard and the existing bicycle lanes on Lundy Street, as indicated on Figure 3-5 [of the Specific Plan].*

- *Policy 3.32: Coordinate with VTA to provide sufficient amenities (such as transit shelters) at all transit stops within the Transit Area.*

- *Policy 6.32: The City shall establish and assess a transportation impact fee program, known as the Regional Traffic Fee, to contribute toward traffic improvements to be undertaken in whole or in part by the County of Santa Clara or City of San Jose. This fee will go toward the East/West Corridor Study, Montague Expressway Widening project, and Calaveras Boulevard (SR 237) Overpass Widening project, as well as other local and regional improvements.*

- *Policy 6.33: The City shall establish and assess a transportation impact fee program to provide improvements to mitigate future traffic operations on the roadway segments within the City of Milpitas. All projects within the Transit Area Plan will be required to pay this fee.*

- *Policy 6.34: The new traffic impact fee program should include fair-share payments toward the following improvement: At the West Calaveras Boulevard/I-880 northbound ramps, convert the northbound center left turn lane to a shared left-turn/right-turn lane. The City of Milpitas will coordinate with Caltrans to implement this improvement.*

- *Policy 6.35: The new traffic impact fee program should include fair-share payments toward the following improvement: At the intersection of Tasman Drive/McCarthy Boulevard, the southbound (McCarthy Boulevard) shared through/right-turn lane will be converted to an exclusive right-turn lane with overlap signal phasing. The southbound right-turn will have a green arrow and enter the intersection at the same time as the eastbound left-turn movement. Eastbound left-turns will be prohibited. The City of Milpitas will implement this improvement.*

- *Policy 6.36: The new traffic impact fee program should include fair-share payments toward the following improvement: Coordinate the traffic signals at the Tasman Drive / I-880 southbound ramps and the Great Mall Parkway/I-880 northbound ramps with one another as well as adjacent intersections, particularly Tasman Drive/Alder Drive, in order to improve operations in the Great Mall Parkway/Tasman Drive corridor north of the Transit Area. The City of Milpitas will coordinate with Caltrans to implement this improvement.*

Conclusion

The TASP FEIR adequately evaluated the transportation impacts of the proposed project. The proposed project would be required to comply with TASP policies related to transportation including traffic impact fees and City of Milpitas 2008 CFD (TASP Area) tax rates. Therefore, the proposed project would not create any new impacts related to transportation and additional mitigation is not required.

18. TRIBAL CULTURAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	☐	☐	☐	☒
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Discussion

The only site within the TASP Area that the TASP FEIR identified as potentially eligible for the California Register of Historic Resources is the Great Mall, which is not located within the project site. General Plan Policy 4.f-G-1 would reduce any potential impact to historical and cultural resources to a less-than-significant level. As previously discussed in Section 5, Cultural Resources of this checklist, the TASP FEIR determined that impacts to cultural and historic resources would be reduced to less-than-significant levels with implementation of Policy 5.34 to reduce potential impacts to previously unidentified archeological resources to a less-than-significant level through construction monitoring, and if remains are found, temporary halting of construction until development of a mitigation plan and its implementation. This finding applies to tribal cultural resources. Therefore, the proposed project would not result in any new or more severe impacts to tribal cultural resources than were identified in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy 4.f-G-1: Preserve existing historical and cultural resources, especially those site where an Historical Park may prove feasible.*

Conclusion

The TASP FEIR adequately evaluated the potential tribal cultural resources impacts for the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

19. UTILITIES AND SERVICE SYSTEMS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion

Wastewater Treatment Requirements

As the TASP FEIR describes, the City's Main Pump Station has a wet weather capacity between 42 and 45 million gallons per day (mgd) and the City does not expect buildout of the TASP, including the project site, to cause the City's overall wet weather flow to exceed this capacity (TASP Impact 3.11-3).[41] The City plans to make improvements to the Main Sewage Pump Station, not as a result of the buildout of the TASP, but as a result of overdue maintenance and seismic deficiencies. The TASP

[41] Milpitas, City of, 2008b, op. cit.

FEIR determined that the buildout of the TASP would result in an increase in wastewater flow and several new improvement projects to sewer pipelines would be required.

The TASP FEIR also determined buildout of the TASP would create sewer flows that when combined with other cumulative growth and development within the City would exceed the City's contracted capacity at the Water Pollution Control Plant. However, because the proposed project is within the level of development evaluated in the TASP FEIR, it would not result in any new or more severe impacts related to wastewater capacity and infrastructure than those previously analyzed.

Stormwater Drainage Facilities

The TASP would require the development of new storm drainage infrastructure as outlined in the 2001 Storm Drain Master Plan.[42] The majority of existing utilities within the boundary of the project site, aside from those within the public utility easement, would be removed. The proposed project would include the installation of new storm drain lines on the project site and would connect to the existing 12-inch municipal storm drain located at the northwest corner of the project site. The potential impacts associated with storm drainage facilities from the proposed project would not be greater or more severe than those identified in the TASP FEIR.

Water Supply

The TASP FEIR determined that the buildout of the TASP, including the project site, would increase water demand at buildout by 1.1 mgd. The buildout of the TASP would exceed capacity of the existing turnout delivering water from the SCVWD system during the peak hour demand period. This increase in demand would require improvements to the existing water infrastructure both within the TASP Area and affected pressure zones.

TASP Policy 6.22 would ensure that less-than-significant impacts associated with water supply would occur. The TASP FEIR concluded that this water demand will be adequately served by water supplies from current sources in addition to offsets by the supplies available from the SCVWD, the ability to run emergency wells, and an increased use of recycled water. The TASP provides policies which require the use of recycled water.

The proposed project would conform to TASP policies that would reduce the impact to a less-than-significant level and would not result in greater growth on the project site than anticipated by the TASP FEIR. Impacts of the proposed project would not result in any greater impacts than those identified by the TASP FEIR.

Solid Waste

Buildout of the TASP Area would result in an increase in the amount of solid waste due mainly to the increase in residential uses. The TASP FEIR concluded that there is sufficient capacity in the existing solid waste disposal facilities serving the TASP Area, including the project site, for at least 30 more years. The proposed project would conform to TASP policies and would not result in any new or more severe impacts beyond those identified in the TASP FEIR.

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42 Milpitas, City of, 2001. *Storm Drain Master Plan*. July.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

TASP Policies

- *Policy 6.6: Construct the improvements within the Transit Area that were identified in the 2001 Storm Drainage Master Plan, and any other improvements identified in updates to the Master Plan.*
- *Policy 6.13: Provide water supply for the Specific Plan area from the Santa Clara Valley Water District.*
- *Policy 6.16: Reduce water consumption through a program of water conservation measures, such as use of recycled water, water-saving features, and drought-tolerant landscaping.*
- *Policy 6.17: The City of Milpitas will require that water saving devices, as required by the California Plumbing Code, be installed in all residential, commercial, industrial and institutional facilities within the Transit Area. Such devices are capable of reducing the amount of water used indoors, resulting in substantial wastewater flow reductions.*
- *Policy 6.19: Per the Midtown Specific Plan, require new development to include recycled water lines for irrigation.*
- *Policy 6.20: The City of Milpitas will require that recycled water be used to irrigate all parks, plazas, community facilities, linear parks, landscaped front yards and buffer zones. Recycled water may also be used for landscape irrigation on vegetated setbacks and private common areas. The City shall also require, where reasonable and feasible, that commercial uses, schools and non-residential mixed use developments be provided with dual plumbing to enable indoor recycled water use for non-potable uses to the extent feasible.*
- *Policy 6.21: Require existing irrigation users to convert to recycled water when it becomes available.*
- *Policy 6.23: All new development shall participate to the maximum extent practical in solid waste source reduction and diversion programs.*

Conclusion

The TASP FEIR adequately evaluated the potential utilities impacts for the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

20. WILDFIRE

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Discussion

Since certification of the TASP FEIR, Appendix G of the CEQA Guidelines has been revised to include a separate section for Wildfire. Effective December 28, 2018, CEQA requires the evaluation of wildfire hazards, among other changes. Because the TASP FEIR was certified prior to December 28, 2018, a separate evaluation of wildfire impacts was not included.

However, the Hazards and Hazardous Materials section of the TASP FEIR did determine that there were no Very High Fire Hazard Severity Zones within the TASP Area. In addition, the project site is not located in or near any State responsibility areas. Therefore, the proposed project would not result in any new impacts related to wildfire hazards.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Conclusion

The TASP FEIR adequately evaluated the potential impacts related to hazards (and by extension, wildfire) of the proposed project and no new impacts would result.

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APPENDIX A

CALEEMOD OUTPUT SHEETS

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2001 Tarob Court

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	40.00	Dwelling Unit	0.77	40,000.00	114
Unenclosed Parking with Elevator	60.00	Space	0.00	24,000.00	0
Parking Lot	14.00	Space	0.10	5,600.00	0
City Park	0.44	Acre	0.44	19,166.40	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity based on 5-year average, PG&E, 2015

Land Use - The project would include 40 residential units, a parking garage with 60 spaces, an additional 14 onstreet parking spaces, and 0.44 acres of open space/landscaped areas.

Construction Phase - Construction of the proposed project is anticipated to occur over approximately 16 months, starting in April 2020 and ending in August 2021.

Grading - approximately 1,410 cubic yards of soils would be excavated and exported

Demolition - The project would demolish the existing 16,463-square-foot office/light-industrial building

Vehicle Trips - Based on ITE Trip Generation Rates for land use code 220 and 9% transit trip rediction per VTA's Transportation Impact Analysis Guidelines

Water Mitigation -

Energy Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	200.00	250.00
tblConstructionPhase	NumDays	4.00	20.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	PhaseEndDate	3/15/2021	8/6/2021
tblConstructionPhase	PhaseEndDate	2/15/2021	6/11/2021
tblConstructionPhase	PhaseEndDate	5/11/2020	6/26/2020
tblConstructionPhase	PhaseEndDate	3/1/2021	7/9/2021
tblConstructionPhase	PhaseEndDate	5/5/2020	5/29/2020
tblConstructionPhase	PhaseStartDate	3/2/2021	7/12/2021
tblConstructionPhase	PhaseStartDate	5/12/2020	6/29/2020
tblConstructionPhase	PhaseStartDate	5/6/2020	6/1/2020
tblConstructionPhase	PhaseStartDate	2/16/2021	6/14/2021

tblGrading	AcresOfGrading	7.50	1.22
tblGrading	AcresOfGrading	10.00	1.22
tblGrading	MaterialExported	0.00	1,410.00
tblLandUse	LotAcreage	1.05	0.77
tblLandUse	LotAcreage	0.54	0.00
tblLandUse	LotAcreage	0.13	0.10
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblVehicleTrips	ST_TR	6.39	6.05
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	SU_TR	5.86	6.05
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	WD_TR	6.65	6.05
tblVehicleTrips	WD_TR	1.89	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.2031	1.6725	1.2903	2.6200e-003	0.1430	0.0807	0.2236	0.0648	0.0768	0.1416	0.0000	225.6204	225.6204	0.0391	0.0000	226.5973
2021	0.4146	0.9628	0.9420	1.8600e-003	0.0288	0.0451	0.0739	7.7800e-003	0.0434	0.0512	0.0000	158.1868	158.1868	0.0241	0.0000	158.7881
Maximum	**0.4146**	**1.6725**	**1.2903**	**2.6200e-003**	**0.1430**	**0.0807**	**0.2236**	**0.0648**	**0.0768**	**0.1416**	**0.0000**	**225.6204**	**225.6204**	**0.0391**	**0.0000**	**226.5973**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.2031	1.6725	1.2903	2.6200e-003	0.1430	0.0807	0.2236	0.0648	0.0768	0.1416	0.0000	225.6202	225.6202	0.0391	0.0000	226.5971
2021	0.4146	0.9628	0.9420	1.8600e-003	0.0288	0.0451	0.0739	7.7800e-003	0.0434	0.0512	0.0000	158.1867	158.1867	0.0241	0.0000	158.7880
Maximum	**0.4146**	**1.6725**	**1.2903**	**2.6200e-003**	**0.1430**	**0.0807**	**0.2236**	**0.0648**	**0.0768**	**0.1416**	**0.0000**	**225.6202**	**225.6202**	**0.0391**	**0.0000**	**226.5971**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-6-2020	7-5-2020	0.6488	0.6488
2	7-6-2020	10-5-2020	0.6081	0.6081
3	10-6-2020	1-5-2021	0.6070	0.6070
4	1-6-2021	4-5-2021	0.5470	0.5470
5	4-6-2021	7-5-2021	0.4737	0.4737
6	7-6-2021	9-30-2021	0.2962	0.2962
		Highest	0.6488	0.6488

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2885	5.5700e-003	0.4254	2.7000e-004		0.0198	0.0198		0.0198	0.0198	1.8236	1.2355	3.0591	3.4000e-003	1.2000e-004	3.1799
Energy	1.8600e-003	0.0159	6.7800e-003	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	50.3060	50.3060	3.1600e-003	9.2000e-004	50.6591
Mobile	0.0646	0.3124	0.7294	2.4800e-003	0.2080	2.3100e-003	0.2103	0.0558	2.1600e-003	0.0580	0.0000	227.1256	227.1256	8.6500e-003	0.0000	227.3418
Waste						0.0000	0.0000		0.0000	0.0000	3.7432	0.0000	3.7432	0.2212	0.0000	9.2735
Water						0.0000	0.0000		0.0000	0.0000	0.8268	3.2345	4.0613	0.0852	2.0600e-003	6.8066
Total	**0.3550**	**0.3339**	**1.1616**	**2.8500e-003**	**0.2080**	**0.0234**	**0.2314**	**0.0558**	**0.0233**	**0.0791**	**6.3936**	**281.9016**	**288.2951**	**0.3216**	**3.1000e-003**	**297.2609**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1962	3.4400e-003	0.2983	2.0000e-005		1.6400e-003	1.6400e-003		1.6400e-003	1.6400e-003	0.0000	0.4865	0.4865	4.7000e-004	0.0000	0.4983
Energy	1.8600e-003	0.0159	6.7800e-003	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	50.2800	50.2800	3.1600e-003	9.2000e-004	50.6329
Mobile	0.0514	0.2139	0.4253	1.1500e-003	0.0881	1.1400e-003	0.0892	0.0236	1.0600e-003	0.0247	0.0000	105.6893	105.6893	5.1700e-003	0.0000	105.8186
Waste						0.0000	0.0000		0.0000	0.0000	3.7432	0.0000	3.7432	0.2212	0.0000	9.2735
Water						0.0000	0.0000		0.0000	0.0000	0.6615	2.7023	3.3638	0.0682	1.6500e-003	5.5609
Total	**0.2495**	**0.2333**	**0.7304**	**1.2700e-003**	**0.0881**	**4.0700e-003**	**0.0922**	**0.0236**	**3.9900e-003**	**0.0276**	**4.4046**	**159.1581**	**163.5627**	**0.2982**	**2.5700e-003**	**171.7843**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**29.72**	**30.13**	**37.12**	**55.44**	**57.66**	**82.61**	**60.18**	**57.66**	**82.85**	**65.06**	**31.11**	**43.54**	**43.27**	**7.29**	**17.10**	**42.21**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/6/2020	5/1/2020	5	20	
2	Site Preparation	Site Preparation	5/2/2020	5/29/2020	5	20	
3	Grading	Grading	6/1/2020	6/26/2020	5	20	
4	Building Construction	Building Construction	6/29/2020	6/11/2021	5	250	
5	Paving	Paving	6/14/2021	7/9/2021	5	20	
6	Architectural Coating	Architectural Coating	7/12/2021	8/6/2021	5	20	

Acres of Grading (Site Preparation Phase): 1.22

Acres of Grading (Grading Phase): 1.22

Acres of Paving: 0.1

Residential Indoor: 81,000; Residential Outdoor: 27,000; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,776 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	75.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	176.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	49.00	12.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.1000e-003	0.0000	8.1000e-003	1.2300e-003	0.0000	1.2300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0213	0.2095	0.1466	2.4000e-004		0.0115	0.0115		0.0108	0.0108	0.0000	21.0677	21.0677	5.4200e-003	0.0000	21.2031
Total	**0.0213**	**0.2095**	**0.1466**	**2.4000e-004**	**8.1000e-003**	**0.0115**	**0.0196**	**1.2300e-003**	**0.0108**	**0.0120**	**0.0000**	**21.0677**	**21.0677**	**5.4200e-003**	**0.0000**	**21.2031**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.1000e-004	0.0110	2.2000e-003	3.0000e-005	6.3000e-004	4.0000e-005	6.7000e-004	1.7000e-004	3.0000e-005	2.1000e-004	0.0000	2.8739	2.8739	1.5000e-004	0.0000	2.8776
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	3.1000e-004	3.1900e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.9000	0.9000	2.0000e-005	0.0000	0.9005
Total	**7.4000e-004**	**0.0113**	**5.3900e-003**	**4.0000e-005**	**1.6600e-003**	**5.0000e-005**	**1.7000e-003**	**4.4000e-004**	**4.0000e-005**	**4.9000e-004**	**0.0000**	**3.7739**	**3.7739**	**1.7000e-004**	**0.0000**	**3.7781**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.1000e-003	0.0000	8.1000e-003	1.2300e-003	0.0000	1.2300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0213	0.2095	0.1466	2.4000e-004		0.0115	0.0115		0.0108	0.0108	0.0000	21.0676	21.0676	5.4200e-003	0.0000	21.2030
Total	**0.0213**	**0.2095**	**0.1466**	**2.4000e-004**	**8.1000e-003**	**0.0115**	**0.0196**	**1.2300e-003**	**0.0108**	**0.0120**	**0.0000**	**21.0676**	**21.0676**	**5.4200e-003**	**0.0000**	**21.2030**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.1000e-004	0.0110	2.2000e-003	3.0000e-005	6.3000e-004	4.0000e-005	6.7000e-004	1.7000e-004	3.0000e-005	2.1000e-004	0.0000	2.8739	2.8739	1.5000e-004	0.0000	2.8776
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	3.1000e-004	3.1900e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.9000	0.9000	2.0000e-005	0.0000	0.9005
Total	**7.4000e-004**	**0.0113**	**5.3900e-003**	**4.0000e-005**	**1.6600e-003**	**5.0000e-005**	**1.7000e-003**	**4.4000e-004**	**4.0000e-005**	**4.9000e-004**	**0.0000**	**3.7739**	**3.7739**	**1.7000e-004**	**0.0000**	**3.7781**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0533	0.0000	0.0533	0.0290	0.0000	0.0290	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0163	0.1835	0.0771	1.7000e-004		8.2100e-003	8.2100e-003		7.5500e-003	7.5500e-003	0.0000	15.1265	15.1265	4.8900e-003	0.0000	15.2488
Total	**0.0163**	**0.1835**	**0.0771**	**1.7000e-004**	**0.0533**	**8.2100e-003**	**0.0616**	**0.0290**	**7.5500e-003**	**0.0366**	**0.0000**	**15.1265**	**15.1265**	**4.8900e-003**	**0.0000**	**15.2488**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.9000e-004	1.9600e-003	1.0000e-005	6.3000e-004	0.0000	6.4000e-004	1.7000e-004	0.0000	1.7000e-004	0.0000	0.5538	0.5538	1.0000e-005	0.0000	0.5542
Total	**2.7000e-004**	**1.9000e-004**	**1.9600e-003**	**1.0000e-005**	**6.3000e-004**	**0.0000**	**6.4000e-004**	**1.7000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**0.5538**	**0.5538**	**1.0000e-005**	**0.0000**	**0.5542**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0533	0.0000	0.0533	0.0290	0.0000	0.0290	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0163	0.1835	0.0771	1.7000e-004		8.2100e-003	8.2100e-003		7.5500e-003	7.5500e-003	0.0000	15.1265	15.1265	4.8900e-003	0.0000	15.2488
Total	**0.0163**	**0.1835**	**0.0771**	**1.7000e-004**	**0.0533**	**8.2100e-003**	**0.0616**	**0.0290**	**7.5500e-003**	**0.0366**	**0.0000**	**15.1265**	**15.1265**	**4.8900e-003**	**0.0000**	**15.2488**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.9000e-004	1.9600e-003	1.0000e-005	6.3000e-004	0.0000	6.4000e-004	1.7000e-004	0.0000	1.7000e-004	0.0000	0.5538	0.5538	1.0000e-005	0.0000	0.5542
Total	**2.7000e-004**	**1.9000e-004**	**1.9600e-003**	**1.0000e-005**	**6.3000e-004**	**0.0000**	**6.4000e-004**	**1.7000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**0.5538**	**0.5538**	**1.0000e-005**	**0.0000**	**0.5542**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0459	0.0000	0.0459	0.0249	0.0000	0.0249	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0135	0.1509	0.0645	1.4000e-004		6.8400e-003	6.8400e-003		6.3000e-003	6.3000e-003	0.0000	12.3896	12.3896	4.0100e-003	0.0000	12.4898
Total	**0.0135**	**0.1509**	**0.0645**	**1.4000e-004**	**0.0459**	**6.8400e-003**	**0.0527**	**0.0249**	**6.3000e-003**	**0.0312**	**0.0000**	**12.3896**	**12.3896**	**4.0100e-003**	**0.0000**	**12.4898**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.3000e-004	0.0257	5.1700e-003	7.0000e-005	1.4900e-003	8.0000e-005	1.5700e-003	4.1000e-004	8.0000e-005	4.9000e-004	0.0000	6.7441	6.7441	3.5000e-004	0.0000	6.7528
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.9000e-004	1.9600e-003	1.0000e-005	6.3000e-004	0.0000	6.4000e-004	1.7000e-004	0.0000	1.7000e-004	0.0000	0.5538	0.5538	1.0000e-005	0.0000	0.5542
Total	**1.0000e-003**	**0.0259**	**7.1300e-003**	**8.0000e-005**	**2.1200e-003**	**8.0000e-005**	**2.2100e-003**	**5.8000e-004**	**8.0000e-005**	**6.6000e-004**	**0.0000**	**7.2979**	**7.2979**	**3.6000e-004**	**0.0000**	**7.3069**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0459	0.0000	0.0459	0.0249	0.0000	0.0249	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0135	0.1509	0.0645	1.4000e-004		6.8400e-003	6.8400e-003		6.3000e-003	6.3000e-003	0.0000	12.3896	12.3896	4.0100e-003	0.0000	12.4898
Total	**0.0135**	**0.1509**	**0.0645**	**1.4000e-004**	**0.0459**	**6.8400e-003**	**0.0527**	**0.0249**	**6.3000e-003**	**0.0312**	**0.0000**	**12.3896**	**12.3896**	**4.0100e-003**	**0.0000**	**12.4898**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.3000e-004	0.0257	5.1700e-003	7.0000e-005	1.4900e-003	8.0000e-005	1.5700e-003	4.1000e-004	8.0000e-005	4.9000e-004	0.0000	6.7441	6.7441	3.5000e-004	0.0000	6.7528
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.9000e-004	1.9600e-003	1.0000e-005	6.3000e-004	0.0000	6.4000e-004	1.7000e-004	0.0000	1.7000e-004	0.0000	0.5538	0.5538	1.0000e-005	0.0000	0.5542
Total	**1.0000e-003**	**0.0259**	**7.1300e-003**	**8.0000e-005**	**2.1200e-003**	**8.0000e-005**	**2.2100e-003**	**5.8000e-004**	**8.0000e-005**	**6.6000e-004**	**0.0000**	**7.2979**	**7.2979**	**3.6000e-004**	**0.0000**	**7.3069**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1360	0.9908	0.8836	1.4800e-003		0.0533	0.0533		0.0515	0.0515	0.0000	121.6332	121.6332	0.0226	0.0000	122.1977
Total	**0.1360**	**0.9908**	**0.8836**	**1.4800e-003**		**0.0533**	**0.0533**		**0.0515**	**0.0515**	**0.0000**	**121.6332**	**121.6332**	**0.0226**	**0.0000**	**122.1977**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.1100e-003	0.0928	0.0233	2.2000e-004	5.2700e-003	4.5000e-004	5.7200e-003	1.5200e-003	4.3000e-004	1.9600e-003	0.0000	21.0503	21.0503	1.0900e-003	0.0000	21.0774
Worker	0.0109	7.7900e-003	0.0806	2.5000e-004	0.0259	1.7000e-004	0.0261	6.9000e-003	1.6000e-004	7.0600e-003	0.0000	22.7276	22.7276	5.5000e-004	0.0000	22.7413
Total	**0.0140**	**0.1006**	**0.1040**	**4.7000e-004**	**0.0312**	**6.2000e-004**	**0.0318**	**8.4200e-003**	**5.9000e-004**	**9.0200e-003**	**0.0000**	**43.7779**	**43.7779**	**1.6400e-003**	**0.0000**	**43.8188**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1360	0.9908	0.8836	1.4800e-003		0.0533	0.0533		0.0515	0.0515	0.0000	121.6331	121.6331	0.0226	0.0000	122.1976
Total	**0.1360**	**0.9908**	**0.8836**	**1.4800e-003**		**0.0533**	**0.0533**		**0.0515**	**0.0515**	**0.0000**	**121.6331**	**121.6331**	**0.0226**	**0.0000**	**122.1976**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.1100e-003	0.0928	0.0233	2.2000e-004	5.2700e-003	4.5000e-004	5.7200e-003	1.5200e-003	4.3000e-004	1.9600e-003	0.0000	21.0503	21.0503	1.0900e-003	0.0000	21.0774
Worker	0.0109	7.7900e-003	0.0806	2.5000e-004	0.0259	1.7000e-004	0.0261	6.9000e-003	1.6000e-004	7.0600e-003	0.0000	22.7276	22.7276	5.5000e-004	0.0000	22.7413
Total	**0.0140**	**0.1006**	**0.1040**	**4.7000e-004**	**0.0312**	**6.2000e-004**	**0.0318**	**8.4200e-003**	**5.9000e-004**	**9.0200e-003**	**0.0000**	**43.7779**	**43.7779**	**1.6400e-003**	**0.0000**	**43.8188**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1051	0.7909	0.7482	1.2800e-003		0.0397	0.0397		0.0383	0.0383	0.0000	105.2976	105.2976	0.0188	0.0000	105.7676
Total	**0.1051**	**0.7909**	**0.7482**	**1.2800e-003**		**0.0397**	**0.0397**		**0.0383**	**0.0383**	**0.0000**	**105.2976**	**105.2976**	**0.0188**	**0.0000**	**105.7676**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2100e-003	0.0727	0.0182	1.9000e-004	4.5600e-003	1.6000e-004	4.7200e-003	1.3200e-003	1.5000e-004	1.4700e-003	0.0000	18.0503	18.0503	8.9000e-004	0.0000	18.0725
Worker	8.7200e-003	6.0200e-003	0.0637	2.1000e-004	0.0225	1.5000e-004	0.0226	5.9700e-003	1.4000e-004	6.1100e-003	0.0000	18.9843	18.9843	4.3000e-004	0.0000	18.9949
Total	**0.0109**	**0.0787**	**0.0819**	**4.0000e-004**	**0.0270**	**3.1000e-004**	**0.0273**	**7.2900e-003**	**2.9000e-004**	**7.5800e-003**	**0.0000**	**37.0346**	**37.0346**	**1.3200e-003**	**0.0000**	**37.0674**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1051	0.7909	0.7482	1.2800e-003		0.0397	0.0397		0.0383	0.0383	0.0000	105.2975	105.2975	0.0188	0.0000	105.7675
Total	**0.1051**	**0.7909**	**0.7482**	**1.2800e-003**		**0.0397**	**0.0397**		**0.0383**	**0.0383**	**0.0000**	**105.2975**	**105.2975**	**0.0188**	**0.0000**	**105.7675**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2100e-003	0.0727	0.0182	1.9000e-004	4.5600e-003	1.6000e-004	4.7200e-003	1.3200e-003	1.5000e-004	1.4700e-003	0.0000	18.0503	18.0503	8.9000e-004	0.0000	18.0725
Worker	8.7200e-003	6.0200e-003	0.0637	2.1000e-004	0.0225	1.5000e-004	0.0226	5.9700e-003	1.4000e-004	6.1100e-003	0.0000	18.9843	18.9843	4.3000e-004	0.0000	18.9949
Total	**0.0109**	**0.0787**	**0.0819**	**4.0000e-004**	**0.0270**	**3.1000e-004**	**0.0273**	**7.2900e-003**	**2.9000e-004**	**7.5800e-003**	**0.0000**	**37.0346**	**37.0346**	**1.3200e-003**	**0.0000**	**37.0674**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.7400e-003	0.0774	0.0886	1.4000e-004		4.1500e-003	4.1500e-003		3.8300e-003	3.8300e-003	0.0000	11.7650	11.7650	3.7300e-003	0.0000	11.8582
Paving	1.3000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.8700e-003**	**0.0774**	**0.0886**	**1.4000e-004**		**4.1500e-003**	**4.1500e-003**		**3.8300e-003**	**3.8300e-003**	**0.0000**	**11.7650**	**11.7650**	**3.7300e-003**	**0.0000**	**11.8582**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	2.8000e-004	2.9200e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8684	0.8684	2.0000e-005	0.0000	0.8689
Total	**4.0000e-004**	**2.8000e-004**	**2.9200e-003**	**1.0000e-005**	**1.0300e-003**	**1.0000e-005**	**1.0300e-003**	**2.7000e-004**	**1.0000e-005**	**2.8000e-004**	**0.0000**	**0.8684**	**0.8684**	**2.0000e-005**	**0.0000**	**0.8689**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.7400e-003	0.0774	0.0886	1.4000e-004		4.1500e-003	4.1500e-003		3.8300e-003	3.8300e-003	0.0000	11.7650	11.7650	3.7300e-003	0.0000	11.8582
Paving	1.3000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.8700e-003**	**0.0774**	**0.0886**	**1.4000e-004**		**4.1500e-003**	**4.1500e-003**		**3.8300e-003**	**3.8300e-003**	**0.0000**	**11.7650**	**11.7650**	**3.7300e-003**	**0.0000**	**11.8582**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	2.8000e-004	2.9200e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8684	0.8684	2.0000e-005	0.0000	0.8689
Total	**4.0000e-004**	**2.8000e-004**	**2.9200e-003**	**1.0000e-005**	**1.0300e-003**	**1.0000e-005**	**1.0300e-003**	**2.7000e-004**	**1.0000e-005**	**2.8000e-004**	**0.0000**	**0.8684**	**0.8684**	**2.0000e-005**	**0.0000**	**0.8689**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2878					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1900e-003	0.0153	0.0182	3.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004	0.0000	2.5533	2.5533	1.8000e-004	0.0000	2.5576
Total	**0.2899**	**0.0153**	**0.0182**	**3.0000e-005**		**9.4000e-004**	**9.4000e-004**		**9.4000e-004**	**9.4000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.8000e-004**	**0.0000**	**2.5576**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.1000e-004	2.2400e-003	1.0000e-005	7.9000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6680	0.6680	1.0000e-005	0.0000	0.6684
Total	**3.1000e-004**	**2.1000e-004**	**2.2400e-003**	**1.0000e-005**	**7.9000e-004**	**1.0000e-005**	**8.0000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.6680**	**0.6680**	**1.0000e-005**	**0.0000**	**0.6684**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2878					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1900e-003	0.0153	0.0182	3.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004	0.0000	2.5533	2.5533	1.8000e-004	0.0000	2.5576
Total	**0.2899**	**0.0153**	**0.0182**	**3.0000e-005**		**9.4000e-004**	**9.4000e-004**		**9.4000e-004**	**9.4000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.8000e-004**	**0.0000**	**2.5576**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.1000e-004	2.2400e-003	1.0000e-005	7.9000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6680	0.6680	1.0000e-005	0.0000	0.6684
Total	**3.1000e-004**	**2.1000e-004**	**2.2400e-003**	**1.0000e-005**	**7.9000e-004**	**1.0000e-005**	**8.0000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.6680**	**0.6680**	**1.0000e-005**	**0.0000**	**0.6684**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0514	0.2139	0.4253	1.1500e-003	0.0881	1.1400e-003	0.0892	0.0236	1.0600e-003	0.0247	0.0000	105.6893	105.6893	5.1700e-003	0.0000	105.8186
Unmitigated	0.0646	0.3124	0.7294	2.4800e-003	0.2080	2.3100e-003	0.2103	0.0558	2.1600e-003	0.0580	0.0000	227.1256	227.1256	8.6500e-003	0.0000	227.3418

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	242.00	242.00	242.00	558,925	236,657
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	242.00	242.00	242.00	558,925	236,657

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unenclosed Parking with	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
City Park	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
Parking Lot	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
Unenclosed Parking with Elevator	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	31.8387	31.8387	2.8100e-003	5.8000e-004	32.0820
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	31.8646	31.8646	2.8100e-003	5.8000e-004	32.1082
NaturalGas Mitigated	1.8600e-003	0.0159	6.7800e-003	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4414	18.4414	3.5000e-004	3.4000e-004	18.5510
NaturalGas Unmitigated	1.8600e-003	0.0159	6.7800e-003	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4414	18.4414	3.5000e-004	3.4000e-004	18.5510

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	345578	1.8600e-003	0.0159	6.7800e-003	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4414	18.4414	3.5000e-004	3.4000e-004	18.5510
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.8600e-003**	**0.0159**	**6.7800e-003**	**1.0000e-004**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**18.4414**	**18.4414**	**3.5000e-004**	**3.4000e-004**	**18.5510**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	345578	1.8600e-003	0.0159	6.7800e-003	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4414	18.4414	3.5000e-004	3.4000e-004	18.5510
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.8600e-003**	**0.0159**	**6.7800e-003**	**1.0000e-004**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**18.4414**	**18.4414**	**3.5000e-004**	**3.4000e-004**	**18.5510**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	165134	24.6283	2.1700e-003	4.5000e-004	24.8165
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	1960	0.2923	3.0000e-005	1.0000e-005	0.2946
Unenclosed Parking with Elevator	46560	6.9440	6.1000e-004	1.3000e-004	6.9971
Total		**31.8646**	**2.8100e-003**	**5.9000e-004**	**32.1082**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	164960	24.6023	2.1700e-003	4.5000e-004	24.7904
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	1960	0.2923	3.0000e-005	1.0000e-005	0.2946
Unenclosed Parking with Elevator	46560	6.9440	6.1000e-004	1.3000e-004	6.9971
Total		**31.8387**	**2.8100e-003**	**5.9000e-004**	**32.0820**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1962	3.4400e-003	0.2983	2.0000e-005		1.6400e-003	1.6400e-003		1.6400e-003	1.6400e-003	0.0000	0.4865	0.4865	4.7000e-004	0.0000	0.4983
Unmitigated	0.2885	5.5700e-003	0.4254	2.7000e-004		0.0198	0.0198		0.0198	0.0198	1.8236	1.2355	3.0591	3.4000e-003	1.2000e-004	3.1799

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0288					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1583					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0923	2.1200e-003	0.1271	2.5000e-004		0.0182	0.0182		0.0182	0.0182	1.8236	0.7490	2.5726	2.9300e-003	1.2000e-004	2.6815
Landscaping	9.0800e-003	3.4400e-003	0.2983	2.0000e-005		1.6400e-003	1.6400e-003		1.6400e-003	1.6400e-003	0.0000	0.4865	0.4865	4.7000e-004	0.0000	0.4983
Total	**0.2885**	**5.5600e-003**	**0.4254**	**2.7000e-004**		**0.0198**	**0.0198**		**0.0198**	**0.0198**	**1.8236**	**1.2355**	**3.0591**	**3.4000e-003**	**1.2000e-004**	**3.1799**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0288					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1583					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.0800e-003	3.4400e-003	0.2983	2.0000e-005		1.6400e-003	1.6400e-003		1.6400e-003	1.6400e-003	0.0000	0.4865	0.4865	4.7000e-004	0.0000	0.4983
Total	**0.1962**	**3.4400e-003**	**0.2983**	**2.0000e-005**		**1.6400e-003**	**1.6400e-003**		**1.6400e-003**	**1.6400e-003**	**0.0000**	**0.4865**	**0.4865**	**4.7000e-004**	**0.0000**	**0.4983**

7.0 Water Detail

7.1 Mitigation Measures Water

Use Reclaimed Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.3638	0.0682	1.6500e-003	5.5609
Unmitigated	4.0613	0.0852	2.0600e-003	6.8066

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.60616 / 1.64301	3.7876	0.0852	2.0600e-003	6.5309
City Park	0 / 0.524252	0.2737	2.0000e-005	0.0000	0.2758
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**4.0613**	**0.0852**	**2.0600e-003**	**6.8066**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.08493 / 1.48108	3.1171	0.0682	1.6500e-003	5.3124
City Park	0 / 0.472582	0.2467	2.0000e-005	0.0000	0.2486
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**3.3638**	**0.0682**	**1.6500e-003**	**5.5609**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.7432	0.2212	0.0000	9.2735
Unmitigated	3.7432	0.2212	0.0000	9.2735

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	18.4	3.7350	0.2207	0.0000	9.2534
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**3.7432**	**0.2212**	**0.0000**	**9.2735**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	18.4	3.7350	0.2207	0.0000	9.2534
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**3.7432**	**0.2212**	**0.0000**	**9.2735**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2001 Tarob Court

Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	40.00	Dwelling Unit	0.77	40,000.00	114
Unenclosed Parking with Elevator	60.00	Space	0.00	24,000.00	0
Parking Lot	14.00	Space	0.10	5,600.00	0
City Park	0.44	Acre	0.44	19,166.40	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity based on 5-year average, PG&E, 2015

Land Use - The project would include 40 residential units, a parking garage with 60 spaces, an additional 14 onstreet parking spaces, and 0.44 acres of open space/landscaped areas.

Construction Phase - Construction of the proposed project is anticipated to occur over approximately 16 months, starting in April 2020 and ending in August 2021.

Grading - approximately 1,410 cubic yards of soils would be excavated and exported

Demolition - The project would demolish the existing 16,463-square-foot office/light-industrial building

Vehicle Trips - Based on ITE Trip Generation Rates for land use code 220 and 9% transit trip rediction per VTA's Transportation Impact Analysis Guidelines

Water Mitigation -

Energy Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	200.00	250.00
tblConstructionPhase	NumDays	4.00	20.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	PhaseEndDate	3/15/2021	8/6/2021
tblConstructionPhase	PhaseEndDate	2/15/2021	6/11/2021
tblConstructionPhase	PhaseEndDate	5/11/2020	6/26/2020
tblConstructionPhase	PhaseEndDate	3/1/2021	7/9/2021
tblConstructionPhase	PhaseEndDate	5/5/2020	5/29/2020
tblConstructionPhase	PhaseStartDate	3/2/2021	7/12/2021
tblConstructionPhase	PhaseStartDate	5/12/2020	6/29/2020
tblConstructionPhase	PhaseStartDate	5/6/2020	6/1/2020
tblConstructionPhase	PhaseStartDate	2/16/2021	6/14/2021

tblGrading	AcresOfGrading	7.50	1.22
tblGrading	AcresOfGrading	10.00	1.22
tblGrading	MaterialExported	0.00	1,410.00
tblLandUse	LotAcreage	1.05	0.77
tblLandUse	LotAcreage	0.54	0.00
tblLandUse	LotAcreage	0.13	0.10
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblVehicleTrips	ST_TR	6.39	6.05
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	SU_TR	5.86	6.05
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	WD_TR	6.65	6.05
tblVehicleTrips	WD_TR	1.89	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2463	22.0478	15.2195	0.0294	5.3997	1.1567	6.2211	2.9209	1.0801	3.6765	0.0000	2,753.3897	2,753.3897	0.6155	0.0000	2,763.4444
2021	29.0261	14.9682	14.3954	0.0292	0.4838	0.6896	1.1733	0.1302	0.6657	0.7959	0.0000	2,736.0304	2,736.0304	0.4134	0.0000	2,745.5858
Maximum	**29.0261**	**22.0478**	**15.2195**	**0.0294**	**5.3997**	**1.1567**	**6.2211**	**2.9209**	**1.0801**	**3.6765**	**0.0000**	**2,753.3897**	**2,753.3897**	**0.6155**	**0.0000**	**2,763.4444**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2463	22.0478	15.2195	0.0294	5.3997	1.1567	6.2211	2.9209	1.0801	3.6765	0.0000	2,753.3897	2,753.3897	0.6155	0.0000	2,763.4444
2021	29.0261	14.9682	14.3954	0.0292	0.4838	0.6896	1.1733	0.1302	0.6657	0.7959	0.0000	2,736.0304	2,736.0304	0.4134	0.0000	2,745.5858
Maximum	**29.0261**	**22.0478**	**15.2195**	**0.0294**	**5.3997**	**1.1567**	**6.2211**	**2.9209**	**1.0801**	**3.6765**	**0.0000**	**2,753.3897**	**2,753.3897**	**0.6155**	**0.0000**	**2,763.4444**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.5765	0.4019	25.0491	0.0421		3.1038	3.1038		3.1038	3.1038	334.8339	154.1937	489.0275	0.4640	0.0237	507.6804
Energy	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
Mobile	0.4063	1.6623	4.1560	0.0144	1.1875	0.0127	1.2002	0.3177	0.0119	0.3296		1,456.2190	1,456.2190	0.0527		1,457.5362
Total	**17.9930**	**2.1515**	**29.2422**	**0.0570**	**1.1875**	**3.1235**	**4.3110**	**0.3177**	**3.1227**	**3.4404**	**334.8339**	**1,721.7997**	**2,056.6335**	**0.5188**	**0.0257**	**2,077.2654**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1261	0.0383	3.3149	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9584	5.9584	5.8000e-003	0.0000	6.1034
Energy	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
Mobile	0.3321	1.1530	2.2721	6.6800e-003	0.5028	6.2000e-003	0.5090	0.1345	5.8000e-003	0.1403		676.4867	676.4867	0.0306		677.2518
Total	**1.4683**	**1.2785**	**5.6241**	**7.4100e-003**	**0.5028**	**0.0315**	**0.5343**	**0.1345**	**0.0311**	**0.1657**	**0.0000**	**793.8320**	**793.8320**	**0.0385**	**2.0400e-003**	**795.4041**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**91.84**	**40.58**	**80.77**	**87.00**	**57.66**	**98.99**	**87.61**	**57.66**	**99.00**	**95.19**	**100.00**	**53.90**	**61.40**	**92.57**	**92.07**	**61.71**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/6/2020	5/1/2020	5	20	
2	Site Preparation	Site Preparation	5/2/2020	5/29/2020	5	20	
3	Grading	Grading	6/1/2020	6/26/2020	5	20	
4	Building Construction	Building Construction	6/29/2020	6/11/2021	5	250	
5	Paving	Paving	6/14/2021	7/9/2021	5	20	
6	Architectural Coating	Architectural Coating	7/12/2021	8/6/2021	5	20	

Acres of Grading (Site Preparation Phase): 1.22

Acres of Grading (Grading Phase): 1.22

Acres of Paving: 0.1

Residential Indoor: 81,000; Residential Outdoor: 27,000; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,776 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	75.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	176.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	49.00	12.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8103	0.0000	0.8103	0.1227	0.0000	0.1227			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761		2,322.3127	2,322.3127	0.5970		2,337.2363
Total	**2.1262**	**20.9463**	**14.6573**	**0.0241**	**0.8103**	**1.1525**	**1.9628**	**0.1227**	**1.0761**	**1.1988**		**2,322.3127**	**2,322.3127**	**0.5970**		**2,337.2363**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0309	1.0742	0.2135	2.9800e-003	0.0655	3.5100e-003	0.0690	0.0180	3.3600e-003	0.0213		319.0438	319.0438	0.0160		319.4428
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0452	0.0274	0.3488	1.0700e-003	0.1068	6.9000e-004	0.1075	0.0283	6.4000e-004	0.0290		106.7010	106.7010	2.5700e-003		106.7652
Total	**0.0761**	**1.1015**	**0.5623**	**4.0500e-003**	**0.1723**	**4.2000e-003**	**0.1765**	**0.0463**	**4.0000e-003**	**0.0503**		**425.7448**	**425.7448**	**0.0185**		**426.2081**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8103	0.0000	0.8103	0.1227	0.0000	0.1227			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761	0.0000	2,322.3127	2,322.3127	0.5970		2,337.2363
Total	**2.1262**	**20.9463**	**14.6573**	**0.0241**	**0.8103**	**1.1525**	**1.9628**	**0.1227**	**1.0761**	**1.1988**	**0.0000**	**2,322.3127**	**2,322.3127**	**0.5970**		**2,337.2363**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0309	1.0742	0.2135	2.9800e-003	0.0655	3.5100e-003	0.0690	0.0180	3.3600e-003	0.0213		319.0438	319.0438	0.0160		319.4428
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0452	0.0274	0.3488	1.0700e-003	0.1068	6.9000e-004	0.1075	0.0283	6.4000e-004	0.0290		106.7010	106.7010	2.5700e-003		106.7652
Total	**0.0761**	**1.1015**	**0.5623**	**4.0500e-003**	**0.1723**	**4.2000e-003**	**0.1765**	**0.0463**	**4.0000e-003**	**0.0503**		**425.7448**	**425.7448**	**0.0185**		**426.2081**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3340	0.0000	5.3340	2.9034	0.0000	2.9034			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553		1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**5.3340**	**0.8210**	**6.1550**	**2.9034**	**0.7553**	**3.6587**		**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0278	0.0168	0.2146	6.6000e-004	0.0657	4.3000e-004	0.0661	0.0174	3.9000e-004	0.0178		65.6621	65.6621	1.5800e-003		65.7017
Total	**0.0278**	**0.0168**	**0.2146**	**6.6000e-004**	**0.0657**	**4.3000e-004**	**0.0661**	**0.0174**	**3.9000e-004**	**0.0178**		**65.6621**	**65.6621**	**1.5800e-003**		**65.7017**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3340	0.0000	5.3340	2.9034	0.0000	2.9034			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553	0.0000	1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**5.3340**	**0.8210**	**6.1550**	**2.9034**	**0.7553**	**3.6587**	**0.0000**	**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0278	0.0168	0.2146	6.6000e-004	0.0657	4.3000e-004	0.0661	0.0174	3.9000e-004	0.0178		65.6621	65.6621	1.5800e-003		65.7017
Total	**0.0278**	**0.0168**	**0.2146**	**6.6000e-004**	**0.0657**	**4.3000e-004**	**0.0661**	**0.0174**	**3.9000e-004**	**0.0178**		**65.6621**	**65.6621**	**1.5800e-003**		**65.7017**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5892	0.0000	4.5892	2.4909	0.0000	2.4909			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296		1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**4.5892**	**0.6844**	**5.2736**	**2.4909**	**0.6296**	**3.1205**		**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0726	2.5207	0.5010	7.0000e-003	0.1537	8.2400e-003	0.1620	0.0421	7.8800e-003	0.0500		748.6895	748.6895	0.0375		749.6259
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0278	0.0168	0.2146	6.6000e-004	0.0657	4.3000e-004	0.0661	0.0174	3.9000e-004	0.0178		65.6621	65.6621	1.5800e-003		65.7017
Total	**0.1004**	**2.5375**	**0.7156**	**7.6600e-003**	**0.2195**	**8.6700e-003**	**0.2281**	**0.0596**	**8.2700e-003**	**0.0678**		**814.3516**	**814.3516**	**0.0390**		**815.3275**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5892	0.0000	4.5892	2.4909	0.0000	2.4909			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296	0.0000	1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**4.5892**	**0.6844**	**5.2736**	**2.4909**	**0.6296**	**3.1205**	**0.0000**	**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0726	2.5207	0.5010	7.0000e-003	0.1537	8.2400e-003	0.1620	0.0421	7.8800e-003	0.0500		748.6895	748.6895	0.0375		749.6259
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0278	0.0168	0.2146	6.6000e-004	0.0657	4.3000e-004	0.0661	0.0174	3.9000e-004	0.0178		65.6621	65.6621	1.5800e-003		65.7017
Total	**0.1004**	**2.5375**	**0.7156**	**7.6600e-003**	**0.2195**	**8.6700e-003**	**0.2281**	**0.0596**	**8.2700e-003**	**0.0678**		**814.3516**	**814.3516**	**0.0390**		**815.3275**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688		2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**		**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0455	1.3676	0.3262	3.3100e-003	0.0812	6.7000e-003	0.0879	0.0234	6.4100e-003	0.0298		350.0497	350.0497	0.0172		350.4806
Worker	0.1703	0.1031	1.3147	4.0400e-003	0.4025	2.6100e-003	0.4051	0.1068	2.4000e-003	0.1092		402.1805	402.1805	9.6900e-003		402.4228
Total	**0.2158**	**1.4707**	**1.6409**	**7.3500e-003**	**0.4838**	**9.3100e-003**	**0.4931**	**0.1302**	**8.8100e-003**	**0.1390**		**752.2302**	**752.2302**	**0.0269**		**752.9034**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**	**0.0000**	**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0455	1.3676	0.3262	3.3100e-003	0.0812	6.7000e-003	0.0879	0.0234	6.4100e-003	0.0298		350.0497	350.0497	0.0172		350.4806
Worker	0.1703	0.1031	1.3147	4.0400e-003	0.4025	2.6100e-003	0.4051	0.1068	2.4000e-003	0.1092		402.1805	402.1805	9.6900e-003		402.4228
Total	**0.2158**	**1.4707**	**1.6409**	**7.3500e-003**	**0.4838**	**9.3100e-003**	**0.4931**	**0.1302**	**8.8100e-003**	**0.1390**		**752.2302**	**752.2302**	**0.0269**		**752.9034**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0372	1.2401	0.2924	3.2700e-003	0.0812	2.6900e-003	0.0839	0.0234	2.5700e-003	0.0260		346.7503	346.7503	0.0163		347.1571
Worker	0.1576	0.0921	1.2036	3.8900e-003	0.4025	2.5300e-003	0.4051	0.1068	2.3300e-003	0.1091		388.0602	388.0602	8.6700e-003		388.2770
Total	**0.1948**	**1.3322**	**1.4960**	**7.1600e-003**	**0.4838**	**5.2200e-003**	**0.4890**	**0.1302**	**4.9000e-003**	**0.1351**		**734.8104**	**734.8104**	**0.0249**		**735.4341**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0372	1.2401	0.2924	3.2700e-003	0.0812	2.6900e-003	0.0839	0.0234	2.5700e-003	0.0260		346.7503	346.7503	0.0163		347.1571
Worker	0.1576	0.0921	1.2036	3.8900e-003	0.4025	2.5300e-003	0.4051	0.1068	2.3300e-003	0.1091		388.0602	388.0602	8.6700e-003		388.2770
Total	**0.1948**	**1.3322**	**1.4960**	**7.1600e-003**	**0.4838**	**5.2200e-003**	**0.4890**	**0.1302**	**4.9000e-003**	**0.1351**		**734.8104**	**734.8104**	**0.0249**		**735.4341**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830		1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0131					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7870**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**		**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0418	0.0244	0.3193	1.0300e-003	0.1068	6.7000e-004	0.1075	0.0283	6.2000e-004	0.0290		102.9547	102.9547	2.3000e-003		103.0123
Total	**0.0418**	**0.0244**	**0.3193**	**1.0300e-003**	**0.1068**	**6.7000e-004**	**0.1075**	**0.0283**	**6.2000e-004**	**0.0290**		**102.9547**	**102.9547**	**2.3000e-003**		**103.0123**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830	0.0000	1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0131					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7870**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**	**0.0000**	**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0418	0.0244	0.3193	1.0300e-003	0.1068	6.7000e-004	0.1075	0.0283	6.2000e-004	0.0290		102.9547	102.9547	2.3000e-003		103.0123
Total	**0.0418**	**0.0244**	**0.3193**	**1.0300e-003**	**0.1068**	**6.7000e-004**	**0.1075**	**0.0283**	**6.2000e-004**	**0.0290**		**102.9547**	**102.9547**	**2.3000e-003**		**103.0123**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	28.7750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**28.9939**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0322	0.0188	0.2456	7.9000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		79.1960	79.1960	1.7700e-003		79.2402
Total	**0.0322**	**0.0188**	**0.2456**	**7.9000e-004**	**0.0822**	**5.2000e-004**	**0.0827**	**0.0218**	**4.8000e-004**	**0.0223**		**79.1960**	**79.1960**	**1.7700e-003**		**79.2402**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	28.7750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**28.9939**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0322	0.0188	0.2456	7.9000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		79.1960	79.1960	1.7700e-003		79.2402
Total	**0.0322**	**0.0188**	**0.2456**	**7.9000e-004**	**0.0822**	**5.2000e-004**	**0.0827**	**0.0218**	**4.8000e-004**	**0.0223**		**79.1960**	**79.1960**	**1.7700e-003**		**79.2402**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3321	1.1530	2.2721	6.6800e-003	0.5028	6.2000e-003	0.5090	0.1345	5.8000e-003	0.1403		676.4867	676.4867	0.0306		677.2518
Unmitigated	0.4063	1.6623	4.1560	0.0144	1.1875	0.0127	1.2002	0.3177	0.0119	0.3296		1,456.2190	1,456.2190	0.0527		1,457.5362

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	242.00	242.00	242.00	558,925	236,657
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	242.00	242.00	242.00	558,925	236,657

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unenclosed Parking with	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
City Park	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
Parking Lot	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
Unenclosed Parking with Elevator	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
NaturalGas Unmitigated	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	946.789	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0102**	**0.0873**	**0.0371**	**5.6000e-004**		**7.0500e-003**	**7.0500e-003**		**7.0500e-003**	**7.0500e-003**		**111.3870**	**111.3870**	**2.1300e-003**	**2.0400e-003**	**112.0489**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.946789	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0102**	**0.0873**	**0.0371**	**5.6000e-004**		**7.0500e-003**	**7.0500e-003**		**7.0500e-003**	**7.0500e-003**		**111.3870**	**111.3870**	**2.1300e-003**	**2.0400e-003**	**112.0489**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1261	0.0383	3.3149	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9584	5.9584	5.8000e-003	0.0000	6.1034
Unmitigated	17.5765	0.4019	25.0491	0.0421		3.1038	3.1038		3.1038	3.1038	334.8339	154.1937	489.0275	0.4640	0.0237	507.6804

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8675					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	16.4504	0.3637	21.7342	0.0419		3.0855	3.0855		3.0855	3.0855	334.8339	148.2353	483.0691	0.4582	0.0237	501.5770
Landscaping	0.1009	0.0383	3.3149	1.7000e-004		0.0183	0.0183		0.0183	0.0183		5.9584	5.9584	5.8000e-003		6.1034
Total	**17.5765**	**0.4019**	**25.0491**	**0.0420**		**3.1038**	**3.1038**		**3.1038**	**3.1038**	**334.8339**	**154.1937**	**489.0275**	**0.4640**	**0.0237**	**507.6804**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8675					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1009	0.0383	3.3149	1.7000e-004		0.0183	0.0183		0.0183	0.0183		5.9584	5.9584	5.8000e-003		6.1034
Total	**1.1261**	**0.0383**	**3.3149**	**1.7000e-004**		**0.0183**	**0.0183**		**0.0183**	**0.0183**	**0.0000**	**5.9584**	**5.9584**	**5.8000e-003**	**0.0000**	**6.1034**

7.0 Water Detail

7.1 Mitigation Measures Water

Use Reclaimed Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2001 Tarob Court

Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	40.00	Dwelling Unit	0.77	40,000.00	114
Unenclosed Parking with Elevator	60.00	Space	0.00	24,000.00	0
Parking Lot	14.00	Space	0.10	5,600.00	0
City Park	0.44	Acre	0.44	19,166.40	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity based on 5-year average, PG&E, 2015

Land Use - The project would include 40 residential units, a parking garage with 60 spaces, an additional 14 onstreet parking spaces, and 0.44 acres of open space/landscaped areas.

Construction Phase - Construction of the proposed project is anticipated to occur over approximately 16 months, starting in April 2020 and ending in August 2021.

Grading - approximately 1,410 cubic yards of soils would be excavated and exported

Demolition - The project would demolish the existing 16,463-square-foot office/light-industrial building

Vehicle Trips - Based on ITE Trip Generation Rates for land use code 220 and 9% transit trip rediction per VTA's Transportation Impact Analysis Guidelines

Water Mitigation -

Energy Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	200.00	250.00
tblConstructionPhase	NumDays	4.00	20.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	PhaseEndDate	3/15/2021	8/6/2021
tblConstructionPhase	PhaseEndDate	2/15/2021	6/11/2021
tblConstructionPhase	PhaseEndDate	5/11/2020	6/26/2020
tblConstructionPhase	PhaseEndDate	3/1/2021	7/9/2021
tblConstructionPhase	PhaseEndDate	5/5/2020	5/29/2020
tblConstructionPhase	PhaseStartDate	3/2/2021	7/12/2021
tblConstructionPhase	PhaseStartDate	5/12/2020	6/29/2020
tblConstructionPhase	PhaseStartDate	5/6/2020	6/1/2020
tblConstructionPhase	PhaseStartDate	2/16/2021	6/14/2021

tblGrading	AcresOfGrading	7.50	1.22
tblGrading	AcresOfGrading	10.00	1.22
tblGrading	MaterialExported	0.00	1,410.00
tblLandUse	LotAcreage	1.05	0.77
tblLandUse	LotAcreage	0.54	0.00
tblLandUse	LotAcreage	0.13	0.10
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblVehicleTrips	ST_TR	6.39	6.05
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	SU_TR	5.86	6.05
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	WD_TR	6.65	6.05
tblVehicleTrips	WD_TR	1.89	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2585	22.0806	15.2147	0.0290	5.3997	1.1568	6.2211	2.9209	1.0802	3.6765	0.0000	2,734.2863	2,734.2863	0.6161	0.0000	2,749.6891
2021	29.0280	15.0006	14.3616	0.0288	0.4838	0.6897	1.1734	0.1302	0.6658	0.7959	0.0000	2,696.6455	2,696.6455	0.4133	0.0000	2,706.2196
Maximum	**29.0280**	**22.0806**	**15.2147**	**0.0290**	**5.3997**	**1.1568**	**6.2211**	**2.9209**	**1.0802**	**3.6765**	**0.0000**	**2,734.2863**	**2,734.2863**	**0.6161**	**0.0000**	**2,749.6891**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2585	22.0806	15.2147	0.0290	5.3997	1.1568	6.2211	2.9209	1.0802	3.6765	0.0000	2,734.2863	2,734.2863	0.6161	0.0000	2,749.6891
2021	29.0280	15.0006	14.3616	0.0288	0.4838	0.6897	1.1734	0.1302	0.6658	0.7959	0.0000	2,696.6455	2,696.6455	0.4133	0.0000	2,706.2196
Maximum	**29.0280**	**22.0806**	**15.2147**	**0.0290**	**5.3997**	**1.1568**	**6.2211**	**2.9209**	**1.0802**	**3.6765**	**0.0000**	**2,734.2863**	**2,734.2863**	**0.6161**	**0.0000**	**2,749.6891**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.5765	0.4019	25.0491	0.0421		3.1038	3.1038		3.1038	3.1038	334.8339	154.1937	489.0275	0.4640	0.0237	507.6804
Energy	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
Mobile	0.3529	1.7486	4.2060	0.0135	1.1875	0.0128	1.2003	0.3177	0.0120	0.3297		1,362.8204	1,362.8204	0.0538		1,364.1653
Total	**17.9396**	**2.2377**	**29.2922**	**0.0561**	**1.1875**	**3.1236**	**4.3111**	**0.3177**	**3.1228**	**3.4405**	**334.8339**	**1,628.4010**	**1,963.2349**	**0.5199**	**0.0257**	**1,983.8945**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1261	0.0383	3.3149	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9584	5.9584	5.8000e-003	0.0000	6.1034
Energy	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
Mobile	0.2798	1.1859	2.5269	6.2500e-003	0.5028	6.3000e-003	0.5091	0.1345	5.9000e-003	0.1404		631.7799	631.7799	0.0328		632.5994
Total	**1.4160**	**1.3114**	**5.8788**	**6.9800e-003**	**0.5028**	**0.0316**	**0.5344**	**0.1345**	**0.0312**	**0.1657**	**0.0000**	**749.1252**	**749.1252**	**0.0407**	**2.0400e-003**	**750.7517**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**92.11**	**41.40**	**79.93**	**87.56**	**57.66**	**98.99**	**87.60**	**57.66**	**99.00**	**95.18**	**100.00**	**54.00**	**61.84**	**92.17**	**92.07**	**62.16**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/6/2020	5/1/2020	5	20	
2	Site Preparation	Site Preparation	5/2/2020	5/29/2020	5	20	
3	Grading	Grading	6/1/2020	6/26/2020	5	20	
4	Building Construction	Building Construction	6/29/2020	6/11/2021	5	250	
5	Paving	Paving	6/14/2021	7/9/2021	5	20	
6	Architectural Coating	Architectural Coating	7/12/2021	8/6/2021	5	20	

Acres of Grading (Site Preparation Phase): 1.22

Acres of Grading (Grading Phase): 1.22

Acres of Paving: 0.1

Residential Indoor: 81,000; Residential Outdoor: 27,000; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,776 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	75.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	176.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	49.00	12.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8103	0.0000	0.8103	0.1227	0.0000	0.1227			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761		2,322.3127	2,322.3127	0.5970		2,337.2363
Total	**2.1262**	**20.9463**	**14.6573**	**0.0241**	**0.8103**	**1.1525**	**1.9628**	**0.1227**	**1.0761**	**1.1988**		**2,322.3127**	**2,322.3127**	**0.5970**		**2,337.2363**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0318	1.1005	0.2298	2.9300e-003	0.0655	3.5700e-003	0.0691	0.0180	3.4200e-003	0.0214		313.6851	313.6851	0.0168		314.1042
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0478	0.0338	0.3276	9.9000e-004	0.1068	6.9000e-004	0.1075	0.0283	6.4000e-004	0.0290		98.2885	98.2885	2.4000e-003		98.3486
Total	**0.0796**	**1.1343**	**0.5574**	**3.9200e-003**	**0.1723**	**4.2600e-003**	**0.1766**	**0.0463**	**4.0600e-003**	**0.0503**		**411.9736**	**411.9736**	**0.0192**		**412.4528**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8103	0.0000	0.8103	0.1227	0.0000	0.1227			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761	0.0000	2,322.3127	2,322.3127	0.5970		2,337.2363
Total	**2.1262**	**20.9463**	**14.6573**	**0.0241**	**0.8103**	**1.1525**	**1.9628**	**0.1227**	**1.0761**	**1.1988**	**0.0000**	**2,322.3127**	**2,322.3127**	**0.5970**		**2,337.2363**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0318	1.1005	0.2298	2.9300e-003	0.0655	3.5700e-003	0.0691	0.0180	3.4200e-003	0.0214		313.6851	313.6851	0.0168		314.1042
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0478	0.0338	0.3276	9.9000e-004	0.1068	6.9000e-004	0.1075	0.0283	6.4000e-004	0.0290		98.2885	98.2885	2.4000e-003		98.3486
Total	**0.0796**	**1.1343**	**0.5574**	**3.9200e-003**	**0.1723**	**4.2600e-003**	**0.1766**	**0.0463**	**4.0600e-003**	**0.0503**		**411.9736**	**411.9736**	**0.0192**		**412.4528**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3340	0.0000	5.3340	2.9034	0.0000	2.9034			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553		1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**5.3340**	**0.8210**	**6.1550**	**2.9034**	**0.7553**	**3.6587**		**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0294	0.0208	0.2016	6.1000e-004	0.0657	4.3000e-004	0.0661	0.0174	3.9000e-004	0.0178		60.4852	60.4852	1.4800e-003		60.5222
Total	**0.0294**	**0.0208**	**0.2016**	**6.1000e-004**	**0.0657**	**4.3000e-004**	**0.0661**	**0.0174**	**3.9000e-004**	**0.0178**		**60.4852**	**60.4852**	**1.4800e-003**		**60.5222**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3340	0.0000	5.3340	2.9034	0.0000	2.9034			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553	0.0000	1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**5.3340**	**0.8210**	**6.1550**	**2.9034**	**0.7553**	**3.6587**	**0.0000**	**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0294	0.0208	0.2016	6.1000e-004	0.0657	4.3000e-004	0.0661	0.0174	3.9000e-004	0.0178		60.4852	60.4852	1.4800e-003		60.5222
Total	**0.0294**	**0.0208**	**0.2016**	**6.1000e-004**	**0.0657**	**4.3000e-004**	**0.0661**	**0.0174**	**3.9000e-004**	**0.0178**		**60.4852**	**60.4852**	**1.4800e-003**		**60.5222**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5892	0.0000	4.5892	2.4909	0.0000	2.4909			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296		1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**4.5892**	**0.6844**	**5.2736**	**2.4909**	**0.6296**	**3.1205**		**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0746	2.5826	0.5393	6.8800e-003	0.1537	8.3800e-003	0.1621	0.0421	8.0200e-003	0.0502		736.1144	736.1144	0.0393		737.0978
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0294	0.0208	0.2016	6.1000e-004	0.0657	4.3000e-004	0.0661	0.0174	3.9000e-004	0.0178		60.4852	60.4852	1.4800e-003		60.5222
Total	**0.1040**	**2.6034**	**0.7409**	**7.4900e-003**	**0.2195**	**8.8100e-003**	**0.2283**	**0.0596**	**8.4100e-003**	**0.0680**		**796.5996**	**796.5996**	**0.0408**		**797.6200**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5892	0.0000	4.5892	2.4909	0.0000	2.4909			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296	0.0000	1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**4.5892**	**0.6844**	**5.2736**	**2.4909**	**0.6296**	**3.1205**	**0.0000**	**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0746	2.5826	0.5393	6.8800e-003	0.1537	8.3800e-003	0.1621	0.0421	8.0200e-003	0.0502		736.1144	736.1144	0.0393		737.0978
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0294	0.0208	0.2016	6.1000e-004	0.0657	4.3000e-004	0.0661	0.0174	3.9000e-004	0.0178		60.4852	60.4852	1.4800e-003		60.5222
Total	**0.1040**	**2.6034**	**0.7409**	**7.4900e-003**	**0.2195**	**8.8100e-003**	**0.2283**	**0.0596**	**8.4100e-003**	**0.0680**		**796.5996**	**796.5996**	**0.0408**		**797.6200**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688		2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**		**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0479	1.3829	0.3732	3.2200e-003	0.0812	6.8200e-003	0.0880	0.0234	6.5200e-003	0.0299		341.1927	341.1927	0.0187		341.6588
Worker	0.1802	0.1274	1.2347	3.7200e-003	0.4025	2.6100e-003	0.4051	0.1068	2.4000e-003	0.1092		370.4721	370.4721	9.0600e-003		370.6986
Total	**0.2280**	**1.5103**	**1.6079**	**6.9400e-003**	**0.4838**	**9.4300e-003**	**0.4932**	**0.1302**	**8.9200e-003**	**0.1391**		**711.6647**	**711.6647**	**0.0277**		**712.3574**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**	**0.0000**	**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0479	1.3829	0.3732	3.2200e-003	0.0812	6.8200e-003	0.0880	0.0234	6.5200e-003	0.0299		341.1927	341.1927	0.0187		341.6588
Worker	0.1802	0.1274	1.2347	3.7200e-003	0.4025	2.6100e-003	0.4051	0.1068	2.4000e-003	0.1092		370.4721	370.4721	9.0600e-003		370.6986
Total	**0.2280**	**1.5103**	**1.6079**	**6.9400e-003**	**0.4838**	**9.4300e-003**	**0.4932**	**0.1302**	**8.9200e-003**	**0.1391**		**711.6647**	**711.6647**	**0.0277**		**712.3574**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0394	1.2508	0.3361	3.1900e-003	0.0812	2.7800e-003	0.0840	0.0234	2.6600e-003	0.0260		337.9526	337.9526	0.0176		338.3928
Worker	0.1669	0.1137	1.1261	3.5900e-003	0.4025	2.5300e-003	0.4051	0.1068	2.3300e-003	0.1091		357.4730	357.4730	8.0900e-003		357.6752
Total	**0.2063**	**1.3645**	**1.4622**	**6.7800e-003**	**0.4838**	**5.3100e-003**	**0.4891**	**0.1302**	**4.9900e-003**	**0.1351**		**695.4255**	**695.4255**	**0.0257**		**696.0679**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0394	1.2508	0.3361	3.1900e-003	0.0812	2.7800e-003	0.0840	0.0234	2.6600e-003	0.0260		337.9526	337.9526	0.0176		338.3928
Worker	0.1669	0.1137	1.1261	3.5900e-003	0.4025	2.5300e-003	0.4051	0.1068	2.3300e-003	0.1091		357.4730	357.4730	8.0900e-003		357.6752
Total	**0.2063**	**1.3645**	**1.4622**	**6.7800e-003**	**0.4838**	**5.3100e-003**	**0.4891**	**0.1302**	**4.9900e-003**	**0.1351**		**695.4255**	**695.4255**	**0.0257**		**696.0679**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830		1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0131					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7870**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**		**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0443	0.0302	0.2988	9.5000e-004	0.1068	6.7000e-004	0.1075	0.0283	6.2000e-004	0.0290		94.8398	94.8398	2.1500e-003		94.8934
Total	**0.0443**	**0.0302**	**0.2988**	**9.5000e-004**	**0.1068**	**6.7000e-004**	**0.1075**	**0.0283**	**6.2000e-004**	**0.0290**		**94.8398**	**94.8398**	**2.1500e-003**		**94.8934**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830	0.0000	1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0131					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7870**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**	**0.0000**	**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0443	0.0302	0.2988	9.5000e-004	0.1068	6.7000e-004	0.1075	0.0283	6.2000e-004	0.0290		94.8398	94.8398	2.1500e-003		94.8934
Total	**0.0443**	**0.0302**	**0.2988**	**9.5000e-004**	**0.1068**	**6.7000e-004**	**0.1075**	**0.0283**	**6.2000e-004**	**0.0290**		**94.8398**	**94.8398**	**2.1500e-003**		**94.8934**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	28.7750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**28.9939**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0341	0.0232	0.2298	7.3000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		72.9537	72.9537	1.6500e-003		72.9949
Total	**0.0341**	**0.0232**	**0.2298**	**7.3000e-004**	**0.0822**	**5.2000e-004**	**0.0827**	**0.0218**	**4.8000e-004**	**0.0223**		**72.9537**	**72.9537**	**1.6500e-003**		**72.9949**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	28.7750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**28.9939**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0341	0.0232	0.2298	7.3000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		72.9537	72.9537	1.6500e-003		72.9949
Total	**0.0341**	**0.0232**	**0.2298**	**7.3000e-004**	**0.0822**	**5.2000e-004**	**0.0827**	**0.0218**	**4.8000e-004**	**0.0223**		**72.9537**	**72.9537**	**1.6500e-003**		**72.9949**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2798	1.1859	2.5269	6.2500e-003	0.5028	6.3000e-003	0.5091	0.1345	5.9000e-003	0.1404		631.7799	631.7799	0.0328		632.5994
Unmitigated	0.3529	1.7486	4.2060	0.0135	1.1875	0.0128	1.2003	0.3177	0.0120	0.3297		1,362.8204	1,362.8204	0.0538		1,364.1653

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	242.00	242.00	242.00	558,925	236,657
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	242.00	242.00	242.00	558,925	236,657

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unenclosed Parking with	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
City Park	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
Parking Lot	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
Unenclosed Parking with Elevator	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
NaturalGas Unmitigated	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	946.789	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0102**	**0.0873**	**0.0371**	**5.6000e-004**		**7.0500e-003**	**7.0500e-003**		**7.0500e-003**	**7.0500e-003**		**111.3870**	**111.3870**	**2.1300e-003**	**2.0400e-003**	**112.0489**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.946789	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0102**	**0.0873**	**0.0371**	**5.6000e-004**		**7.0500e-003**	**7.0500e-003**		**7.0500e-003**	**7.0500e-003**		**111.3870**	**111.3870**	**2.1300e-003**	**2.0400e-003**	**112.0489**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1261	0.0383	3.3149	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9584	5.9584	5.8000e-003	0.0000	6.1034
Unmitigated	17.5765	0.4019	25.0491	0.0421		3.1038	3.1038		3.1038	3.1038	334.8339	154.1937	489.0275	0.4640	0.0237	507.6804

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8675					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	16.4504	0.3637	21.7342	0.0419		3.0855	3.0855		3.0855	3.0855	334.8339	148.2353	483.0691	0.4582	0.0237	501.5770
Landscaping	0.1009	0.0383	3.3149	1.7000e-004		0.0183	0.0183		0.0183	0.0183		5.9584	5.9584	5.8000e-003		6.1034
Total	**17.5765**	**0.4019**	**25.0491**	**0.0420**		**3.1038**	**3.1038**		**3.1038**	**3.1038**	**334.8339**	**154.1937**	**489.0275**	**0.4640**	**0.0237**	**507.6804**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8675					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1009	0.0383	3.3149	1.7000e-004		0.0183	0.0183		0.0183	0.0183		5.9584	5.9584	5.8000e-003		6.1034
Total	**1.1261**	**0.0383**	**3.3149**	**1.7000e-004**		**0.0183**	**0.0183**		**0.0183**	**0.0183**	**0.0000**	**5.9584**	**5.9584**	**5.8000e-003**	**0.0000**	**6.1034**

7.0 Water Detail

7.1 Mitigation Measures Water

Use Reclaimed Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX B

TRAFFIC OPERATIONS REPORT

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Memorandum

Date: May 28, 2019

To: Mr. Steve Chan, P.E.

From: Brett Walinski, T.E.
Eric Tse, P.E.

Subject: Traffic Operations Report for 2001 Tarob Court, Milpitas, CA

Hexagon Transportation Consultants, Inc. has completed this traffic operations report for the proposed residential development located at 2001 Tarob Court in Milpitas, California. The site location is shown on Figure 1. The existing site is occupied by a 16,463 sq. ft. office/industrial building. The project proposes to demolish the existing building and construct 40 condominium units. Primary access to the site would be provided via a single driveway on the northern portion of the site on Tarob Court. The site plan is shown on Figure 2.

Scope of Study

The purpose of this study is to evaluate the operations at the site driveway and at key intersections near the site. The traffic study includes an analysis of AM and PM peak hour traffic conditions at the following study intersections and site driveway (See Figure 1).

1. Lundy Avenue and Trade Zone Boulevard
2. Lundy Avenue and Tarob Court (unsignalized)
3. Project Driveway and Tarob Court (unsignalized)

The impacts of the project were evaluated during the weekday AM and PM peak hours. The AM peak hour of traffic is typically between 7:00 AM and 9:00 AM and the PM peak hour is typically between 4:00 PM and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average weekday. Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing conditions are represented by existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from recent traffic counts conducted in May 2019.

Scenario 2: *Existing Plus Project Conditions*. Project trips from the site were added to existing traffic volumes to estimate existing plus project conditions. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

Scenario 3: *Background Conditions.* A list of approved and pending developments was obtained from the Cities of Milpitas and San Jose (described in greater detail in the subsequent *Intersection Level of Service Analysis* section). Approved and pending project-generated traffic volumes were added to existing traffic volumes to estimate background conditions. The roadway network was assumed to be unchanged from existing conditions for this scenario.

Scenario 4: *Background Plus Project Conditions*. Project trips from the site were added to background traffic volumes to estimate background plus project conditions. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

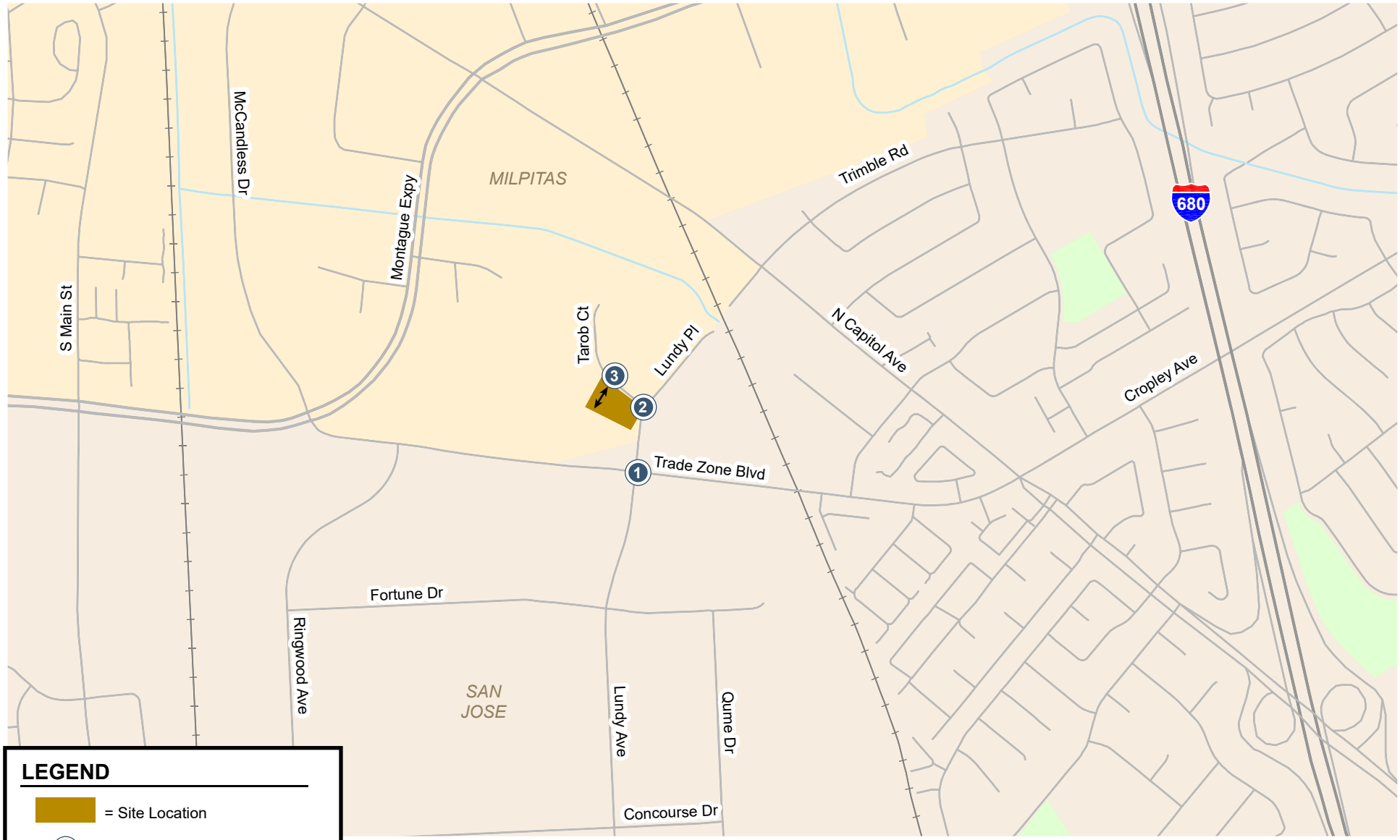
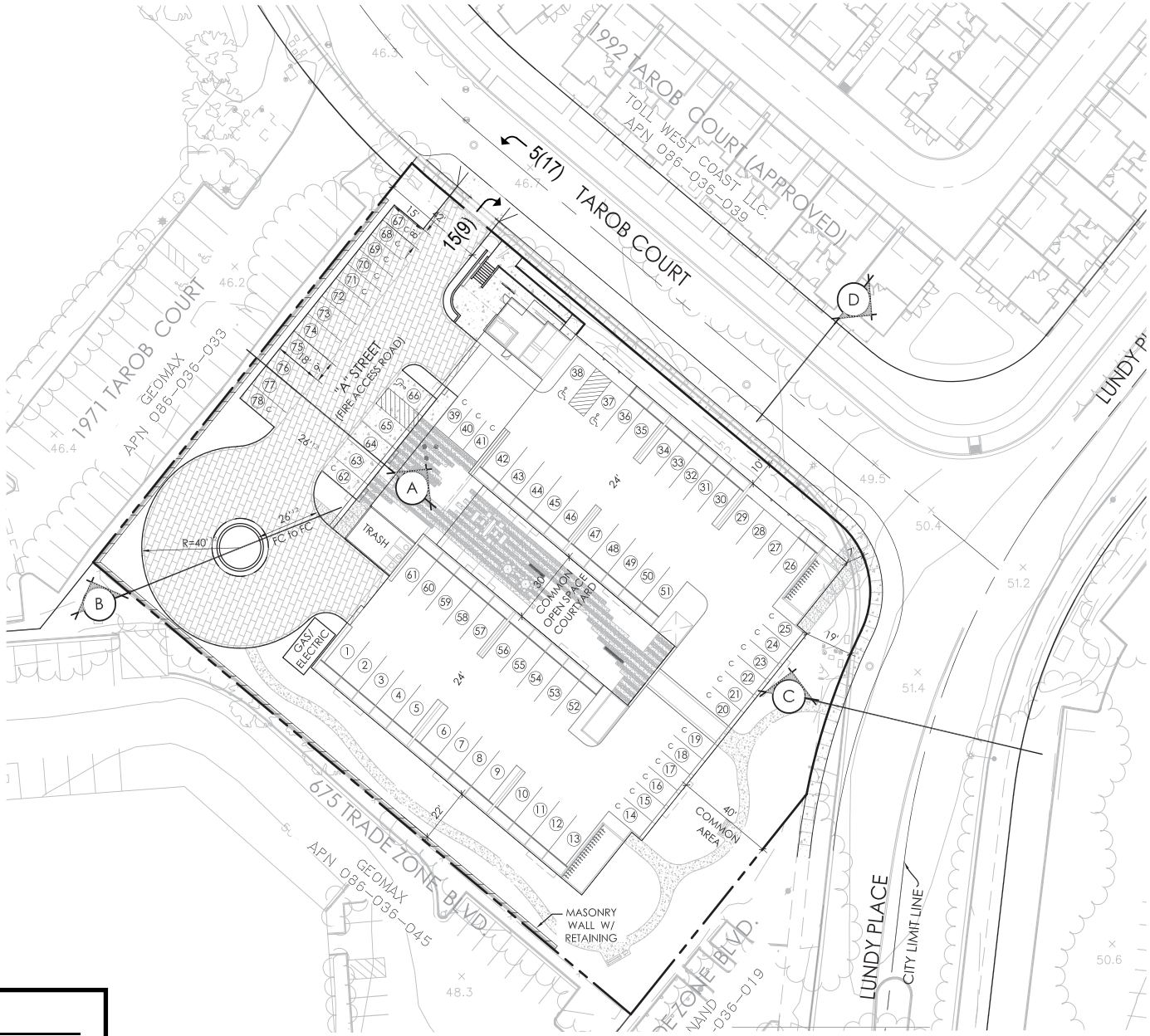


Figure 1
Site Location



LEGEND

XX(XX) = AM(PM) Peak-Hour Gross Trips

Figure 2
Site Plan

NORTH
Not to Scale

A Congestion Management Program (CMP) analysis was not required because the project is estimated to generate fewer than 100 peak-hour trips. This report also includes the following analyses:

- Vehicle queuing analysis at high demand turn movements
- Project site access and circulation evaluation
- Impacts to transit, bikes, and pedestrians

Intersection operations were evaluated using the Highway Capacity Manual (HCM) level of service methodology during the peak hours.

Existing Transportation Setting

Regional access to the project site is provided via Montague Expressway and North Capitol Avenue. Local acces to the project site is provided by Lundy Place, Trade Zone Boulevard, and Tarob Court. These roadways are described below.

> *Lundy Place* is a north-south, two-lane roadway extending from the Union Pacific Railroad tracks in the north to Trade Zone Avenue in the south, where it becomes Lundy Avenue. Lundy Place terminates in a cul-de-sac approximately 650 feet north of Tarob Court.
>
> *Trade Zone Boulevard* is an east-west, four-lane collector street extending from Montague Expressway in the west to Capitol Avenue in the east.
>
> *Tarob Court* is a two-lane roadway extending west from Lundy Place. It provides access to the office/industrial buildings located to the west of Lundy Place and terminates in a cul-de-sac approximately 800 feet west of Lundy Place. Tarob Court provides direct access to the project site via a single driveway.

Existing bicycle access to the project vicinity is provided primarily via a network of nearby Class II bike lanes and Class III bike routes which are shared with vehicular traffic. Buffered Class II bike lanes are provided along Trade Zone Boulevard from Ringwood Avenue to Lundy Avenue. Conventional Class II bike lanes are present on Lundy Avenue south of Trade Zone Boulevard, McCandless Drive, and East Capitol Avenue. Currently, there are no bike facilities on Lundy Place or on Trade Zone Boulevard between Lundy Avenue and East Capitol Avenue. Existing Class III bike routes are present on Montague Expressway and Trade Zone Boulevard between Montague Expressway and Lundy Avenue.

Majority of the streets in the project vicinity have sidewalks, except the following street sections:

- South side of Trade Zone Boulevard between Montague Expressway and Ringwood Avenue
- Both sides of Trade Zone Boulevard between Lundy Avenue and Autumnvale Drive
- West side of Lundy Place
- Both sides of Tarob Court

The signalized intersection of Trade zone Boulevard and Lundy Avenue has crosswalks on all approaches. There are no crosswalks at the unsignalized intersection of Lundy Place and Tarob Court.

Existing transit service in the area includes VTA buses and VTA light rail. One VTA bus stop is located about 500 feet south of the project site at the intersection of Trade Zone Boulevard and Lundy Avenue and is currently served by two bus routes: Route 77 and Route 831.

Route 77 is a VTA bus line that provides service between Eastridge Transit Center and Great Mall/Main Transit Center via King Road. Route 77 operates between 6:00 AM and 9:00 PM on weekdays, with headways between 15 and 20 minutes. Route 77 also provides weekend service.

Route 831 is an ACE line that provides service between the Great America ACE station and the Lundy Avenue/Commerce Drive intersection. Eastbound service is provided during weekday mornings between 6:00 AM and 9:00 AM with 45 to 60 minutes headways. Westbound service is provided during weekday afternoons between 3:00 PM and 6:00 PM with 45 to 60 minutes headways. No service is provided during weekends.

VTA light-rail runs in the median of Great Mall Parkway/North Capitol Avenue. The closest light rail station (Cropley Station) is located near the Trade Zone Boulevard and North Capitol Avenue intersection, which is only 0.6 miles east of the project site.

In the future, BART service will be provided to the study area. As part of the BART extension to the South Bay, BART will pass through Milpitas, with the Milpitas Station located at the southeast corner of the Great Mall Parkway and Montague Expressway intersection. The station will be located approximately one-half mile north of the project site.

Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field. The field observations revealed that the level of service analysis generally reflects actual existing traffic conditions. A summary of the observations is provided below.

Intersection at Lundy Avenue and Trade Zone Boulevard. During the AM peak hour, field observations showed that the queues for the westbound left-turn movement extended past the left-turn lane into the adjacent through lane on Trade Zone Boulevard. However, the long vehicular queues were able to clear in a single cycle. During the PM peak hour, long vehicular queues were observed on eastbound Trade Zone Boulevard. However, the eastbound through movement received adequate green time and all traffic was able to clear in one cycle. It should be noted that the proposed project would not add any trips to either of these movements.

Project Traffic 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 entering and exiting the site was estimated for the AM and PM peak hours. As part of the project trip distribution step, an estimate was made of the directions to and from which the project trips would travel. In the project trip assignment step, the project trips were assigned to specific streets and intersections in the study area. These procedures are described further in the following paragraphs.

Through empirical research, data has been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The trip generation estimates for the proposed project are based on rates obtained from the Institute of Transportation Engineers' (ITE) publication *Trip Generation*, 10th Edition. Based on trip generation rates for low-rise multi-family housing, the project would generate 20 trips during the AM peak hour and 26 trips during the PM peak hour. The project trip generation estimates are presented in Table 1.

As stated previously, the existing site is occupied by an office/industrial building that is currently in operation. Trips generated by existing uses on site can be credited against the proposed residential development. Based on AM and PM peak hour driveway counts conducted by Hexagon in May 2019, the existing land uses generate 11 AM peak hour trips and 12 PM peak hour trips. After applying these existing trip credits, the proposed project would generate 9 net AM peak hour trips and 14 net PM peak hour trips.

Table 1
Project Trip Generation Estimates

			AM Peak Hour				PM Peak Hour			
Land Use	**Size**	**Unit**	**Rate**	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**
Proposed Uses										
Multi-Family Housing[1]	40	DU	0.50	5	15	20	0.65	17	9	26
Existing Use										
Office/Light-Industrial [2]	16	ksf		9	2	11		3	9	12
Overall Net Project Trips				**-4**	**13**	**9**		**14**	**0**	**14**

Notes:
DU - Dwelling Units; ksf - 1,000 square feet
1. Based on Fitted Curved Equations for Multifamily Housing (Low-Rise, Land Use Code 220), Institute of Transportation Engineers, Trip Generation, 10th Edition.
2. Based on AM and PM peak hour driveway counts conducted on May 2, 2019.

The trip distribution pattern for the proposed project was estimated based on the City of Milpitas Transit Area Specific Plan (TASP), of which the proposed development would be a part of. Trips were assigned to the roadway network in accordance with the TASP trip distribution for residential uses. The project trip distribution and net project trip assignment are shown on Figure 3.

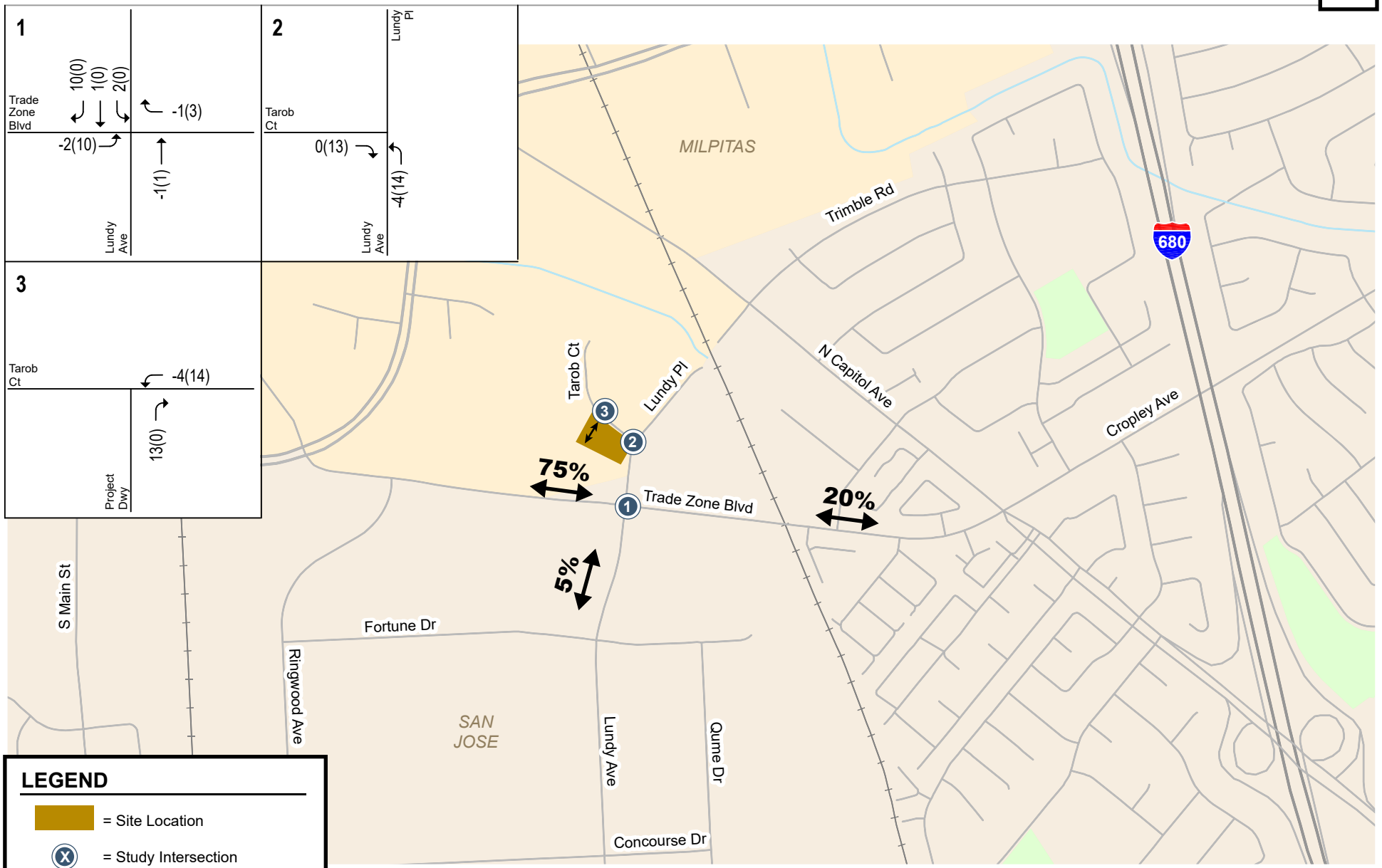


Figure 3
Project Trip Distribution and Net Project Trip Assignment

Intersection Level of Service Analysis

Traffic volumes for existing conditions were determined from existing traffic counts conducted in May 2019. Traffic volumes for background conditions were estimated by adding to the existing traffic volumes the trips generated by approved and pending developments, which were estimated using the following three components:

1. Background growth traffic volumes used in the Tarob Master Plan[1],
2. Nearby development projects, and
3. City of San Jose Approved Trips Inventory.

The traffic volumes for the study scenarios are shown in Figures 4 through 7. The roadway geometries and traffic control at the study intersections were assumed to remain unchanged under all study scenarios.

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The signalized intersection of Lundy Avenue and Trade Zone Boulevard is under the jurisdiction of City of San Jose. The City of San Jose utilizes TRAFFIX software and the Highway Capacity Manual (HCM) 2000 methodology to evaluate intersection operations. The HCM methodology evaluates intersection operations on the basis of average delay time for all vehicles at the intersection. This average delay can then be correlated to a level of service. In San Jose, the minimum acceptable level of service is LOS D, and project impacts at signalized intersections occur when:

1. The level of service at an intersection drops below its LOS standard when project traffic is added; or

2. An intersection that is operating worse than its level of service standard under no project conditions has an increase in critical delay of four or more seconds AND the demand-to-capacity ratio (V/C) is increased by more than 0.01 when project traffic is added.

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

A significant impact at a signalized intersection is said to be satisfactorily mitigated when measures are implemented that would restore intersection levels of service to an acceptable LOS or restore the intersection to operating levels that are better than no project conditions

The results of the intersection level of service analysis are summarized in Table 2. The level of service calculation sheets are included in Appendix B. The results show that the signalized intersection at Trade Zone Boulevard and Lundy Avenue would operate at LOS D or better under existing and background conditions with or without the proposed project. According to City of San Jose level of service standards, the project would therefore have no impacts on intersection level of service.

[1] Focused Transportation Impact Analysis for the Tarob Master Plan in Milpitas, California, dated December 16, 2016 by Fehr and Peers.

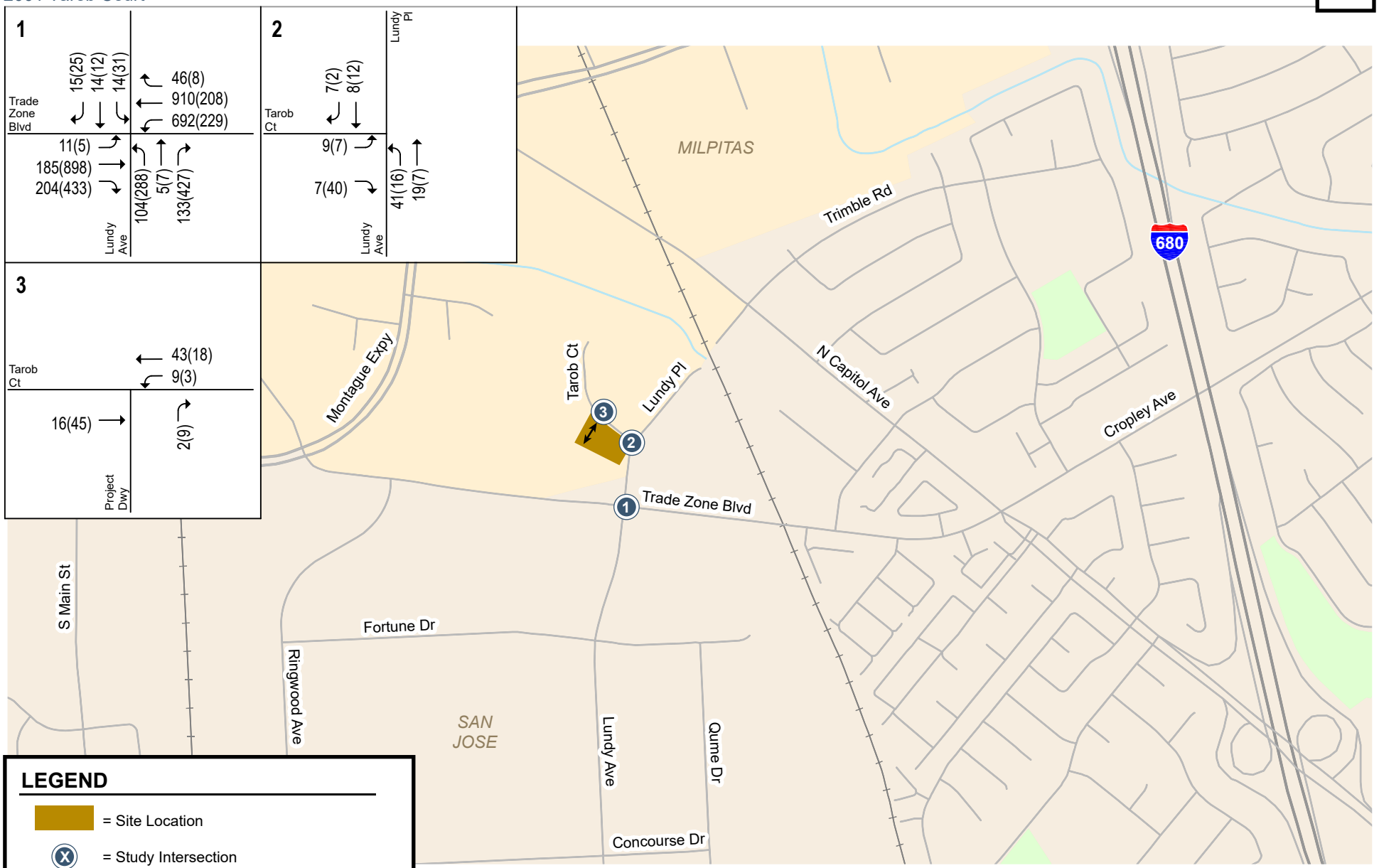


Figure 4
Existing Traffic Volumes

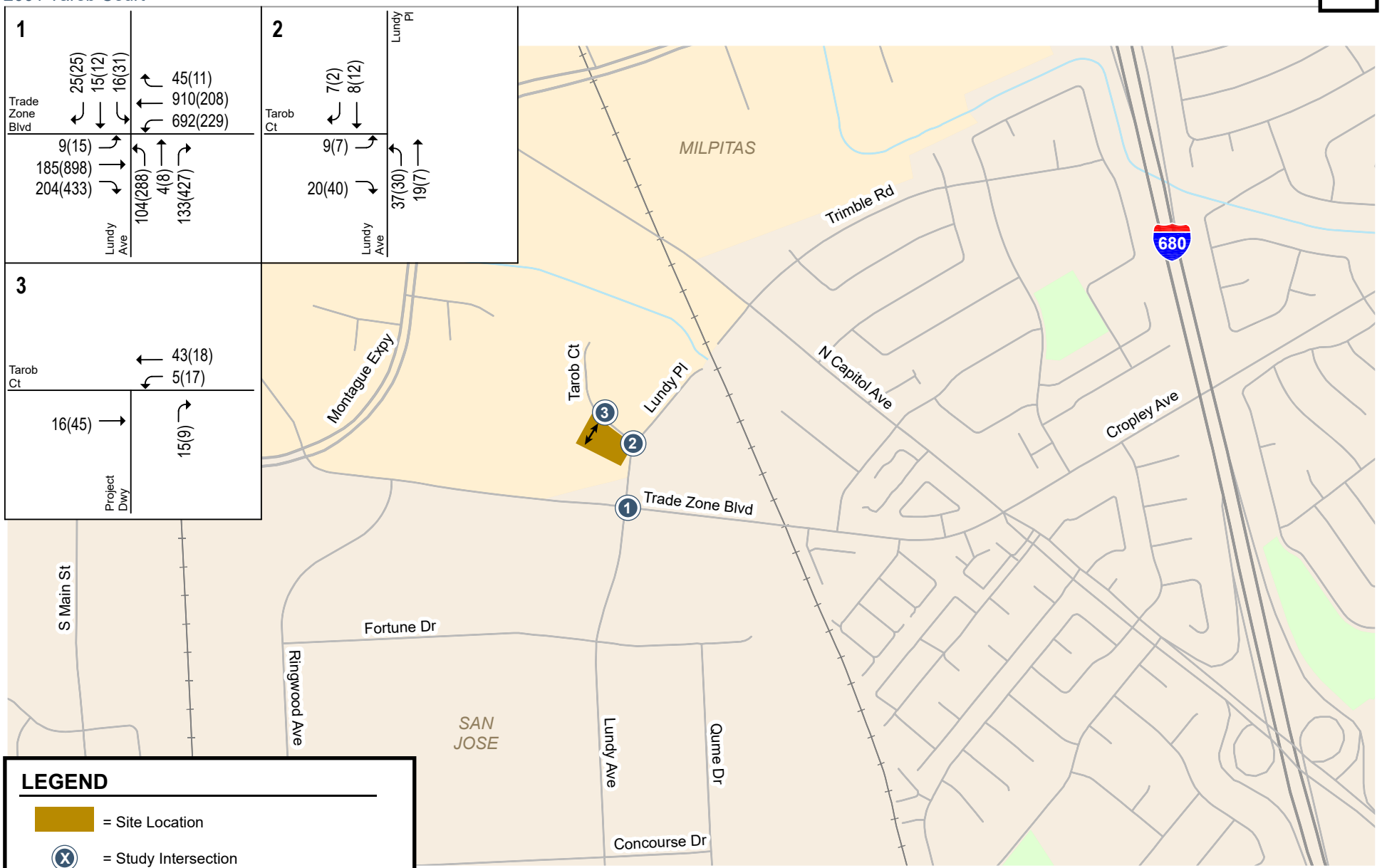


Figure 5
Existing Plus Project Traffic Volumes

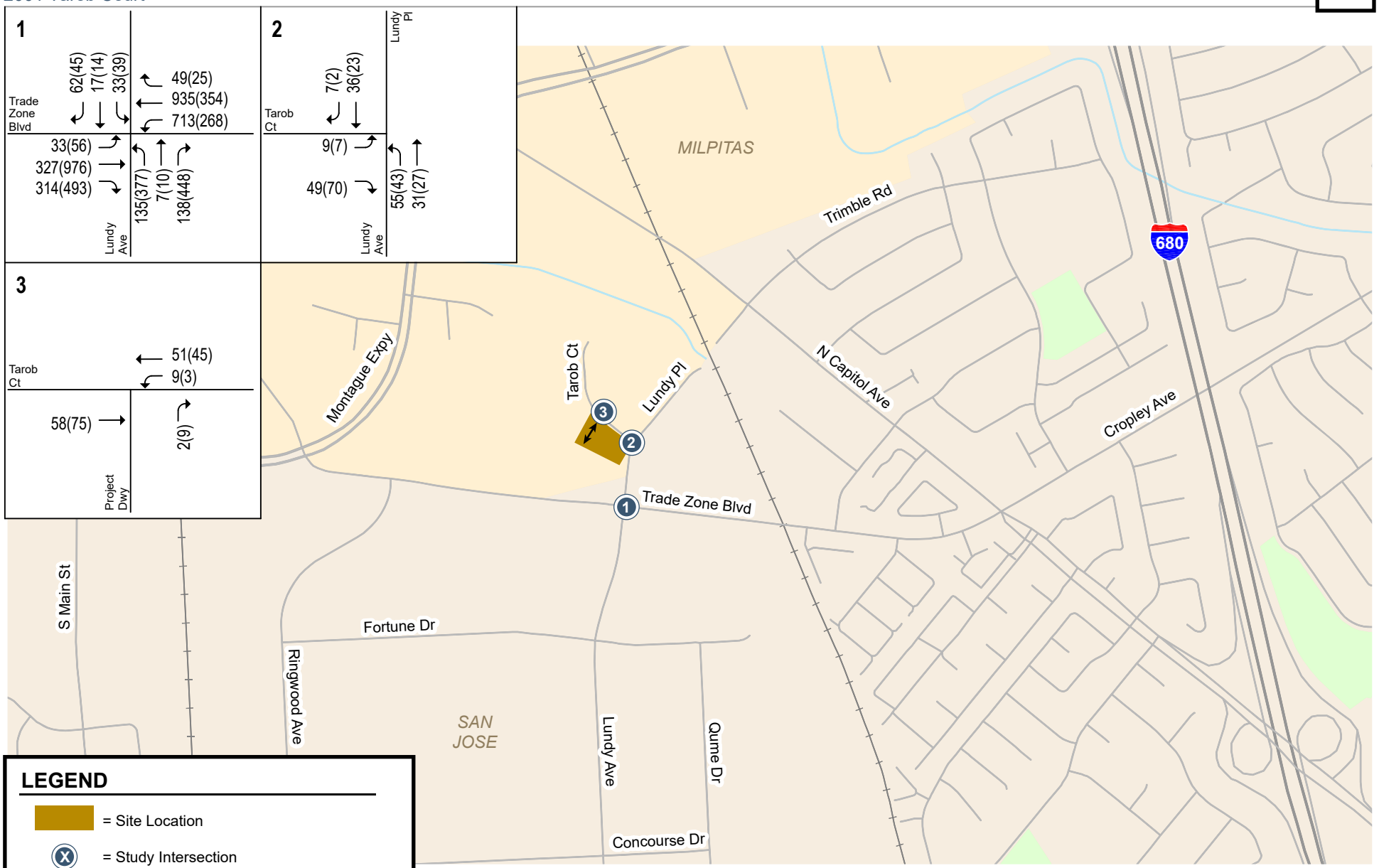


Figure 6
Background Traffic Volumes

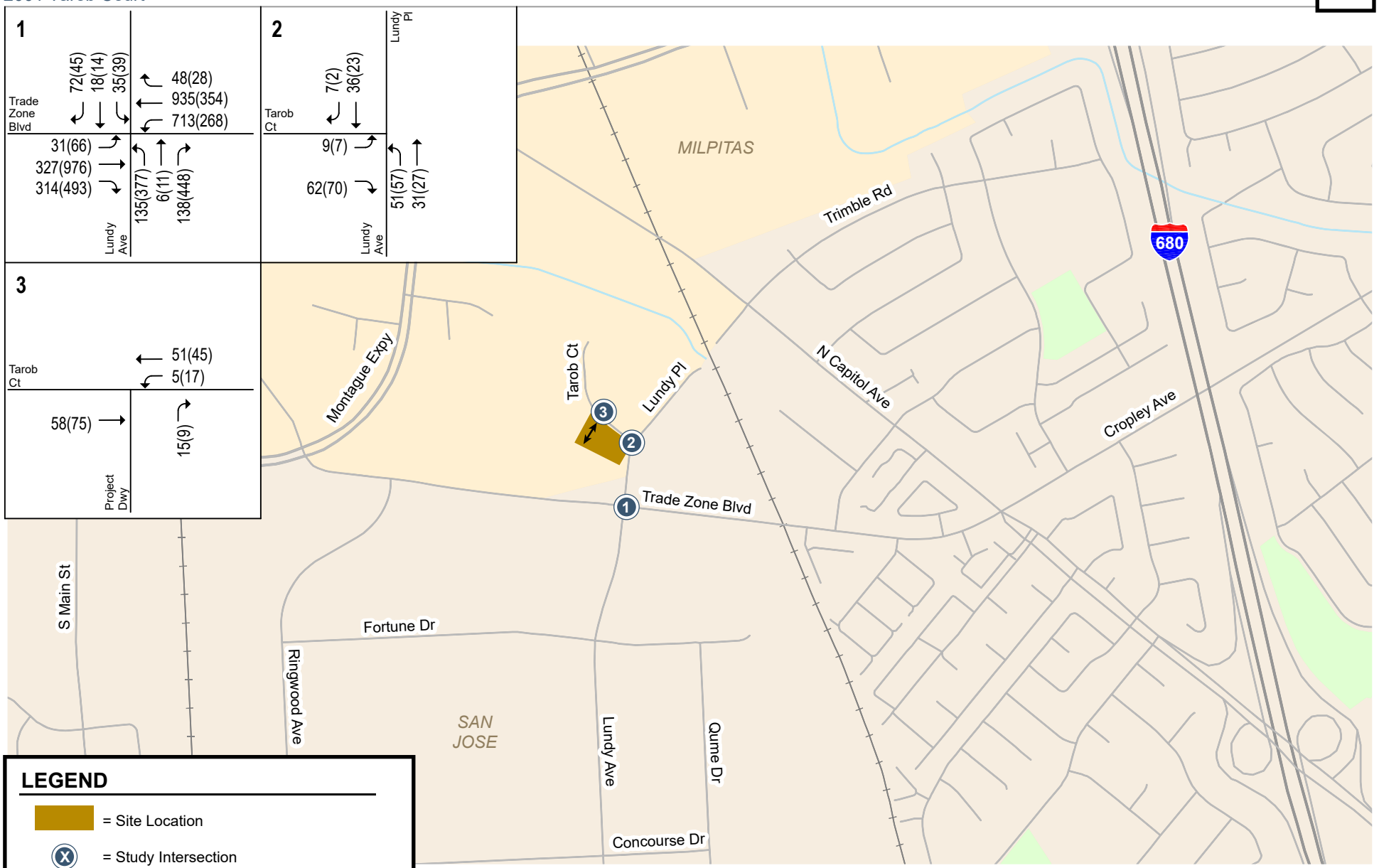


Figure 7
Background Plus Project Traffic Volumes

NORTH
Not to Scale

Table 2
Intersection Level of Service Summary

Intersection	Control	Peak Hour	Count Date	LOS Standard	Existing Avg Delay[1] (sec/veh)	Existing LOS	Existing + Project Avg Delay[1] (sec/veh)	Existing + Project LOS	Existing + Project Increase in Delay[3]	Existing + Project Increase in V/C	Background Avg Delay[1] (sec/veh)	Background LOS	Background + Project Avg Delay[1] (sec/veh)	Background + Project LOS	Background + Project Increase in Delay[3]	Background + Project Increase in V/C
1. Lundy Ave and Trade Zone Blvd	Signal	AM	05/02/19	D	30.3	C	32.2	C	3.50	0.045	35.4	D	35.6	D	0.0	0.001
		PM	05/02/19	D	41.8	D	44.0	D	4.10	0.048	44.7	D	44.7	D	0.0	0.000
2. Lundy Ave and Tarob Ct	SSSC [2]	AM	05/02/19	N/A	4.8/8.9	A	5.2/8.7	A	N/A	N/A	4.9/8.9	A	5.1/8.9	A	N/A	N/A
		PM	05/02/19	N/A	6.2/8.6	A	6.4/8.6	A	N/A	N/A	5.7/8.8	A	5.9/8.8	A	N/A	N/A
3. Project Driveway and Tarob Ct	SSSC [2]	AM	05/02/19	N/A	1.2/8.4	A	2.1/8.4	A	N/A	N/A	0.7/8.6	A	1.3/8.6	A	N/A	N/A
		PM	05/02/19	N/A	1.3/8.5	A	2.3/8.5	A	N/A	N/A	0.8/8.7	A	1.4/8.7	A	N/A	N/A

[1] Signalized intersection level of service is based on the Highway Capacity Manual (HCM) methodology, using average control delay for the entire intersection.
[2] Side Street Stop Controlled intersection. Delays are reported for both the overall average delay / the approach with highest delay.
[3] For the signalized intersection at Lundy Ave. and Trade Zone Blvd., the increase in delay shown here represents increase in critical delay.

The study intersections of Lundy Avenue/Tarob Court and Project Driveway/Tarob Court are unsignalized and under the jurisdiction of City of Milpitas. Unlike signalized intersections, which typically represent constraint points for the roadway network, unsignalized intersections rarely limit the potential capacity of a roadway. The determination of appropriate improvements to unsignalized intersections typically includes a qualitative and quantitative analysis of movement delay, traffic signal warrants, movement traffic volumes, availability of alternate routes, and intersection safety. For this reason, improvements to unsignalized intersections are frequently determined on the basis of professional judgment. The City of Milpitas does not apply significance thresholds to unsignalized intersections. Both unsignalized study intersections are projected to operate at LOS A under existing and background conditions, with or without the proposed project.

An assessment was conducted to determine whether the traffic volumes at the Lundy Avenue/Tarob Court intersection would warrant the installation of a traffic signal. This assessment was based on the Peak Hour Volume Signal Warrant (Warrant #3) described in the *California Manual on Uniform Traffic Control Devices (CA MUTCD)*. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak hour traffic volumes would be sufficient to justify installation of a traffic signal. The signal warrant analysis sheets are included in the Appendix. The analysis showed that the peak hour volume warrant would not be satisfied at the Lundy Avenue/Tarob Court intersection under any study scenarios during the AM and PM peak hours.

Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the eastbound left-turn movement at the Trade Zone Boulevard/Lundy Avenue intersection and the northbound left-turn at the Tarob Court/Lundy Avenue intersection. The queuing analysis was conducted for both background and background plus project conditions. Vehicle queues were estimated using a Poisson probability distribution. The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections. The results of this analysis are summarized below and in Table 3 for the AM and PM peak hours. The analysis indicates that, with the addition of project traffic, the 95th percentile vehicle queues could be accommodated by the storage provided at the subject locations.

Table 3
Vehicle Queuing Analysis

Measurement	Trade Zone Blvd and Lundy Ave EB Left Turn	Lundy Place and Tarob Ct NB Left Turn
Background (AM)		
Cycle/Delay[1] (sec)	116	7.4
Volume (vph)	33	55
Avg. Queue (veh)	1.1	0.1
Avg. Queue (ft.) [2]	27	3
95th %. Queue (veh)	3	1
95th %. Queue (ft.) [2]	75	25
Storage	130	125
Adequate (Y/N)	Y	Y
Background (PM)		
Cycle/Delay[1] (sec)	116	7.3
Volume (vph)	56	43
Avg. Queue (veh)	1.8	0.1
Avg. Queue (ft.) [2]	45	2
95th %. Queue (veh)	4	1
95th %. Queue (ft.) [2]	100	25
Storage	130	125
Adequate (Y/N)	Y	Y
Background + Project (AM)		
Cycle/Delay[1] (sec)	116	7.4
Volume (vph)	31	51
Avg. Queue (veh)	1.0	0.1
Avg. Queue (ft.) [2]	25	3
95th %. Queue (veh)	3	1
95th %. Queue (ft.) [2]	75	25
Storage	130	125
Adequate (Y/N)	Y	Y
Background + Project (PM)		
Cycle/Delay[1] (sec)	116	7.3
Volume (vph)	66	57
Avg. Queue (veh)	2.1	0.1
Avg. Queue (ft.) [2]	53	3
95th %. Queue (veh)	5	1
95th %. Queue (ft.) [2]	125	25
Storage	130	125
Adequate (Y/N)	Y	Y

[1] Vehicle queue calculations based on signal cycle length for signalized intersections and average movement delay for unsignalized intersections.

[2] Assumes 25 feet per vehicle queued

Impacts to Transit, Bikes, and Pedestrians

According to the VTA (Santa Clara County CMP) Transportation Impact Analysis Technical Guidelines, a project would create an impact on pedestrian and bike circulation if: (1) it would reduce, sever or eliminate existing or planned bike/pedestrian access and circulation in the area; (2) it would preclude, modify, or otherwise affect proposed bicycle and pedestrian projects and/or policies identified in the Lead Agency's adopted bicycle/pedestrian plan, or the plans of other agencies such as the Countywide Bicycle Plan or adjacent Cities' bicycle/pedestrian plans; or (3) it would cause a change to existing bike paths such as alignment, width of the trail ROW, or length of the trail.

The project site is located within the City of Milpitas Transit Area Specific Plan (TASP). The plan oversees the redevelopment of the southern portion of the City that transforms a low-density industrial area to an urban residential and mixed-use district with an emphasis on walkability and bicycling. The plan includes a new street system that promotes walking and biking as the dominant modes for short internal trips, especially with the future Milpitas BART station and VTA light rail system within close proximity to the project site. As part of the Milpitas TASP, a future street connection and pedestrian bridge across Capitol Avenue are planned to connect Tarob Court to Milpitas Boulevard and the new BART station. A proposed Class III bike route is also planned on Tarob Court to serve this new bicycle access route to the transit center.

As part of project improvements, curb extensions with new sidewalks would be installed along the Tarob Court and Lundy Place project frontages. In addition, the two existing driveways at the project site will be reduced into one new site driveway on Tarob Court, which would reduce the number of potential vehicle-pedestrian conflict points.

The proposed project would generate pedestrian trips to/from transit stops, recreation areas, and employment centers. Overall, the volume of pedestrian trips generated by the project is expected to be relatively low and not exceed the carrying capacity of the sidewalks and crosswalks nearby. U.S. Census data indicate that bicycle trips comprise less than one percent of the total commute mode share in the City of Milpitas. For the proposed project, this would equate to approximately one new bike trip during each of the AM and PM peak hours. The low volume of bicycle trips generated by the project would not exceed the bicycle-carrying capacity of streets surrounding the site, and the increase in bicycle trips would not by itself require new off-site bicycle facilities.

The addition of the project would not remove any existing bike/pedestrian facilities, nor would it preclude any future planned improvements. Because most intersections around the project site are signalized and have very few bike/pedestrian activities, the addition of project traffic would have a negligible effect on walking and biking in the project vicinity. Therefore, the proposed project would not create an adverse impact to bike/pedestrian circulation in the area.

According to the VTA TIA Technical Guidelines, a project would create an impact on transit if: (1) it would generate a demand for additional transit services; or (2) it would cause a permanent or temporary reduction of transit availability or interference with existing transit users, e.g., relocation/closure of a transit stop or vacation of a roadway utilized by transit.

According to the Milpitas TASP, transit trips would comprise approximately 9% of all peak hour trips. For the proposed project, assuming 9 percent of total commute trips would be transit trips, this would generate approximately 1 new transit trip during the AM peak hour and 2 new transit trips during the PM peak hour. In addition to commute trips, there will be additional transit trips to nearby schools, parks, and shopping areas. The volume of transit trips generated by the project would not exceed the carrying capacity of the existing transit service to the site.

The addition of the project would not remove any existing transit facilities, nor would it preclude any future planned improvements. As shown in the LOS calculations, the addition of project traffic would have a negligible effect on bus delays the project vicinity. Therefore, based on the VTA Technical Guidelines, the proposed project would not create an adverse impact to transit operations in the area and no

improvements to existing transit service frequencies would be necessary in conjunction with the proposed project.

Site Access

This site access and circulation review is based on the site plan (dated October 2018) provided to Hexagon (see Figure 2). The site would be accessed by one driveway on Tarob Court on the west end of the property, about 200 feet west of the intersection at Lundy Place and Tarob Court. The proposed site driveway would be located at approximately the same location as the existing driveway on Tarob Court for the existing building at the project site. The width of the site driveway entry is 22 feet, which meets the minimum City standard for driveways. Under project conditions, it is anticipated that this driveway would serve approximately 20 AM peak hour project trips and 26 PM peak hour project trips. The project condition traffic volumes at the site driveway are shown on Figure 2.

There are existing driveways serving other parcels on Tarob Court adjacent to and opposite of the project frontage. The site driveway does not align with the existing driveway on the opposite side of Tarob Court, but is offset about 25 feet. There is also another existing driveway beside the site driveway on Tarob Court about 50 feet to the west. The spacing of the site driveway, and its location relative to existing driveways, are acceptable given the relatively low traffic volumes at the nearby driveways and Tarob Court.

According to the level of service and queuing calculations, the site driveway would operate at LOS A with queues rarely exceed one or two vehicles during the AM and PM peak hours. The vehicle queues at the site driveway could be accommodated in the storage space provided, and the onsite queues would generally not interfere with traffic operations on Tarob Court and Lundy Avenue.

Pedestrian access to the project site is provided at locations along the frontage on Tarob Court and Lundy Place. Primary pedestrian access is provided via the main entry facing the sidewalks on Tarob Court. Besides the primary access on Tarob Court, there would be walking paths connecting the parking garage with the existing sidewalks on Lundy Place on the east side of the property. As mentioned previously, new sidewalks with curb extensions will also be installed on the project frontage on Tarob Court, providing a continuous pedestrian pathway to existing sidewalks on Trade Zone Boulevard via Lundy Place. Overall, the network of pedestrian paths and the sidewalk improvements on the project frontages provide adequate access to the existing sidewalk network in the project vicinity.

> **Recommendation 1:** To accommodate pedestrians, the project should consider adding one new ADA-compliant curb ramp at the existing northwest curb return at Tarob Court and Lundy Place (along the project frontage). A striped crosswalk is also recommended when the opposite side of the curb return would be upgraded with a new curb ramp along with the redevelopment of the parcel at 1996 Tarob Court.

Currently, the Tarob Court approach at the Tarob Court/Lundy Place intersection is yield controlled. If the striped crosswalk described above were to be added, the Tarob Court approach should also be converted to a stop-controlled approach in order to improve safety for crossing pedestrians.

The sight distance at the project driveway on Tarob Court was checked and determined to be adequate. Because the project would install a curb extension, which includes adding sidewalks on the Tarob Court frontage, the site driveway would be shifted closer to the centerline of Tarob Court, thereby further improving the sight distance for vehicles exiting the site driveway. As part of the project improvements, the radius of the existing curb return along the project frontage at the Lundy Place/Tarob Court intersection would be reduced. This improvement would help reduce vehicle speeds on Tarob Court, and therefore, improve the sight distance required for vehicles entering and exiting the driveways.

> **Recommendation 2:** Prior to final design, the placement of any landscaping, monuments, and signs within the sight triangles of the site driveway should be reviewed by Public Works staff to ensure adequate corner sight distance.

Recommendation 3: As a result of the proposed curb extensions on Tarob Court and Lundy Avenue, the cross-section widths for both streets would be reduced and on-street parking would not be able to be accommodated. Therefore, on-street parking along the project frontages on Tarob Court and Lundy Avenue should be restricted.

Site Circulation

The project site includes an open parking lot and a parking garage on the ground level. Onsite parking areas would be accessed by one site driveway on Tarob Court. Both the open parking lot and parking garage follow a standard 90-degree parking layout. The main parking aisle and the two east-west feeder parking aisles inside the garage are 26 and 24 feet wide, respectively, which meets the City's standard for 90-degree parking. However, the north-south parking aisle connecting the two east-west parking aisle is not dimensioned. The dimensions of the regular and compact parking spaces are 9 feet by 18 feet and 8 feet by 15 feet, respectively. Both parking space dimensions meet the minimum City standards. However, the widths of the parking garage entrances are not dimensioned.

Upon entering the garage, vehicles would follow the main drive aisle through the open parking lot and arrive at a roundabout at the southern end of the aisle. The two feeder drive aisles, which are connected at right angles to the main drive aisle, would provide access to the parking garage east of the main drive aisle. The ends of the two feeder drive aisles are connected by another drive aisle, forming a U-shape circulation pattern which makes a complete loop around of the parking garage. The layout shows no dead-end aisles.

Recommendation 4: Because the proposed site plan is conceptual, prior to final design, the design and layout of the parking garage, drive aisles and driveways, should be reviewed by Public Works staff.

The last two parking spaces (numbered 67 and 68) in the open parking lot located off the main drive aisle are approximately 20 feet south of the sidewalk on Tarob Court, and approximately 30 feet south of the beginning of the site driveway. Vehicles parked in these spaces would have to back out directly into the main site access aisle, potentially into the line of incoming traffic on the aisle just turning into the site driveway. However, given the low traffic volumes at the site driveway and on Tarob Court, the design is acceptable.

The site plan shows one elevator at the front lobby that would provide residents access to the parking garage. The sidewalk on Tarob Court would be accessed directly from the front lobby while the sidewalk on Lundy Avenue would be accessed from pedestrian pathways connecting with the parking garage. No bicycle parking facilities are shown on the site plan.

Recommendation 5: The project applicant should demonstrate that adequate short term and long term bicycle parking is provided in accordance with City of Milpitas parking code requirements.

A trash collection room is located adjacent to the roundabout at the southern entrance of the parking garage. The roundabout has a 80-foot outside diameter and a 26 feet wide lane that would allow turnaround maneuvers of garbage trucks as noted on the site plan. Therefore, garbage trucks would perform their operations onsite within the development. The site plan does not show a designated loading area for delivery trucks.

Recommendation 6: The project should indicate on the site plan loading locations for delivery trucks.

Conclusions & Recommendations

The impacts of the proposed project were evaluated in accordance with the procedures and guidelines specified by the City of Milpitas. The analysis resulted in the following key findings:

- The proposed project would not result in any level of service impacts to the study intersections.
- The proposed project would not result in any queuing storage deficiencies at the study intersections.
- The project would not create any impacts on pedestrian, bike, or transit facilities.

The analysis also produced the following recommendations:

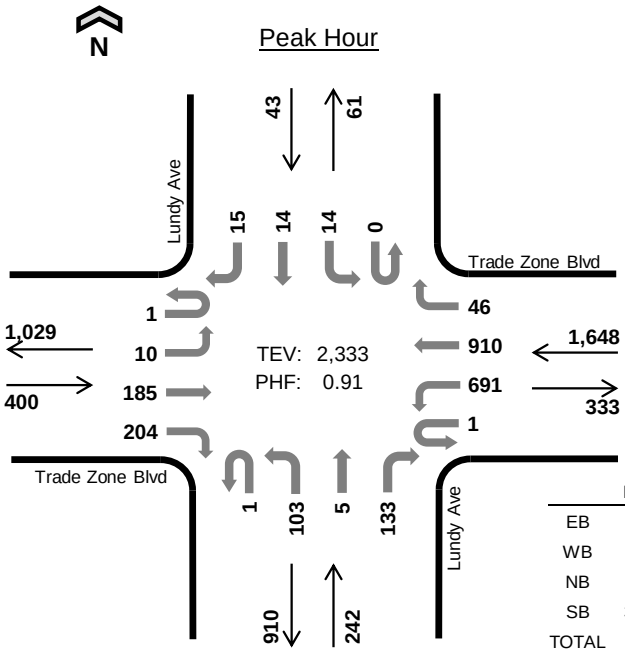
- To accommodate pedestrians, the project should consider adding one new ADA-compliant curb ramp along the project frontage curb return at the Tarob Court and Lundy Place intersection. A striped crosswalk is also recommended when the opposite side of the curb return would be upgraded with a new curb ramp along with the redevelopment of the parcel at 1996 Tarob Court.
- Prior to final design, the placement of any landscaping, monuments, and signs within the sight triangles of the site driveway should be reviewed by Public Works staff to ensure adequate corner sight distance.
- As a result of the proposed curb extensions on Tarob Court and Lundy Place, the cross-section widths for both streets would be reduced and on-street parking would not be able to be accommodated. Therefore, on-street parking along the project frontages on Tarob Court and Lundy Place should be restricted.
- Because the proposed site plan is conceptual, prior to final design, the design and layout of the parking garage, drive aisles and driveways, should be reviewed by Public Works staff.
- The project applicant should demonstrate that adequate short term and long term bicycle parking is provided in accordance with City of Milpitas parking code requirements.
- The project should indicate on the site plan loading locations for delivery trucks.

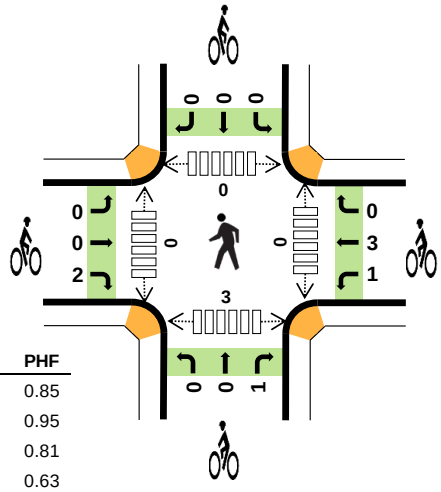
APPENDIX

Traffic Counts

Lundy Ave
Trade Zone Blvd

Date: 05-02-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	4.0%	0.85
WB	1.5%	0.95
NB	5.0%	0.81
SB	34.9%	0.63
TOTAL	2.9%	0.91

Two-Hour Count Summaries

Interval Start		Trade Zone Blvd Eastbound				Trade Zone Blvd Westbound				Lundy Ave Northbound				Lundy Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		1	2	43	27	0	46	207	9	0	27	3	29	0	1	1	3	399	0
7:15 AM		0	7	36	40	0	76	216	13	0	15	1	25	0	0	0	3	432	0
7:30 AM		0	5	46	39	0	102	207	7	0	36	0	34	0	0	0	3	479	0
7:45 AM		0	1	43	54	0	135	214	14	0	22	2	33	0	4	0	2	524	1,834
8:00 AM		**0**	**3**	**40**	**44**	**0**	**140**	**225**	**13**	**0**	**27**	**2**	**42**	**0**	**2**	**2**	**3**	**543**	1,978
8:15 AM		**0**	**2**	**41**	**45**	**1**	**176**	**249**	**9**	**1**	**21**	**0**	**25**	**0**	**3**	**3**	**3**	**579**	2,125
8:30 AM		**0**	**2**	**48**	**57**	**0**	**184**	**217**	**6**	**0**	**21**	**2**	**26**	**0**	**3**	**2**	**5**	**573**	2,219
8:45 AM		**1**	**3**	**56**	**58**	**0**	**191**	**219**	**18**	**0**	**34**	**1**	**40**	**0**	**6**	**7**	**4**	**638**	**2,333**
Count Total		2	25	353	364	1	1,050	1,754	89	1	203	11	254	0	19	15	26	4,167	0
Peak Hour	**All**	**1**	**10**	**185**	**204**	**1**	**691**	**910**	**46**	**1**	**103**	**5**	**133**	**0**	**14**	**14**	**15**	**2,333**	**0**
	HV	**0**	**2**	**2**	**12**	**0**	**4**	**10**	**11**	**0**	**8**	**1**	**3**	**0**	**7**	**1**	**7**	**68**	**0**
	HV%	**0%**	**20%**	**1%**	**6%**	**0%**	**1%**	**1%**	**24%**	**0%**	**8%**	**20%**	**2%**	**-**	**50%**	**7%**	**47%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	2	3	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	3	2	3	1	*9*	0	0	0	0	*0*	1	0	0	2	*3*
7:30 AM	4	5	5	1	*15*	1	0	0	0	*1*	0	1	1	0	*2*
7:45 AM	4	8	3	2	*17*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**4**	**7**	**1**	**2**	***14***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**3**	**4**	**3**	**3**	***13***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**1**	*1*
8:30 AM	**5**	**6**	**3**	**5**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	*2*
8:45 AM	**4**	**8**	**5**	**5**	***22***	**2**	**1**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***
Count Total	31	42	26	20	*119*	3	4	1	0	*8*	1	1	1	5	*8*
Peak Hour	**16**	**25**	**12**	**15**	***68***	**2**	**4**	**1**	**0**	***7***	**0**	**0**	**0**	**3**	***3***

Project Manager: (415) 310-6469
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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Trade Zone Blvd				Trade Zone Blvd				Lundy Ave				Lundy Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	2	1	0	0	2	0	0	1	0	2	0	0	0	1	10	0
7:15 AM	0	2	0	1	0	0	1	1	0	1	0	2	0	0	0	1	9	0
7:30 AM	0	0	1	3	0	1	3	1	0	5	0	0	0	0	0	1	15	0
7:45 AM	0	0	3	1	0	1	3	4	0	1	0	2	0	2	0	0	17	51
8:00 AM	**0**	**0**	**1**	**3**	**0**	**2**	**1**	**4**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**14**	55
8:15 AM	**0**	**1**	**1**	**1**	**0**	**0**	**3**	**1**	**0**	**2**	**0**	**1**	**0**	**1**	**1**	**1**	**13**	59
8:30 AM	**0**	**1**	**0**	**4**	**0**	**1**	**3**	**2**	**0**	**1**	**1**	**1**	**0**	**2**	**0**	**3**	**19**	63
8:45 AM	**0**	**0**	**0**	**4**	**0**	**1**	**3**	**4**	**0**	**4**	**0**	**1**	**0**	**2**	**0**	**3**	**22**	**68**
Count Total	0	5	8	18	0	6	19	17	0	16	1	9	0	9	1	10	119	0
Peak Hour	**0**	**2**	**2**	**12**	**0**	**4**	**10**	**11**	**0**	**8**	**1**	**3**	**0**	**7**	**1**	**7**	**68**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Trade Zone Blvd			Trade Zone Blvd			Lundy Ave			Lundy Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
8:15 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	4
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:45 AM	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**7**
Count Total	0	0	3	1	3	0	0	0	1	0	0	0	8	0
Peak Hour	**0**	**0**	**2**	**1**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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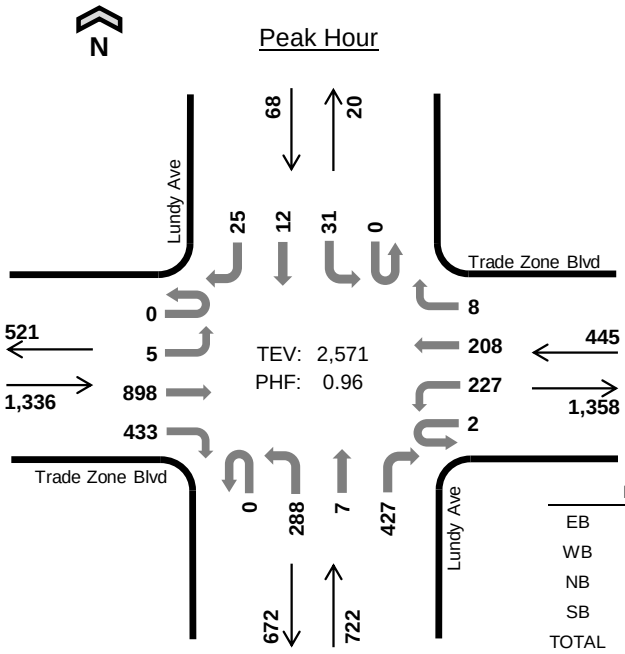
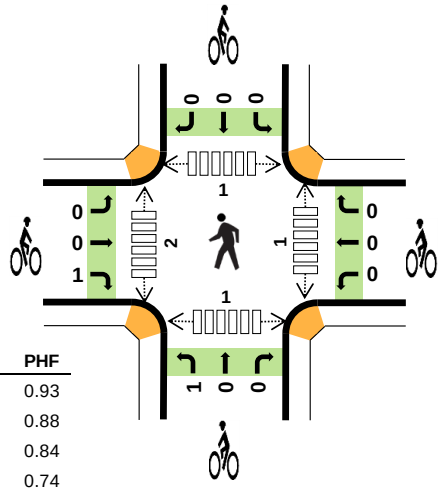
Lundy Ave
Trade Zone Blvd

Date: 05-02-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	1.2%	0.93
WB	0.9%	0.88
NB	1.2%	0.84
SB	2.9%	0.74
TOTAL	1.2%	0.96

Two-Hour Count Summaries

Interval Start		Trade Zone Blvd Eastbound				Trade Zone Blvd Westbound				Lundy Ave Northbound				Lundy Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	4	176	93	0	47	36	3	0	51	1	89	0	6	5	8	519	0
4:15 PM		0	4	214	100	0	49	42	2	0	63	3	91	0	4	4	8	584	0
4:30 PM		1	2	248	102	0	60	47	2	0	65	0	102	0	7	1	2	639	0
4:45 PM		1	4	230	106	0	41	58	1	1	64	0	102	0	6	1	4	619	2,361
5:00 PM		**0**	**1**	**186**	**105**	**0**	**54**	**47**	**3**	**0**	**97**	**2**	**117**	**0**	**15**	**3**	**4**	**634**	2,476
5:15 PM		**0**	**2**	**241**	**116**	**1**	**45**	**46**	**1**	**0**	**51**	**0**	**95**	**0**	**10**	**5**	**8**	**621**	2,513
5:30 PM		**0**	**0**	**226**	**118**	**0**	**63**	**62**	**1**	**0**	**80**	**2**	**104**	**0**	**4**	**2**	**7**	**669**	2,543
5:45 PM		**0**	**2**	**245**	**94**	**1**	**65**	**53**	**3**	**0**	**60**	**3**	**111**	**0**	**2**	**2**	**6**	**647**	**2,571**
Count Total		2	19	1,766	834	2	424	391	16	1	531	11	811	0	54	23	47	4,932	0
Peak Hour	**All**	**0**	**5**	**898**	**433**	**2**	**227**	**208**	**8**	**0**	**288**	**7**	**427**	**0**	**31**	**12**	**25**	**2,571**	**0**
	HV	**0**	**1**	**4**	**11**	**0**	**2**	**2**	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**2**	**31**	**0**
	HV%	**-**	**20%**	**0%**	**3%**	**0%**	**1%**	**1%**	**0%**	**-**	**3%**	**0%**	**0%**	**-**	**0%**	**0%**	**8%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	1	7	1	*13*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	5	2	3	2	*12*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	7	4	2	0	*13*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	2	3	4	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	**6**	**2**	**2**	**0**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**5**	**2**	**3**	**0**	***10***	**1**	**0**	**0**	**0**	***1***	**1**	**1**	**0**	**0**	*2*
5:30 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**1**	**0**	***1***	**0**	**1**	**0**	**1**	*2*
5:45 PM	**5**	**0**	**3**	**1**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
Count Total	34	14	25	6	*79*	1	0	1	0	*2*	1	2	1	1	*5*
Peak Hour	**16**	**4**	**9**	**2**	***31***	**1**	**0**	**1**	**0**	***2***	**1**	**2**	**1**	**1**	***5***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Trade Zone Blvd				Trade Zone Blvd				Lundy Ave				Lundy Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	4	0	0	0	1	0	6	0	1	0	0	0	1	13	0
4:15 PM	0	0	2	3	0	0	2	0	0	2	0	1	0	0	0	2	12	0
4:30 PM	0	1	2	4	0	3	0	1	0	1	0	1	0	0	0	0	13	0
4:45 PM	0	0	0	2	0	0	3	0	0	4	0	0	0	0	0	1	10	48
5:00 PM	**0**	**0**	**2**	**4**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	45
5:15 PM	**0**	**0**	**1**	**4**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**10**	43
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	32
5:45 PM	**0**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**31**
Count Total	0	2	8	24	0	5	7	2	0	21	0	4	0	0	0	6	79	0
Peak Hour	**0**	**1**	**4**	**11**	**0**	**2**	**2**	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**2**	**31**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Trade Zone Blvd			Trade Zone Blvd			Lundy Ave			Lundy Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	2
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	0	1	0	0	0	1	0	0	0	0	0	2	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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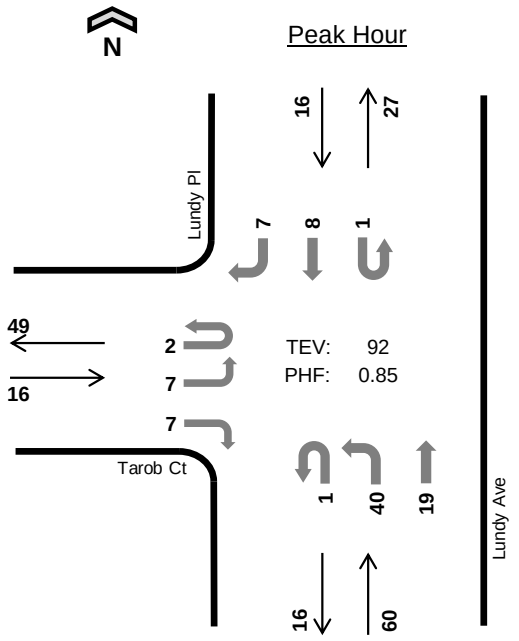
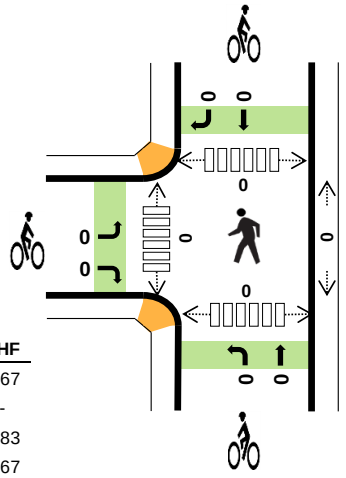
Lundy Ave
Tarob Ct

Peak Hour

Date: 05-02-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV %:	PHF
EB	37.5%	0.67
WB	-	-
NB	20.0%	0.83
SB	31.3%	0.67
TOTAL	25.0%	0.85

Two-Hour Count Summaries

Interval Start		Tarob Ct Eastbound				n/a Westbound				Lundy Ave Northbound				Lundy Pl Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	0	2	0	0	0	0	0	8	5	0	0	0	1	1	18	0
7:15 AM		**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**7**	**0**	**0**	**0**	**0**	**6**	**27**	0
7:30 AM		**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**4**	**0**	**0**	**0**	**1**	**1**	**16**	0
7:45 AM		**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**13**	**4**	**0**	**1**	**0**	**5**	**0**	**27**	88
8:00 AM		**1**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**9**	**4**	**0**	**0**	**0**	**2**	**0**	**22**	**92**
8:15 AM		0	0	0	2	0	0	0	0	0	3	3	0	0	0	5	0	13	78
8:30 AM		0	0	0	2	0	0	0	0	0	8	3	0	0	0	7	2	22	84
8:45 AM		0	1	0	3	0	0	0	0	0	5	6	0	0	0	3	0	18	75
Count Total		2	9	0	16	0	0	0	0	1	64	36	0	1	0	24	10	163	0
Peak Hour	**All**	**2**	**7**	**0**	**7**	**0**	**0**	**0**	**0**	**1**	**40**	**19**	**0**	**1**	**0**	**8**	**7**	**92**	**0**
	HV	**2**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**1**	**0**	**4**	**0**	**23**	**0**
	HV%	**100%**	**29%**	**-**	**29%**	**-**	**-**	**-**	**-**	**0%**	**15%**	**32%**	**-**	**100%**	**-**	**50%**	**0%**	**25%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	1	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**1**	**0**	**3**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**2**	**0**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**1**	**0**	**4**	**3**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**2**	**0**	**4**	**2**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	0	0	1	4	*5*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	5	8	*13*	0	0	0	0	*0*	1	0	0	0	*1*
8:45 AM	3	0	3	2	*8*	0	0	0	0	*0*	0	0	1	0	*1*
Count Total	10	0	22	21	*53*	0	0	0	0	*0*	1	0	1	0	*2*
Peak Hr	**6**	**0**	**12**	**5**	***23***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Tarob Ct				n/a				Lundy Ave				Lundy Pl				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	4	0
7:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	0
7:30 AM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	0
7:45 AM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**1**	**0**	**2**	**0**	**8**	19
8:00 AM	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**2**	**0**	**8**	**23**
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	24
8:30 AM	0	0	0	0	0	0	0	0	0	2	3	0	0	0	6	2	13	34
8:45 AM	0	1	0	2	0	0	0	0	0	0	3	0	0	0	2	0	8	34
Count Total	2	4	0	4	0	0	0	0	0	9	13	0	1	0	17	3	53	0
Peak Hour	**2**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**1**	**0**	**4**	**0**	**23**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Tarob Ct			0			Lundy Ave			Lundy Pl			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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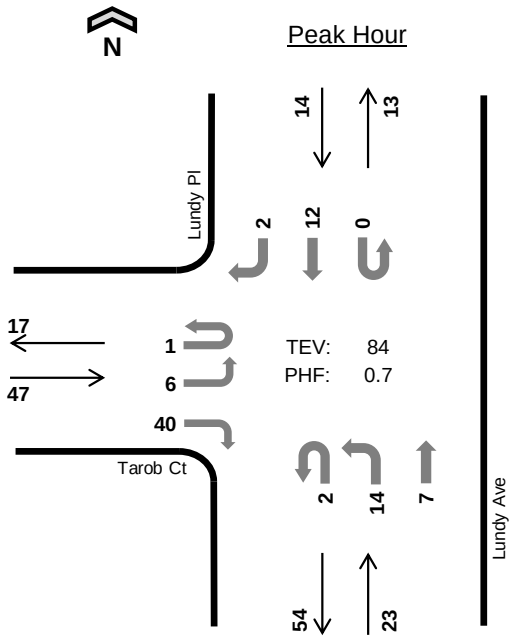
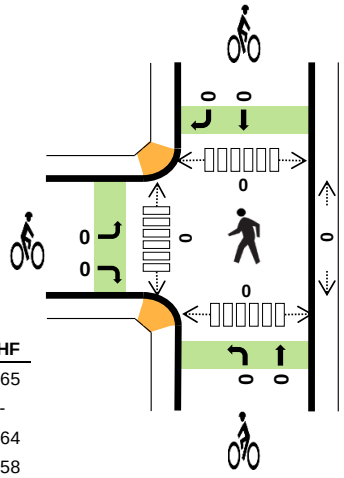
Lundy Ave
Tarob Ct

Peak Hour

Date: 05-02-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	10.6%	0.65
WB	-	-
NB	13.0%	0.64
SB	14.3%	0.58
TOTAL	11.9%	0.70



Two-Hour Count Summaries

Interval Start	Tarob Ct Eastbound				n/a Westbound				Lundy Ave Northbound				Lundy Pl Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**3**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**0**	**0**	**0**	**5**	**0**	**30**	0
4:15 PM	**0**	**1**	**0**	**11**	**0**	**0**	**0**	**0**	**1**	**7**	**1**	**0**	**0**	**0**	**2**	**0**	**23**	0
4:30 PM	**0**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**2**	**17**	0
4:45 PM	**1**	**1**	**0**	**8**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**14**	**84**
5:00 PM	0	1	0	15	0	0	0	0	1	2	1	0	0	0	4	3	27	81
5:15 PM	1	1	0	13	0	0	0	0	0	3	0	0	0	0	5	1	24	82
5:30 PM	0	0	0	10	0	0	0	0	0	0	2	0	0	0	1	0	13	78
5:45 PM	0	1	0	8	0	0	0	0	1	4	2	0	0	0	1	1	18	82
Count Total	2	9	0	86	0	0	0	0	4	23	12	0	0	0	23	7	166	0
Peak Hour All	**1**	**6**	**0**	**40**	**0**	**0**	**0**	**0**	**2**	**14**	**7**	**0**	**0**	**0**	**12**	**2**	**84**	**0**
Peak Hour HV	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**1**	**10**	**0**
Peak Hour HV%	**0%**	**33%**	**-**	**8%**	**-**	**-**	**-**	**-**	**0%**	**7%**	**29%**	**-**	**-**	**-**	**8%**	**50%**	**12%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**2**	**0**	**1**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**1**	**0**	**2**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	1	0	0	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
5:30 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	7	0	4	4	*15*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hr	**5**	**0**	**3**	**2**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Tarob Ct				n/a				Lundy Ave				Lundy Pl				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**4**	0
4:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**4**	0
4:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	8
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	5
Count Total	0	3	0	4	0	0	0	0	0	1	3	0	0	0	2	2	15	0
Peak Hour	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**1**	**10**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Tarob Ct			0			Lundy Ave			Lundy Pl			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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IDAX Data Solutions
19205 - Milpitas - Tarob Court Counts
5/2/2019

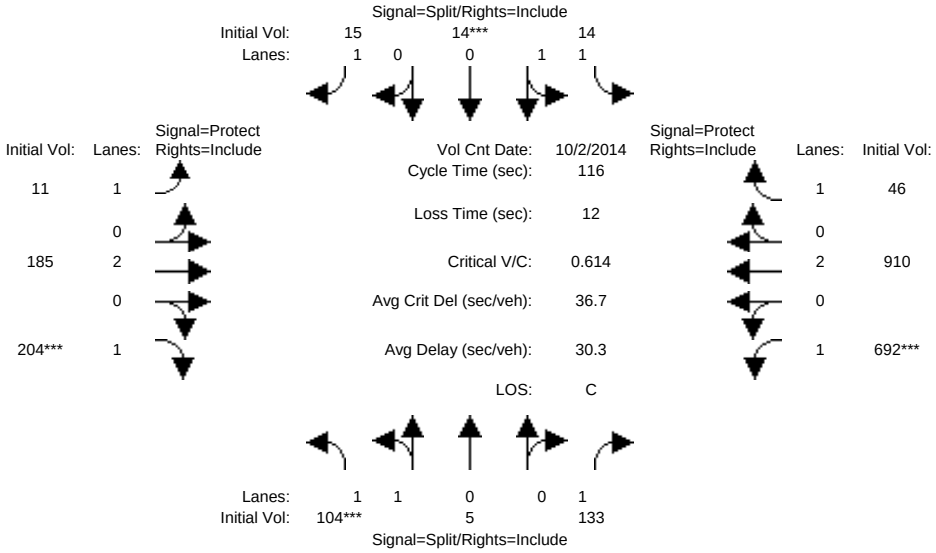
	Driveway 1: Lundy Ave			
	In		Out	
Time:	NB L	SB R	EB R	EB L
7:00	1	0	0	0
7:15	1	0	2	0
7:30	1	0	0	0
7:45	1	0	0	0
8:00	0	0	0	0
8:15	1	1	1	0
8:30	0	0	0	0
8:45	0	0	1	0
16:00	0	0	1	0
16:15	0	0	0	0
16:30	0	0	0	0
16:45	1	0	2	0
17:00	1	0	2	0
17:15	0	0	2	0
17:30	0	1	1	0
17:45	1	0	1	0
AM Peak	4	0	2	0
PM Peak	2	1	7	0
Total:	6	1	9	0

	Driveway 2: Tarob Ct			
	In		Out	
Time:	EB R	WB L	NB R	NB L
7:00	0	0	0	0
7:15	0	4	0	0
7:30	0	0	0	0
7:45	0	1	0	0
8:00	0	0	0	0
8:15	0	0	1	0
8:30	0	0	1	0
8:45	0	1	0	0
16:00	0	0	1	0
16:15	0	0	0	0
16:30	0	0	1	0
16:45	0	0	0	0
17:00	0	0	2	0
17:15	0	0	0	0
17:30	0	0	0	0
17:45	0	0	0	0
AM Peak	0	5	0	0
PM Peak	0	0	2	0
Total:	0	5	2	0

LOS Calculations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #1: LUNDY/TRADE ZONE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 << 7:50-8:50												
Base Vol:	104	5	133	14	14	15	11	185	204	692	910	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	5	133	14	14	15	11	185	204	692	910	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	5	133	14	14	15	11	185	204	692	910	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	5	133	14	14	15	11	185	204	692	910	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	5	133	14	14	15	11	185	204	692	910	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	5	133	14	14	15	11	185	204	692	910	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.92	0.08	1.00	1.04	0.96	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3352	161	1750	1822	1822	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.08	0.01	0.01	0.01	0.01	0.05	0.12	0.40	0.24	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.12	0.12	0.09	0.09	0.09	0.14	0.16	0.16	0.53	0.55	0.55
Volume/Cap:	0.25	0.25	0.61	0.09	0.09	0.10	0.05	0.31	0.75	0.75	0.44	0.05
Delay/Veh:	47.3	47.3	60.6	49.4	49.4	50.2	43.7	44.8	63.6	26.6	16.2	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	47.3	60.6	49.4	49.4	50.2	43.7	44.8	63.6	26.6	16.2	12.2
LOS by Move:	D	D	E	D	D	D	D	D	E	C	B	B
HCM2kAvgQ:	2	2	6	1	1	1	0	3	9	22	9	1

Note: Queue reported is the number of cars per lane.

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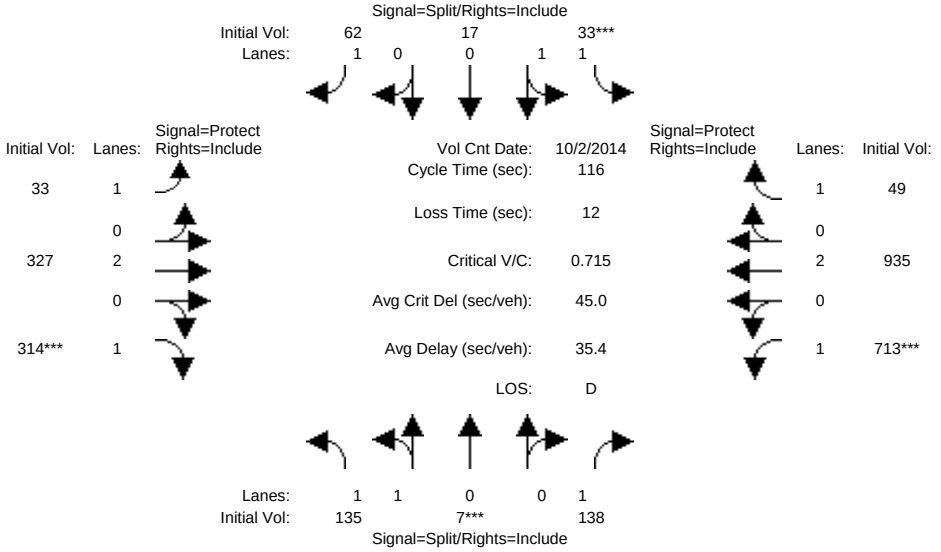
2001 Tarob Court

12.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #1: LUNDY/TRADE ZONE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 << 7:50-8:50												
Base Vol:	135	7	138	33	17	62	33	327	314	713	935	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	7	138	33	17	62	33	327	314	713	935	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	7	138	33	17	62	33	327	314	713	935	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	7	138	33	17	62	33	327	314	713	935	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	7	138	33	17	62	33	327	314	713	935	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	7	138	33	17	62	33	327	314	713	935	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.91	0.09	1.00	1.36	0.64	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3340	173	1750	2374	1223	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.08	0.01	0.01	0.04	0.02	0.09	0.18	0.41	0.25	0.03
Crit Moves:		****		****					****	****		
Green/Cycle:	0.11	0.11	0.11	0.09	0.09	0.09	0.14	0.21	0.21	0.49	0.56	0.56
Volume/Cap:	0.37	0.37	0.72	0.16	0.16	0.41	0.14	0.40	0.84	0.84	0.44	0.05
Delay/Veh:	50.5	50.5	70.1	50.2	50.2	58.3	45.1	40.7	63.3	35.5	15.4	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	50.5	70.1	50.2	50.2	58.3	45.1	40.7	63.3	35.5	15.4	11.5
LOS by Move:	D	D	E	D	D	E	D	D	E	D	B	B
HCM2kAvgQ:	3	3	7	1	1	3	1	5	14	26	10	1

Note: Queue reported is the number of cars per lane.

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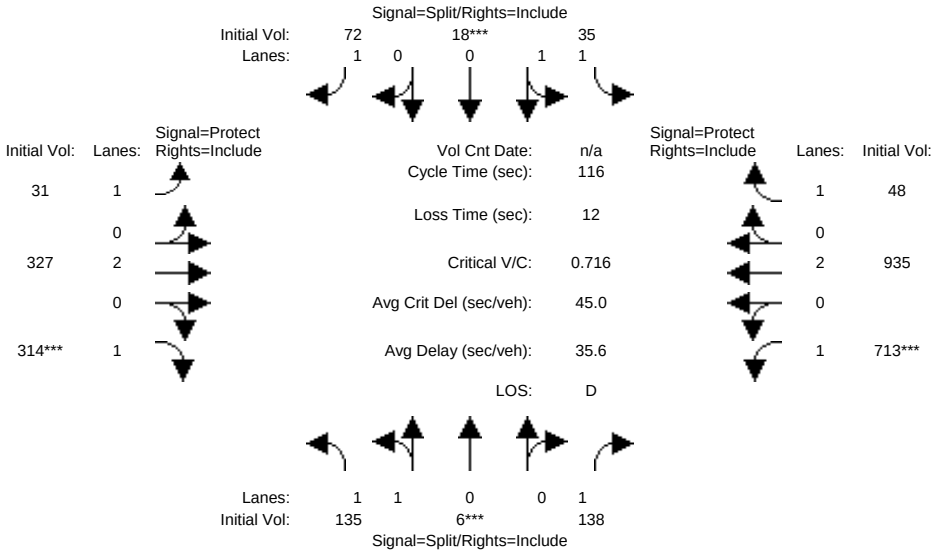
2001 Tarob Court

12.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Project AM

Intersection #1: LUNDY/TRADE ZONE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	135	6	138	35	18	72	31	327	314	713	935	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	6	138	35	18	72	31	327	314	713	935	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	6	138	35	18	72	31	327	314	713	935	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	6	138	35	18	72	31	327	314	713	935	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	6	138	35	18	72	31	327	314	713	935	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	6	138	35	18	72	31	327	314	713	935	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.92	0.08	1.00	1.36	0.64	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3362	149	1750	2375	1221	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.08	0.01	0.01	0.04	0.02	0.09	0.18	0.41	0.25	0.03
Crit Moves:		****			****				****	****		
Green/Cycle:	0.11	0.11	0.11	0.09	0.09	0.09	0.14	0.21	0.21	0.49	0.56	0.56
Volume/Cap:	0.36	0.36	0.72	0.17	0.17	0.48	0.13	0.40	0.84	0.84	0.44	0.05
Delay/Veh:	50.5	50.5	70.1	50.3	50.3	60.9	45.0	40.7	63.3	35.5	15.4	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	50.5	70.1	50.3	50.3	60.9	45.0	40.7	63.3	35.5	15.4	11.5
LOS by Move:	D	D	E	D	D	E	D	D	E	D	B	B
HCM2kAvgQ:	3	3	7	1	1	3	1	5	14	26	10	1

Note: Queue reported is the number of cars per lane.

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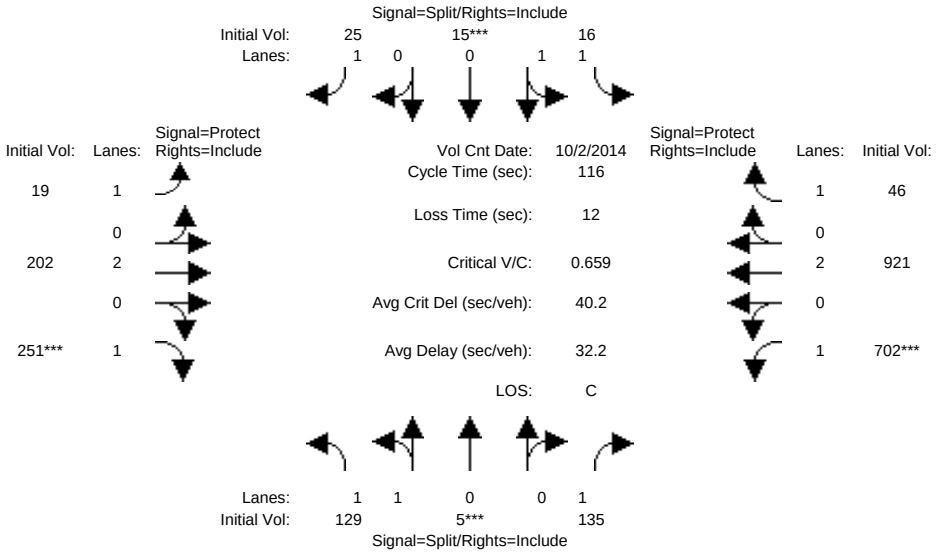
2001 Tarob Court

12.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project AM

Intersection #1: LUNDY/TRADE ZONE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 << 7:50-8:50												
Base Vol:	104	4	133	16	15	25	9	185	204	692	910	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	4	133	16	15	25	9	185	204	692	910	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	25	1	2	0	0	0	10	17	47	10	11	1
Initial Fut:	129	5	135	16	15	25	19	202	251	702	921	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	5	135	16	15	25	19	202	251	702	921	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	5	135	16	15	25	19	202	251	702	921	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	5	135	16	15	25	19	202	251	702	921	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.93	0.07	1.00	1.07	0.93	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3379	131	1750	1878	1761	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.08	0.01	0.01	0.01	0.01	0.05	0.14	0.40	0.24	0.03
Crit Moves:		****			****				****	****		
Green/Cycle:	0.12	0.12	0.12	0.09	0.09	0.09	0.14	0.18	0.18	0.51	0.56	0.56
Volume/Cap:	0.33	0.33	0.66	0.10	0.10	0.17	0.08	0.29	0.79	0.79	0.44	0.05
Delay/Veh:	49.1	49.1	64.5	49.5	49.5	51.5	44.2	42.0	62.7	30.1	15.8	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	49.1	64.5	49.5	49.5	51.5	44.2	42.0	62.7	30.1	15.8	11.9
LOS by Move:	D	D	E	D	D	D	D	D	E	C	B	B
HCM2kAvgQ:	3	3	6	1	1	1	1	3	11	23	9	1

Note: Queue reported is the number of cars per lane.

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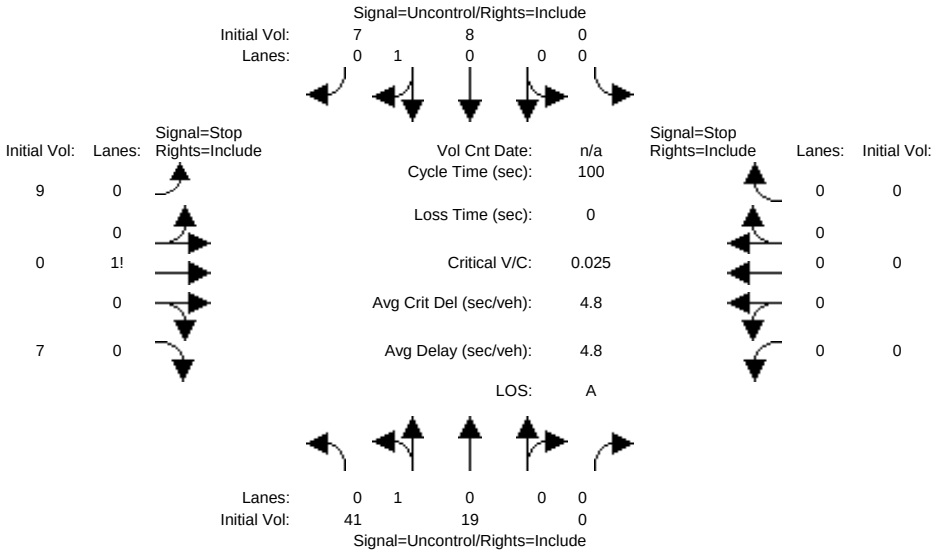
2001 Tarob Court

12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #2: LUNDY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	41	19	0	0	8	7	9	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	19	0	0	8	7	9	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	19	0	0	8	7	9	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	19	0	0	8	7	9	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	41	19	0	0	8	7	9	0	7	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	15	xxxx	xxxxx	xxxx	xxxx	xxxxx	113	113	12	xxxx	xxxx	xxxxx
Potent Cap.:	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx	889	781	1075	xxxx	xxxx	xxxxx
Move Cap.:	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx	871	761	1075	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	950	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 LUNDY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

527

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   41   19     0     0    8     7     9    0     7     0    0     0
ApproachDel:    xxxxxx           xxxxxx              8.9           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=91]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 LUNDY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   41   19     0     0    8     7     9    0     7     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              75
Minor Approach Volume:            16
Minor Approach Volume Threshold: 910
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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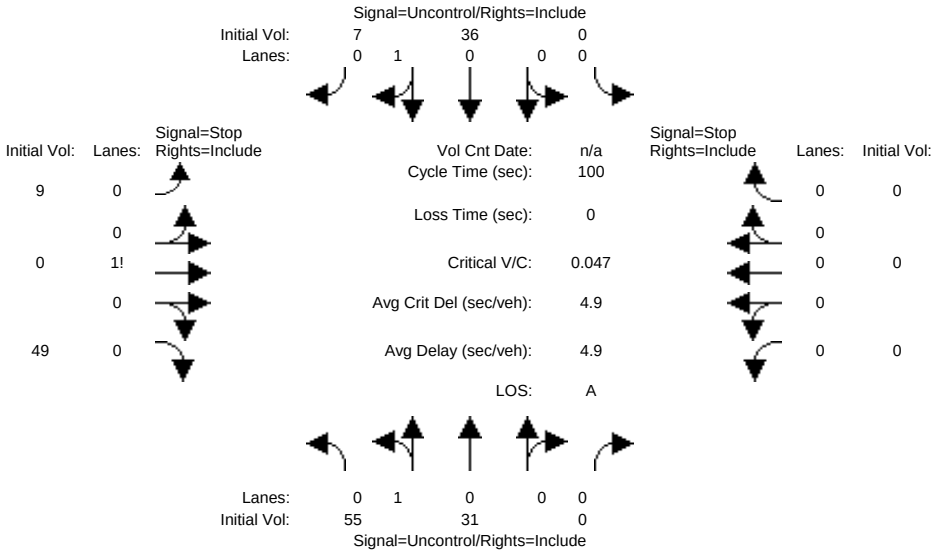
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #2: LUNDY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	55	31	0	0	36	7	9	0	49	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	31	0	0	36	7	9	0	49	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	31	0	0	36	7	9	0	49	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	31	0	0	36	7	9	0	49	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	55	31	0	0	36	7	9	0	49	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	43	xxxx	xxxxx	xxxx	xxxx	xxxxx	181	181	40	xxxx	xxxx	xxxxx
Potent Cap.:	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx	814	717	1038	xxxx	xxxx	xxxxx
Move Cap.:	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx	791	691	1038	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	990	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 LUNDY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   55   31     0     0   36     7     9    0    49     0    0     0
ApproachDel:    xxxxxx           xxxxxx              8.9           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=58]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=187]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 LUNDY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   55   31     0     0   36     7     9    0    49     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              129
Minor Approach Volume:            58
Minor Approach Volume Threshold: 766
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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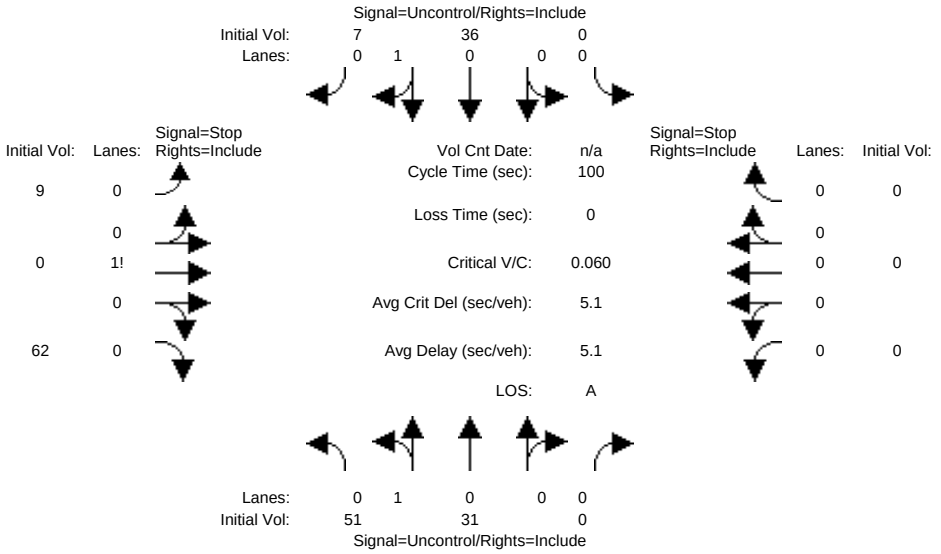
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Project AM

Intersection #2: LUNDY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	51	31	0	0	36	7	9	0	62	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	31	0	0	36	7	9	0	62	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	31	0	0	36	7	9	0	62	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	31	0	0	36	7	9	0	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	51	31	0	0	36	7	9	0	62	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	43	xxxx	xxxxx	xxxx	xxxx	xxxxx	173	173	40	xxxx	xxxx	xxxxx
Potent Cap.:	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx	822	724	1038	xxxx	xxxx	xxxxx
Move Cap.:	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx	801	700	1038	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1000	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 LUNDY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   51   31     0     0   36     7     9    0    62     0    0     0
ApproachDel:    xxxxxx           xxxxxx              8.9           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=71]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=196]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 LUNDY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   51   31     0     0   36     7     9    0    62     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              125
Minor Approach Volume:            71
Minor Approach Volume Threshold: 774
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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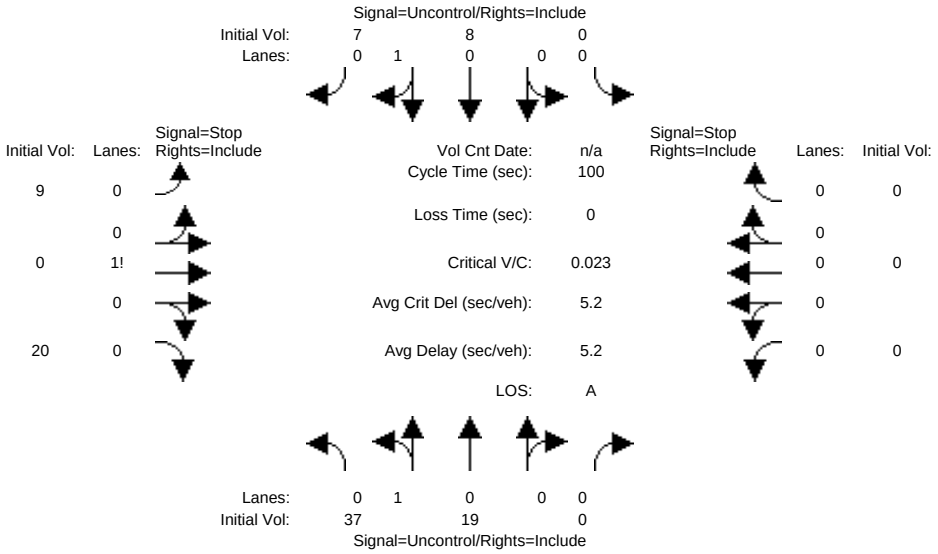
12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing+Project AM

Intersection #2: LUNDY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	37	19	0	0	8	7	9	0	20	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	19	0	0	8	7	9	0	20	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	19	0	0	8	7	9	0	20	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	19	0	0	8	7	9	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	37	19	0	0	8	7	9	0	20	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	15	xxxx	xxxxx	xxxx	xxxx	xxxxx	105	105	12	xxxx	xxxx	xxxxx
Potent Cap.:	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx	898	789	1075	xxxx	xxxx	xxxxx
Move Cap.:	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx	882	771	1075	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1007	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.7			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 LUNDY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

533

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   37   19     0     0    8     7     9    0    20     0    0     0
ApproachDel:    xxxxxx           xxxxxx              8.7           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=29]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=100]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 LUNDY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   37   19     0     0    8     7     9    0    20     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              71
Minor Approach Volume:            29
Minor Approach Volume Threshold: 925
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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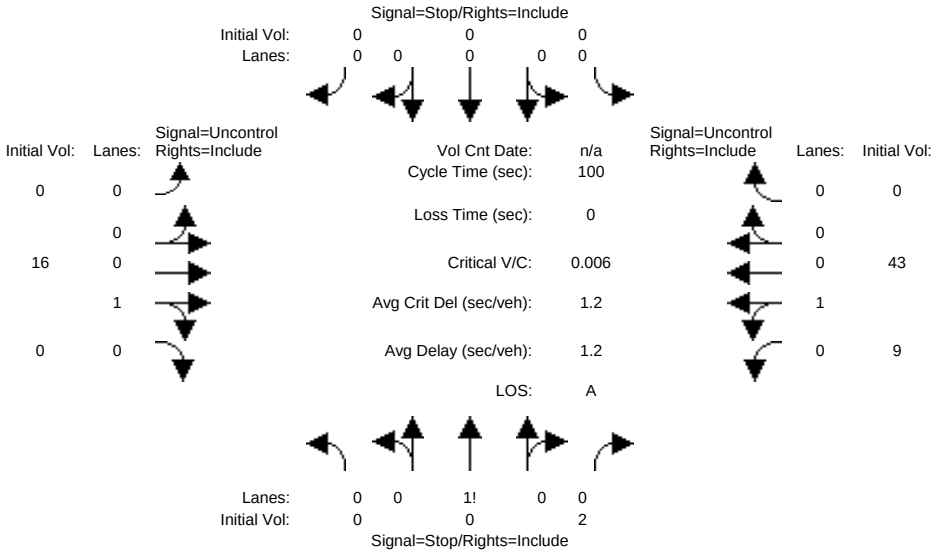
12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #3: PROJECT DRWY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	2	0	0	0	0	16	0	9	43	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	0	0	0	0	16	0	9	43	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	2	0	0	0	0	16	0	9	43	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	2	0	0	0	0	16	0	9	43	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	2	0	0	0	0	16	0	9	43	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	16	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1069	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1615	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1069	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1615	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 PROJECT DRWY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

535

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```
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     2     0    0     0     0   16     0     9   43     0
ApproachDel:       8.4           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=2]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=70]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 PROJECT DRWY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     2     0    0     0     0   16     0     9   43     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              68
Minor Approach Volume:            2
Minor Approach Volume Threshold: 936
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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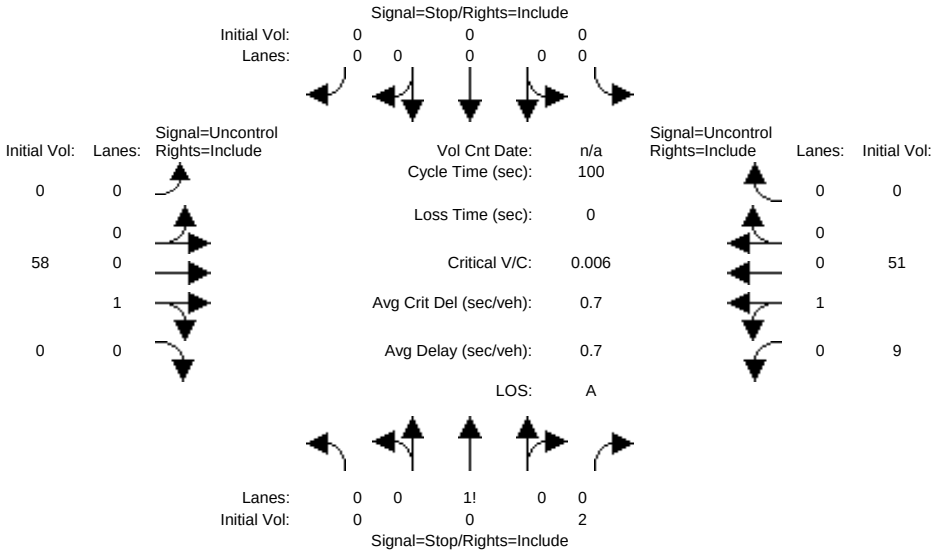
12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #3: PROJECT DRWY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	2	0	0	0	0	58	0	9	51	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	0	0	0	0	58	0	9	51	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	2	0	0	0	0	58	0	9	51	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	2	0	0	0	0	58	0	9	51	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	2	0	0	0	0	58	0	9	51	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	58	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	58	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1014	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1559	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1014	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1559	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 PROJECT DRWY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

537

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```
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     2     0    0     0     0   58     0     9   51     0
ApproachDel:       8.6           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=2]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=120]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 PROJECT DRWY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     2     0    0     0     0   58     0     9   51     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             118
Minor Approach Volume:           2
Minor Approach Volume Threshold: 789
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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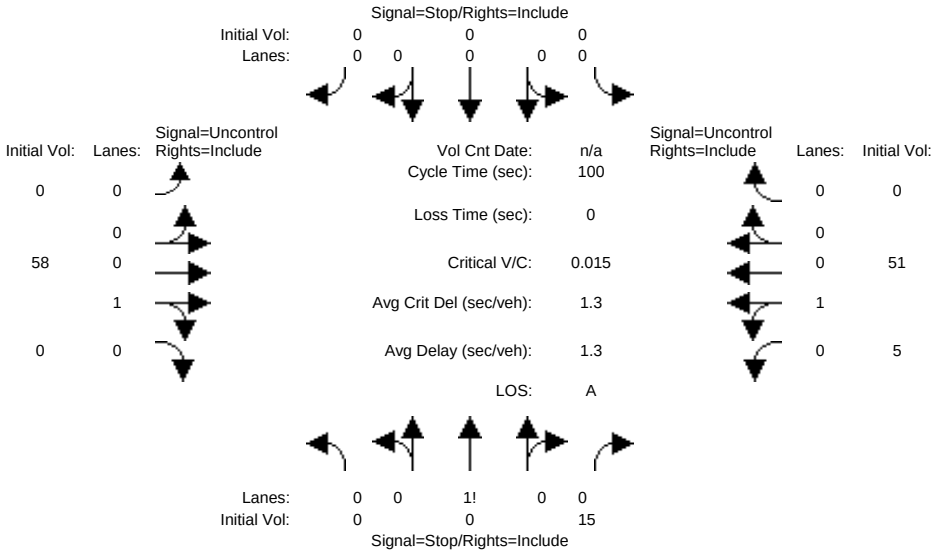
12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Project AM

Intersection #3: PROJECT DRWY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	15	0	0	0	0	58	0	5	51	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	0	0	0	0	58	0	5	51	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	0	0	0	0	58	0	5	51	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	0	0	0	0	58	0	5	51	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	0	0	58	0	5	51	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	58	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	58	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1014	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1559	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1014	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1559	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 PROJECT DRWY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0    15     0    0     0     0   58     0     5   51     0
ApproachDel:       8.6           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=129]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 PROJECT DRWY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0    15     0    0     0     0   58     0     5   51     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             114
Minor Approach Volume:           15
Minor Approach Volume Threshold: 799
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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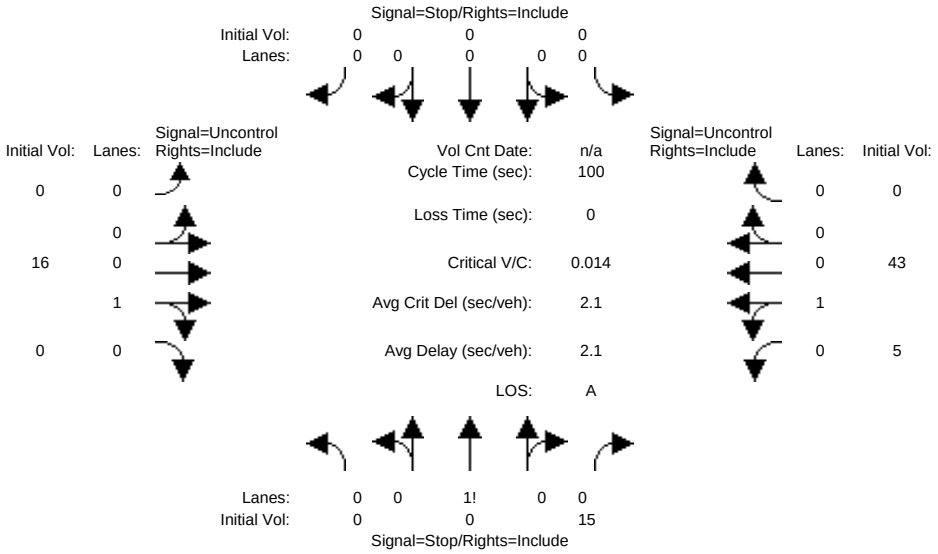
12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing+Project AM

Intersection #3: PROJECT DRWY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	15	0	0	0	0	16	0	5	43	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	0	0	0	0	16	0	5	43	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	0	0	0	0	16	0	5	43	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	0	0	0	0	16	0	5	43	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	0	0	16	0	5	43	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	16	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1069	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1615	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1069	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1615	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 PROJECT DRWY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

541

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0    15     0    0     0     0   16     0     5   43     0
ApproachDel:       8.4           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=79]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 PROJECT DRWY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0    15     0    0     0     0   16     0     5   43     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              64
Minor Approach Volume:            15
Minor Approach Volume Threshold: 953
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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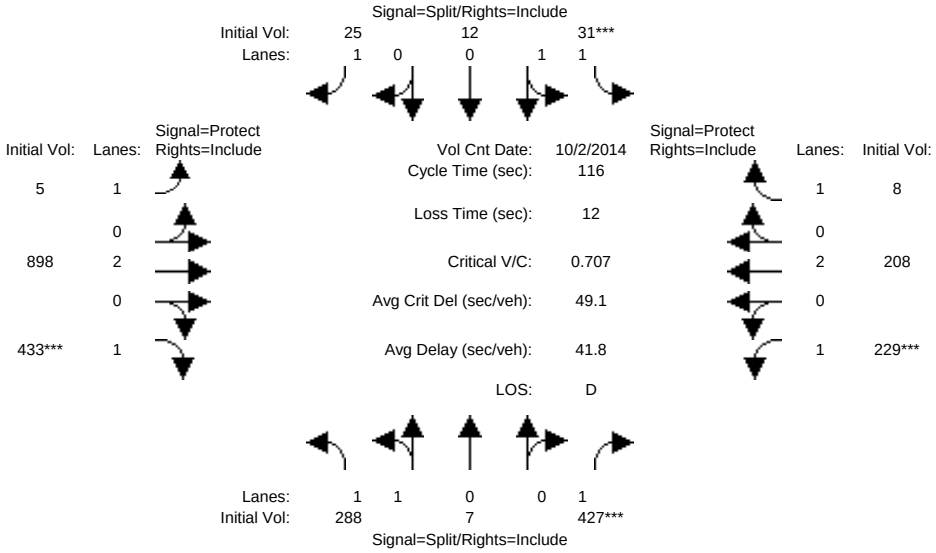
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #1: LUNDY/TRADE ZONE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 << 4:50-5:50												
Base Vol:	288	7	427	31	12	25	5	898	433	229	208	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	7	427	31	12	25	5	898	433	229	208	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	7	427	31	12	25	5	898	433	229	208	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	7	427	31	12	25	5	898	433	229	208	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	7	427	31	12	25	5	898	433	229	208	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	7	427	31	12	25	5	898	433	229	208	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.96	0.04	1.00	1.47	0.53	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3423	83	1750	2580	999	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.24	0.01	0.01	0.01	0.00	0.24	0.25	0.13	0.05	0.00
Crit Moves:			****	****					****	****		
Green/Cycle:	0.32	0.32	0.32	0.09	0.09	0.09	0.20	0.32	0.32	0.17	0.29	0.29
Volume/Cap:	0.26	0.26	0.77	0.14	0.14	0.17	0.01	0.73	0.77	0.77	0.19	0.02
Delay/Veh:	30.1	30.1	45.5	50.0	50.0	51.5	37.0	38.8	45.1	63.1	31.3	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	30.1	45.5	50.0	50.0	51.5	37.0	38.8	45.1	63.1	31.3	29.4
LOS by Move:	C	C	D	D	D	D	D	D	D	E	C	C
HCM2kAvgQ:	4	4	16	1	1	1	0	15	16	10	3	0

Note: Queue reported is the number of cars per lane.

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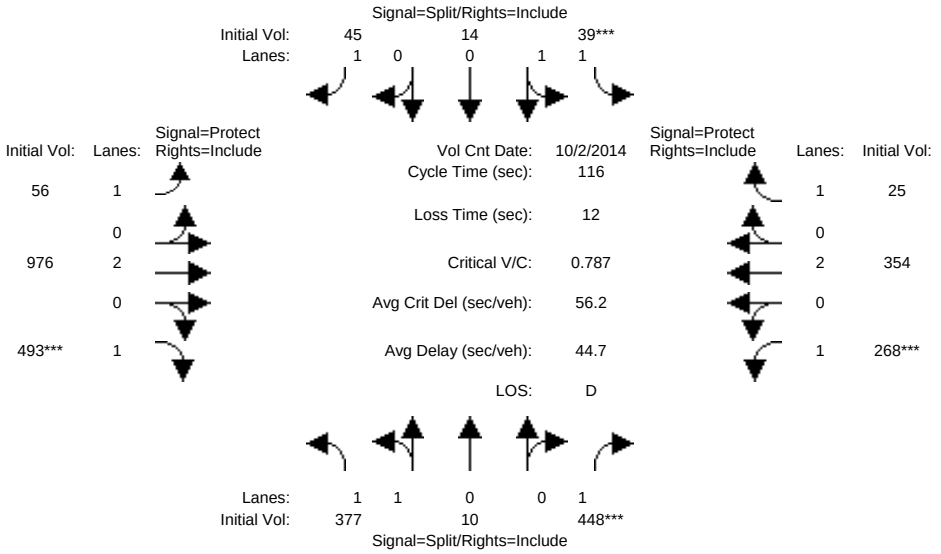
12.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #1: LUNDY/TRADE ZONE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 << 4:50-5:50												
Base Vol:	377	10	448	39	14	45	56	976	493	268	354	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	10	448	39	14	45	56	976	493	268	354	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	377	10	448	39	14	45	56	976	493	268	354	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	10	448	39	14	45	56	976	493	268	354	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	10	448	39	14	45	56	976	493	268	354	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	10	448	39	14	45	56	976	493	268	354	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.95	0.05	1.00	1.50	0.50	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3417	91	1750	2630	944	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.26	0.01	0.01	0.03	0.03	0.26	0.28	0.15	0.09	0.01
Crit Moves:			****	****					****	****		
Green/Cycle:	0.30	0.30	0.30	0.09	0.09	0.09	0.20	0.33	0.33	0.18	0.31	0.31
Volume/Cap:	0.37	0.37	0.85	0.17	0.17	0.30	0.16	0.78	0.85	0.85	0.30	0.05
Delay/Veh:	32.9	32.9	54.1	50.4	50.4	54.7	39.3	39.8	50.9	70.3	31.1	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	32.9	54.1	50.4	50.4	54.7	39.3	39.8	50.9	70.3	31.1	28.2
LOS by Move:	C	C	D	D	D	D	D	D	D	E	C	C
HCM2kAvgQ:	6	6	19	1	1	2	2	17	20	13	5	1

Note: Queue reported is the number of cars per lane.

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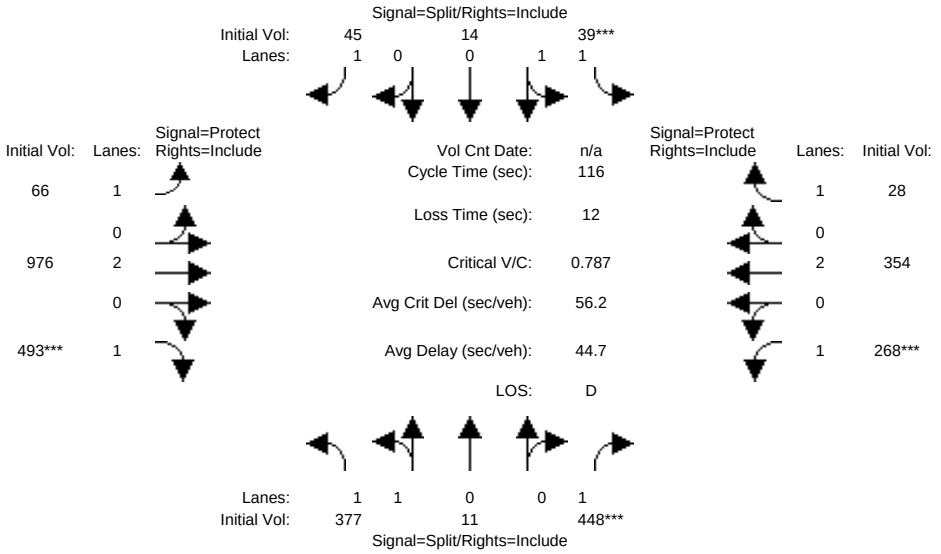
2001 Tarob Court

12.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Project PM

Intersection #1: LUNDY/TRADE ZONE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	377	11	448	39	14	45	66	976	493	268	354	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	11	448	39	14	45	66	976	493	268	354	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	377	11	448	39	14	45	66	976	493	268	354	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	11	448	39	14	45	66	976	493	268	354	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	11	448	39	14	45	66	976	493	268	354	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	11	448	39	14	45	66	976	493	268	354	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.95	0.05	1.00	1.50	0.50	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3408	99	1750	2630	944	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.26	0.01	0.01	0.03	0.04	0.26	0.28	0.15	0.09	0.02
Crit Moves:			****	****					****	****		
Green/Cycle:	0.30	0.30	0.30	0.09	0.09	0.09	0.20	0.33	0.33	0.18	0.31	0.31
Volume/Cap:	0.37	0.37	0.85	0.17	0.17	0.30	0.19	0.78	0.85	0.85	0.30	0.05
Delay/Veh:	32.9	32.9	54.1	50.4	50.4	54.7	39.7	39.8	50.9	70.3	31.1	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	32.9	54.1	50.4	50.4	54.7	39.7	39.8	50.9	70.3	31.1	28.3
LOS by Move:	C	C	D	D	D	D	D	D	D	E	C	C
HCM2kAvgQ:	6	6	19	1	1	2	2	17	20	13	5	1

Note: Queue reported is the number of cars per lane.

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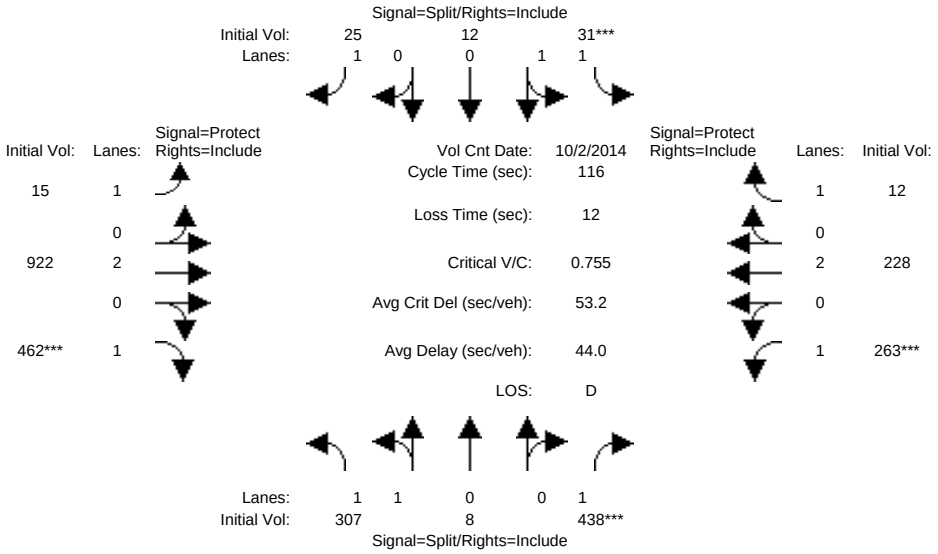
12.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project PM

Intersection #1: LUNDY/TRADE ZONE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 << 4:50-5:50												
Base Vol:	288	8	427	31	12	25	15	898	433	229	208	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	8	427	31	12	25	15	898	433	229	208	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	19	0	11	0	0	0	0	24	29	34	20	1
Initial Fut:	307	8	438	31	12	25	15	922	462	263	228	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	8	438	31	12	25	15	922	462	263	228	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	8	438	31	12	25	15	922	462	263	228	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	8	438	31	12	25	15	922	462	263	228	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.95	0.05	1.00	1.47	0.53	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3418	89	1750	2580	999	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.25	0.01	0.01	0.01	0.01	0.24	0.26	0.15	0.06	0.01
Crit Moves:			****	****					****	****		
Green/Cycle:	0.31	0.31	0.31	0.09	0.09	0.09	0.21	0.32	0.32	0.18	0.30	0.30
Volume/Cap:	0.29	0.29	0.82	0.14	0.14	0.17	0.04	0.75	0.82	0.82	0.20	0.02
Delay/Veh:	31.5	31.5	50.6	50.0	50.0	51.5	36.9	39.5	48.8	66.0	30.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	31.5	50.6	50.0	50.0	51.5	36.9	39.5	48.8	66.0	30.9	28.9
LOS by Move:	C	C	D	D	D	D	D	D	D	E	C	C
HCM2kAvgQ:	5	5	18	1	1	1	0	16	19	12	3	0

Note: Queue reported is the number of cars per lane.

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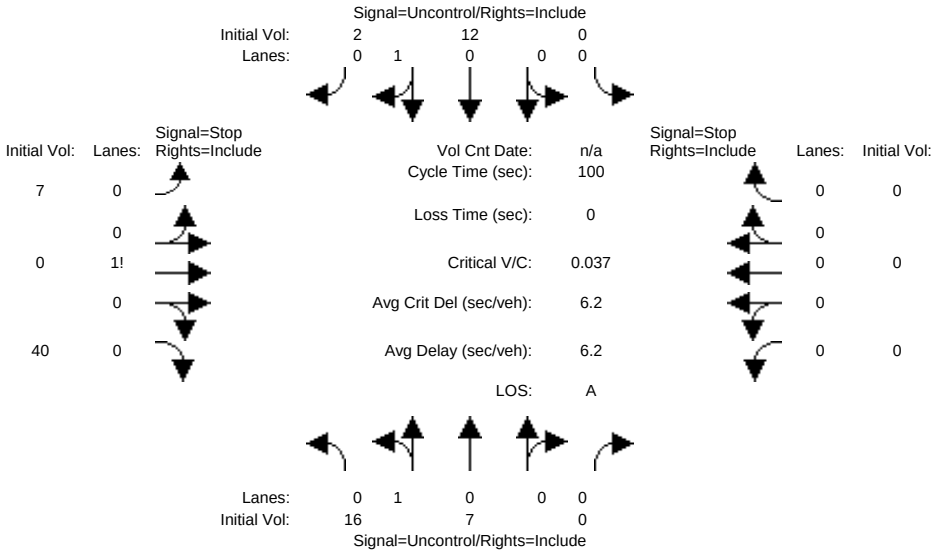
12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #2: LUNDY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	16	7	0	0	12	2	7	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	7	0	0	12	2	7	0	40	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	7	0	0	12	2	7	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	7	0	0	12	2	7	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	7	0	0	12	2	7	0	40	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	14	xxxx	xxxxx	xxxx	xxxx	xxxxx	52	52	13	xxxx	xxxx	xxxxx
Potent Cap.:	1617	xxxx	xxxxx	xxxx	xxxx	xxxxx	962	843	1073	xxxx	xxxx	xxxxx
Move Cap.:	1617	xxxx	xxxxx	xxxx	xxxx	xxxxx	954	835	1073	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1054	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 LUNDY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

547

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   16    7     0     0   12     2     7    0    40     0    0     0
ApproachDel:    xxxxxx           xxxxxx              8.6           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=47]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=84]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 LUNDY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   16    7     0     0   12     2     7    0    40     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              37
Minor Approach Volume:            47
Minor Approach Volume Threshold: 1099
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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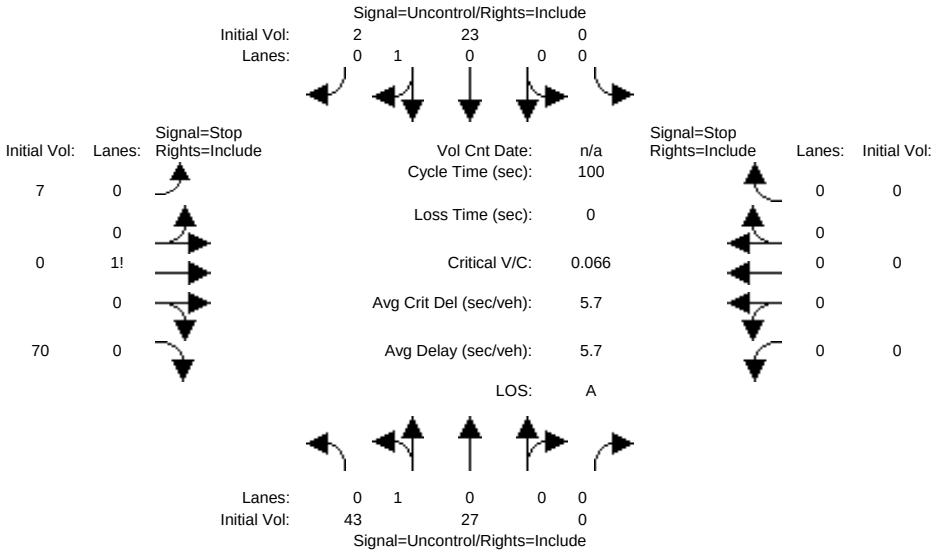
Intersection #2: LUNDY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	43	27	0	0	23	2	7	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	27	0	0	23	2	7	0	70	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	27	0	0	23	2	7	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	27	0	0	23	2	7	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	43	27	0	0	23	2	7	0	70	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	25	xxxx	xxxxx	xxxx	xxxx	xxxxx	137	137	24	xxxx	xxxx	xxxxx
Potent Cap.:	1603	xxxx	xxxxx	xxxx	xxxx	xxxxx	861	758	1058	xxxx	xxxx	xxxxx
Move Cap.:	1603	xxxx	xxxxx	xxxx	xxxx	xxxxx	843	737	1058	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1034	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.8			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 LUNDY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   43   27     0     0   23     2     7    0    70     0    0     0
ApproachDel:    xxxxxx           xxxxxx              8.8           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=77]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=172]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 LUNDY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   43   27     0     0   23     2     7    0    70     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              95
Minor Approach Volume:            77
Minor Approach Volume Threshold: 847
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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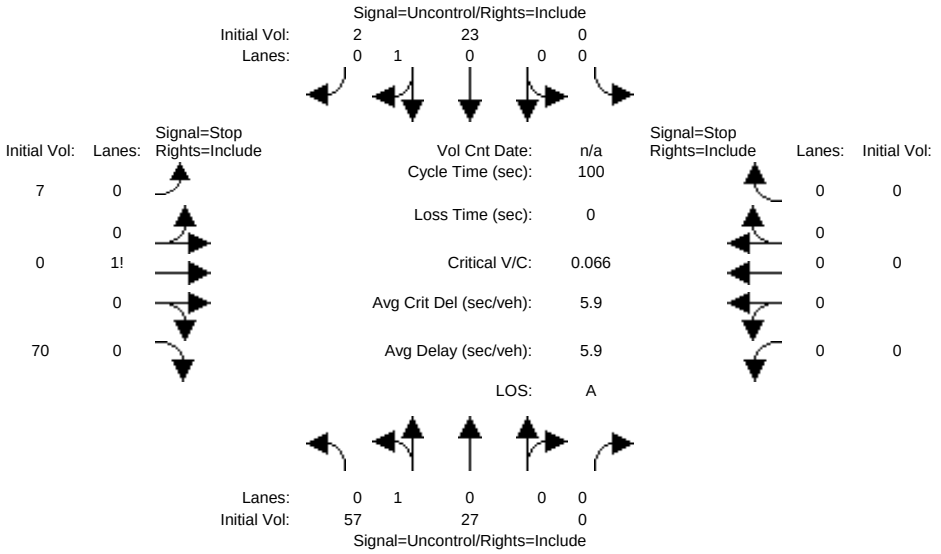
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Project PM

Intersection #2: LUNDY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	57	27	0	0	23	2	7	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	27	0	0	23	2	7	0	70	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	27	0	0	23	2	7	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	27	0	0	23	2	7	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	57	27	0	0	23	2	7	0	70	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	25	xxxx	xxxxx	xxxx	xxxx	xxxxx	165	165	24	xxxx	xxxx	xxxxx
Potent Cap.:	1603	xxxx	xxxxx	xxxx	xxxx	xxxxx	830	731	1058	xxxx	xxxx	xxxxx
Move Cap.:	1603	xxxx	xxxxx	xxxx	xxxx	xxxxx	807	704	1058	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1029	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.8			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 LUNDY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   57   27     0     0   23     2     7    0    70     0    0     0
ApproachDel:    xxxxxx           xxxxxx              8.8           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=77]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=186]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 LUNDY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   57   27     0     0   23     2     7    0    70     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              109
Minor Approach Volume:            77
Minor Approach Volume Threshold: 811
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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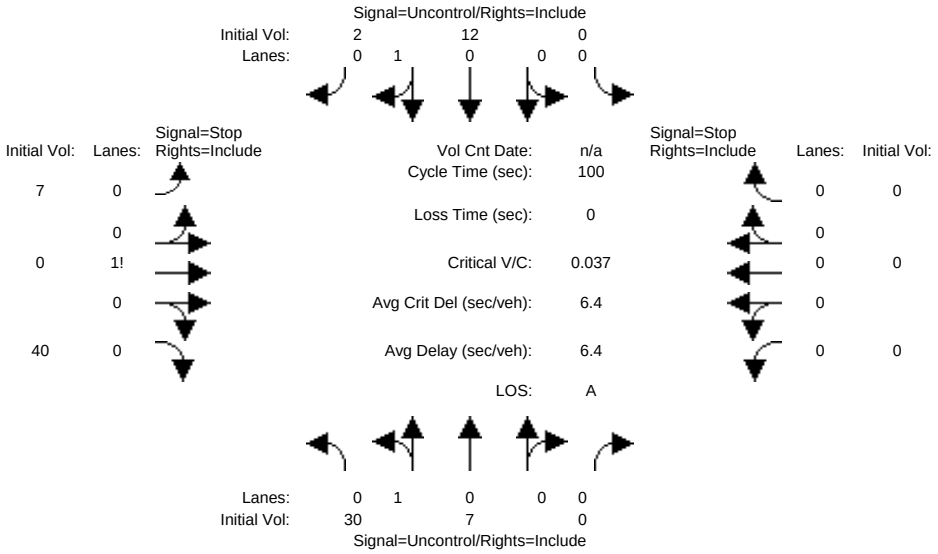
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing+Project PM

Intersection #2: LUNDY/TAROB CT



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Volume Module:																
Base Vol:	30	7	0	0	12	2	7	0	40	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	30	7	0	0	12	2	7	0	40	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	30	7	0	0	12	2	7	0	40	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	30	7	0	0	12	2	7	0	40	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	30	7	0	0	12	2	7	0	40	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	14	xxxx	xxxxx	xxxx	xxxx	xxxxx	80	80	13	xxxx	xxxx	xxxxx				
Potent Cap.:	1617	xxxx	xxxxx	xxxx	xxxx	xxxxx	927	814	1073	xxxx	xxxx	xxxxx				
Move Cap.:	1617	xxxx	xxxxx	xxxx	xxxx	xxxxx	914	799	1073	xxxx	xxxx	xxxxx				
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.04	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1046	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx						
ApproachLOS:	*			*			A			*						

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 LUNDY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   30    7     0     0   12     2     7    0    40     0    0     0
ApproachDel:    xxxxxx           xxxxxx              8.6           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=47]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=98]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 LUNDY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   30    7     0     0   12     2     7    0    40     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              51
Minor Approach Volume:            47
Minor Approach Volume Threshold: 1013
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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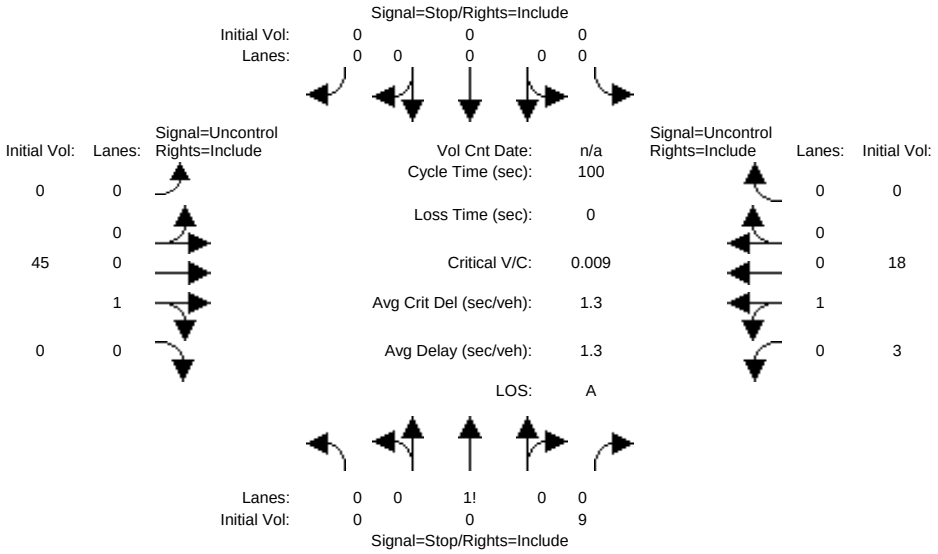
12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #3: PROJECT DRWY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	9	0	0	0	0	45	0	3	18	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	9	0	0	0	0	45	0	3	18	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	9	0	0	0	0	45	0	3	18	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	9	0	0	0	0	45	0	3	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	9	0	0	0	0	45	0	3	18	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	45	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	45	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1031	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1576	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1031	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1576	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 PROJECT DRWY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

555

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```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     9     0    0     0     0   45     0     3   18     0
ApproachDel:       8.5           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=75]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 PROJECT DRWY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     9     0    0     0     0   45     0     3   18     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              66
Minor Approach Volume:            9
Minor Approach Volume Threshold: 944
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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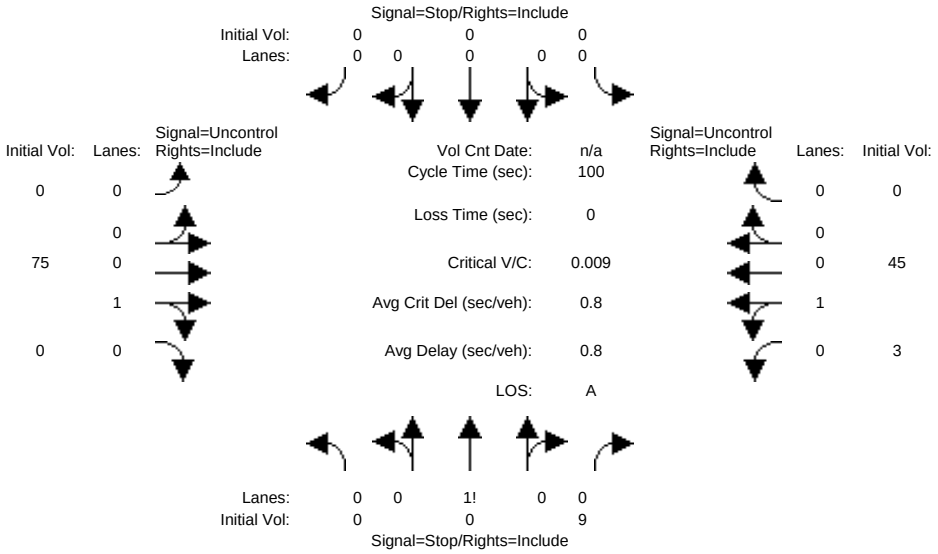
12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #3: PROJECT DRWY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	9	0	0	0	0	75	0	3	45	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	9	0	0	0	0	75	0	3	45	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	9	0	0	0	0	75	0	3	45	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	9	0	0	0	0	75	0	3	45	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	9	0	0	0	0	75	0	3	45	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	75	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	75	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	992	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1537	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	992	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1537	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 PROJECT DRWY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

557

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```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     9     0    0     0     0   75     0     3   45     0
ApproachDel:       8.7           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=132]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
               Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 PROJECT DRWY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     9     0    0     0     0   75     0     3   45     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             123
Minor Approach Volume:           9
Minor Approach Volume Threshold: 778
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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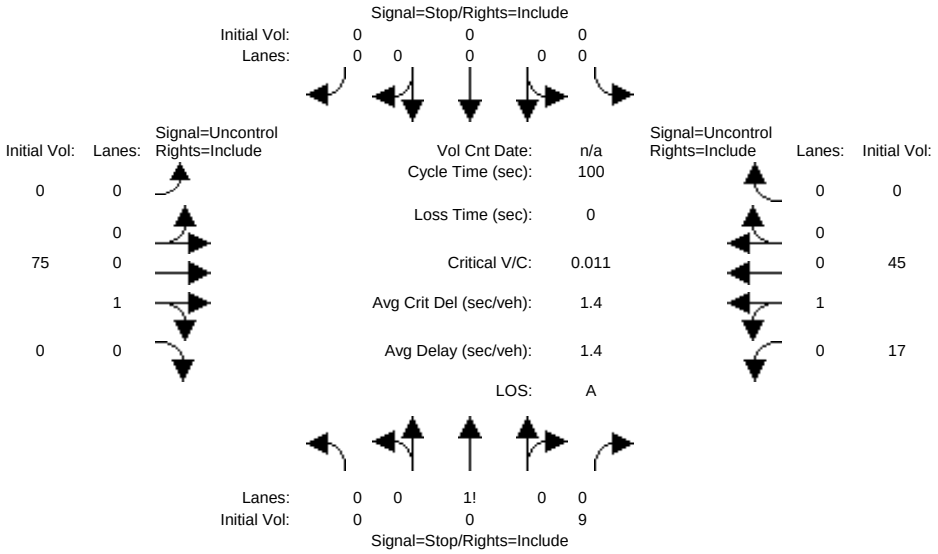
12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Project PM

Intersection #3: PROJECT DRWY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	9	0	0	0	0	75	0	17	45	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	9	0	0	0	0	75	0	17	45	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	9	0	0	0	0	75	0	17	45	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	9	0	0	0	0	75	0	17	45	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	9	0	0	0	0	75	0	17	45	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	75	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	75	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	992	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1537	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	992	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1537	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 PROJECT DRWY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

559

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```
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     9     0    0     0     0   75     0    17   45     0
ApproachDel:       8.7           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=146]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 PROJECT DRWY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     9     0    0     0     0   75     0    17   45     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             137
Minor Approach Volume:           9
Minor Approach Volume Threshold: 750
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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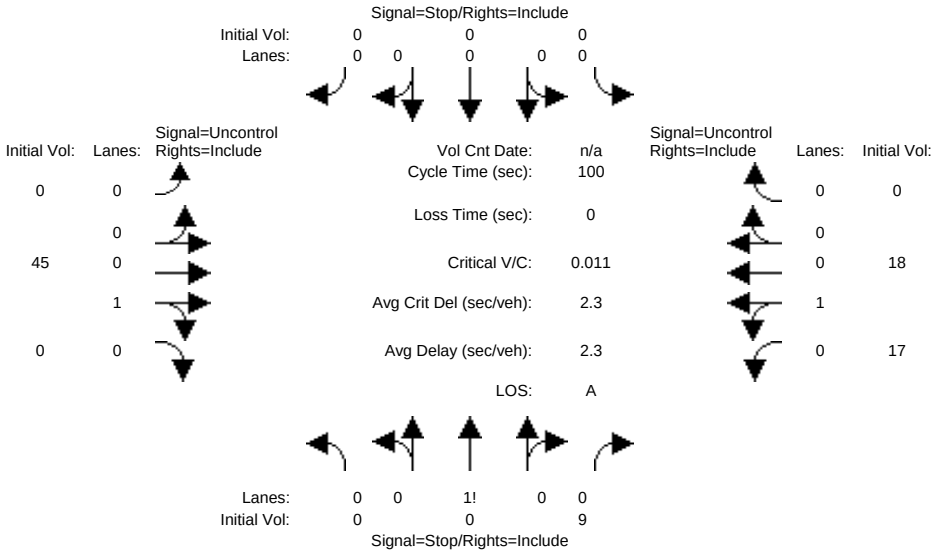
2001 Tarob Court

12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing+Project PM

Intersection #3: PROJECT DRWY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	9	0	0	0	0	45	0	17	18	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	9	0	0	0	0	45	0	17	18	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	9	0	0	0	0	45	0	17	18	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	9	0	0	0	0	45	0	17	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	9	0	0	0	0	45	0	17	18	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	45	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	45	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1031	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1576	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1031	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1576	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 PROJECT DRWY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

561

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Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     9     0    0     0     0   45     0    17   18     0
ApproachDel:       8.5           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=89]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 PROJECT DRWY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     9     0    0     0     0   45     0    17   18     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              80
Minor Approach Volume:            9
Minor Approach Volume Threshold: 893
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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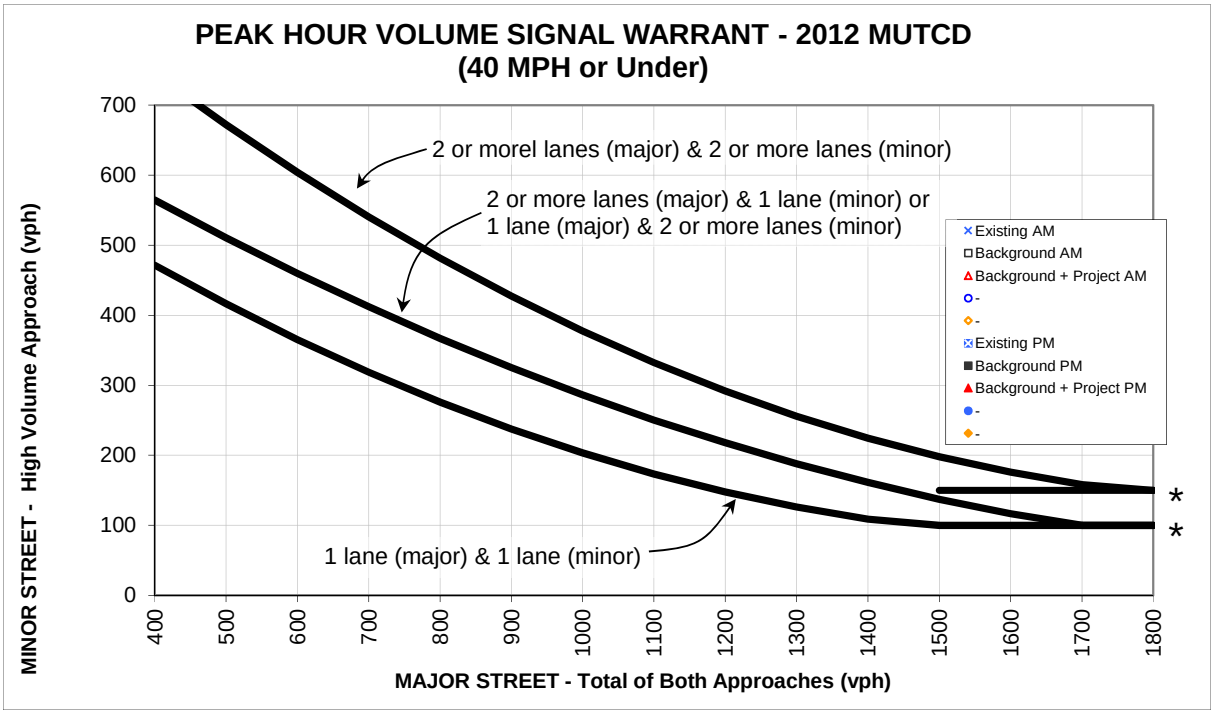
Traffic Signal Warrant

Lundy Avenue and Tarob Court



* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2012 MUTCD- 40 MPH or Under

		Approach Lanes: One	Approach Lanes: 2 or More	AM Peak Hour Volumes: Existing AM	Background AM	Background + Project AM	,	,
Major Street - Both Approaches	Lundy Avenue	x		75	129	125		
Minor Street - Highest Approach	Tarob Court	x		16	58	71		
Warrant Met?				N	N	N		

		Approach Lanes: One	Approach Lanes: 2 or More	PM Peak Hour Volumes: Existing PM	Background PM	Background + Project PM	,	,
Major Street - Both Approaches	Lundy Avenue	x		37	95	109		
Minor Street - Highest Approach	Tarob Court	x		47	77	77		
Warrant Met?				N	N	N		

MILPITAS PLANNING COMMISSION
STAFF REPORT

July 31, 2019

APPLICATION: **TRUE LIFE CONDOMINIUMS – 2001 TAROB COURT – P-SD18-0014, P-UP19-0009, P-MT18-0004, P-EA19-0002.** An application for a Site Development Permit, Conditional Use Permit, and Vesting Tentative Map to allow a forty-unit residential condominium building (True Life Condos), up to 49 feet in height (four stories), with parking for up to 74 vehicles, on a 1.22-gross acre site located in the Multi-Family High Density Residential (R3) Zoning District at 2001 Tarob Court. The project is located within the Transit Area Specific Plan area.

RECOMMENDATION: **Staff recommends that the Planning Commission open and close the public hearing, consider the Addendum to the Transit Area Specific Plan Environmental Impact Report (TASP-EIR) (SCH #2006032091) and various CEQA exemptions, as applicable, and adopt Resolution 19-022, recommending approval of the above applications to the Milpitas City Council, subject to the Conditions of Approval.**

PROJECT LOCATION:

Addresses and Assessor's Parcel Number (APN):	2001 Tarob Court (086-36-034)
Area of City:	Transit Area Specific Plan (TASP): Trade Zone/Montague Subdistrict

PEOPLE:

Project Applicant:	Leah Beniston, Vice President of Entitlements *The True Life Companies*, San Ramon, CA
Consultant(s):	Architect: *SDG Architects*, Brentwood, CA Civil Engineer: *Wood Rogers Engineering*, Pleasanton, CA Landscape Architect: *R3 Studios*, Oakland, CA
Property/Business Owner:	Karl Cortese, San Jose, CA 95148
Project Planner:	Lillian Hua, Associate Planner

LAND USE:

General Plan Designation:	High-Density Transit Oriented Residential (HD-TOR)
Specific Plan Designation:	High-Density Transit Oriented Residential (HD-TOR)
Zoning District:	Multiple-Family High Density with Transit Oriented Development Overlay (R3-TOD)

ENVIRONMENTAL: Addendum to Transit Area Specific Plan (TASP) Final Environmental Impact Report (FEIR), May 2008 (SCH #2006032091). As a separate and independent basis, exempt pursuant to CEQA Guidelines Section 15168 (Program EIR), Section 15182 (Residential Projects Pursuant to a Specific Plan), and Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning)

EXECUTIVE SUMMARY

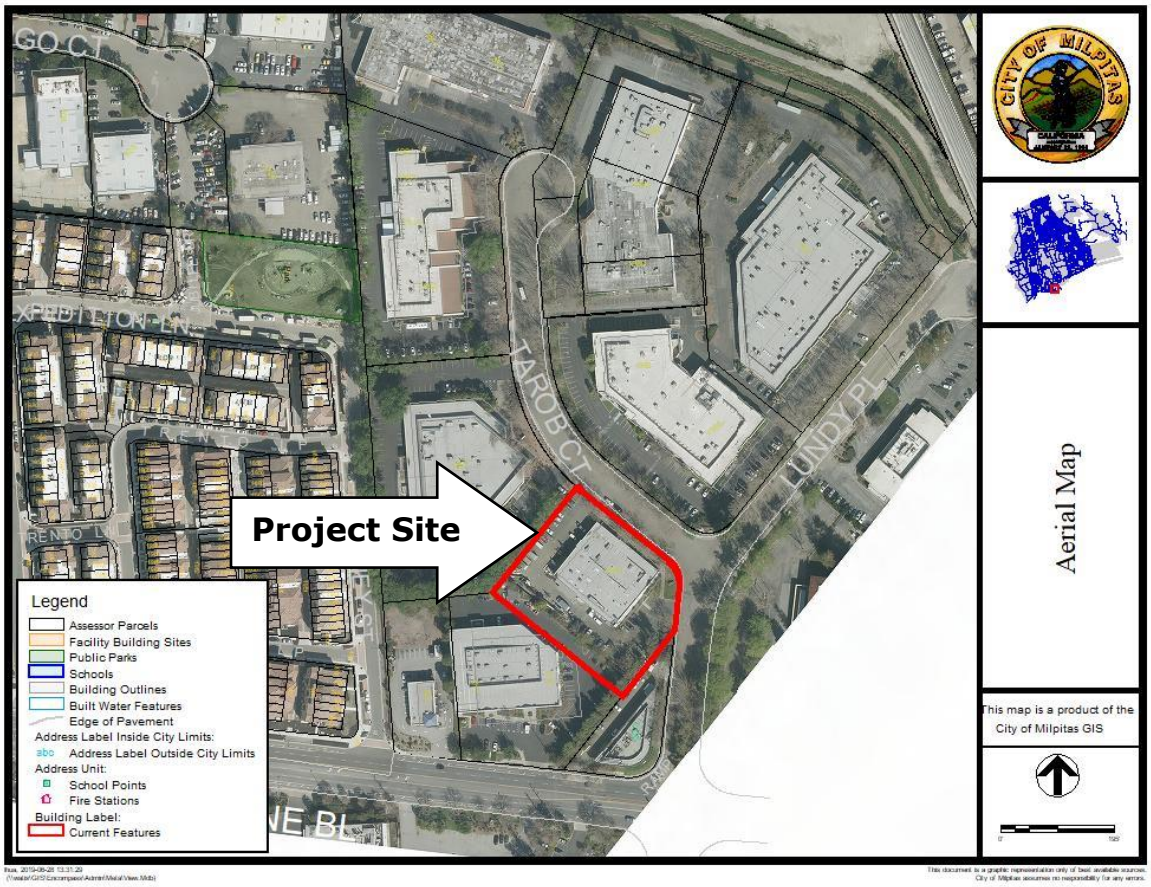
The application includes four entitlement requests to allow the future development of a multi-family residential building with up to 40 condominium units, as follows:

1. Site Development Permit SD18-0014: To allow the development of a four-story building with up to 40 residential units on the 1.22-acre site; and
2. Conditional Use Permit UP19-0009: To allow the condominium use; and
3. Vesting Tentative Map MT18-0004: To establish 40 residential condominium spaces and related common areas and to record site easements; and
4. Environmental Assessment EA19-0002: To review and assess all requested entitlements for consistency with the 2008 Transit Area Specific Plan EIR.

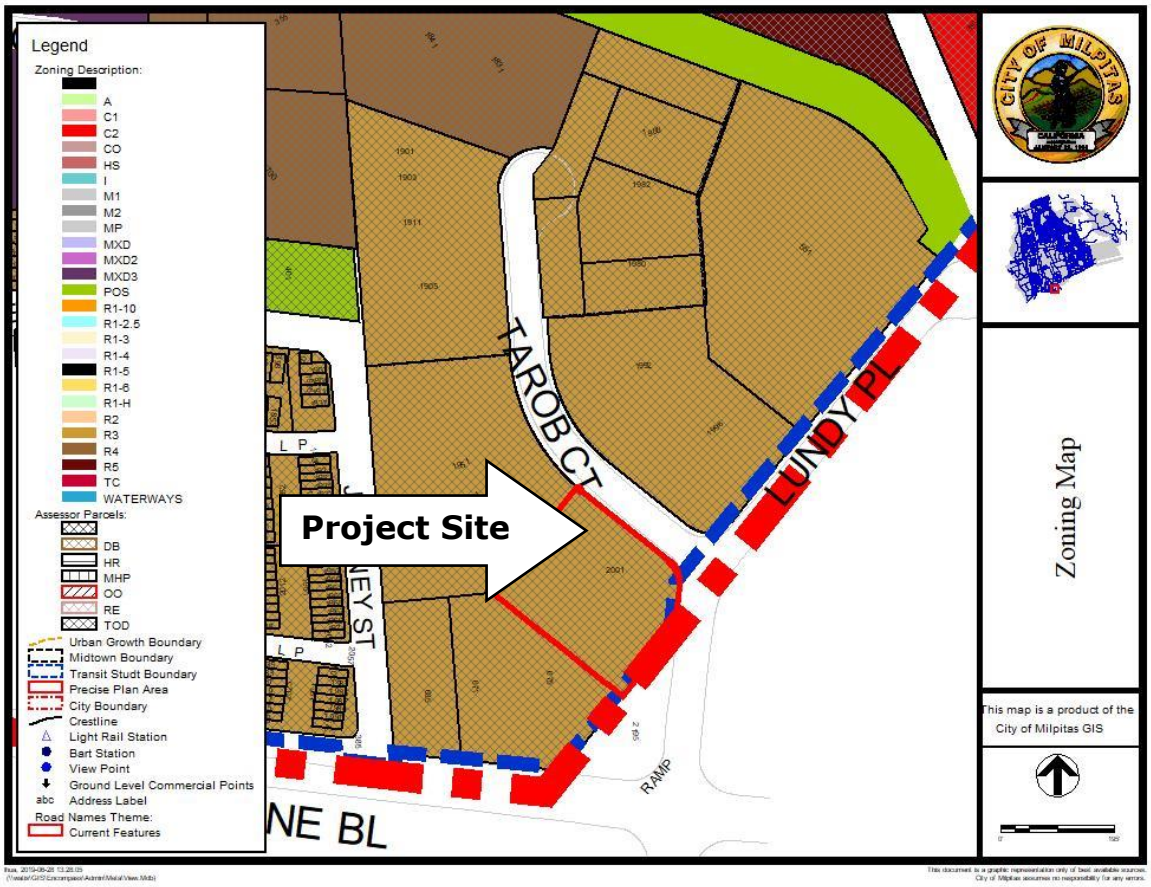
Staff reviewed the requests outlined above and found them to be in compliance with the policies, standards, and processes outlined in the City of Milpitas General Plan, Transit Area Specific Plan, Zoning Ordinance and Municipal Code. The balance of this report provides specific details regarding each of these requests.

Staff recommends that the Planning Commission open and close the public hearing, consider the Addendum to the TASP-EIR and various CEQA exemptions, and adopt Resolution No. 19-022, recommending approval of the above applications to the Milpitas City Council, subject to the conditions of approval included in at Exhibit 1 of the above-referenced resolution.

Map 1
Project Location



Map 2
Zoning Map



BACKGROUND

History

On June 3, 2008, the City Council adopted the Transit Area Specific Plan (TASP or Plan). The Plan encompasses 437 acres and envisions the development of 7,109 residential dwelling units, 287,075 square feet of retail space, 993,843 square feet of office and industrial park space, and 350 hotel rooms. The Plan includes development standards, goals and policies to guide development within the Plan area. Because of the unique physical characteristics of various portions of the TASP, the Plan also established seven sub-districts, each with specific goals and policies to accommodate those unique characteristics.

The project site is located within the Trade Zone/Montague Sub-District of the TASP. This sub-district is located east of Montague Expressway and south of Capitol Avenue, extending to the city limits on Trade Zone Boulevard and Lundy Place. On the Tarob Court side of the sub-district, the TASP envisions a moderate-to-high density residential area, with ample green space in the form of a large park and trails along Penitencia Creek. The Capitol Avenue and Montague

Expressway portions of the sub-district are intended to be lined by mid-rise and high-rise mixed use buildings that buffer the adjacent residential uses from noise and traffic.

In late 2015, representatives of The True Life Companies (TTLC) submitted a development application for a 59-unit residential townhome project at 1980 Tarob Court. This project was subsequently heard by the Planning Commission on August 10, 2016, and approved by City Council on September 20, 2016. TTLC was also interested in purchasing the adjacent property at 1992 Tarob Court for a similar type of townhome development, contingent on their ability to receive approval to rezone the site from an industrial to residential land use.

On November 18, 2015, staff brought the inquiry before the Planning Commission as a study session item. The Commissioners discussed various potential land use scenarios and were generally in favor of the possibility of a future land use modification for the site. Staff recommended that, should the land use designation for 1992 Tarob Court be converted for residential use, the same action should also be taken for the remaining three industrial parcels of 551 Lundy Place, 2001 Tarob Court, and 675 Trade Zone Boulevard. Consistency among the four sites would reduce any future conflicts between residential and industrial uses in this area of Milpitas.

In December 2016, TTLC submitted an application for the above-referenced land use designation changes for these four parcels as well as subsequent and related site development applications to develop the 1992 Tarob Court site with 53 townhome-style condominium units. The Planning Commission unanimously voted to recommend that the City Council approve the above applications on August 9, 2017. On October 3, 2017, City Council adopted Resolution No. 8701, approving the General Plan Amendment and the Transit Area Specific Plan Amendment for the four parcels. Subsequently, on October 17, 2017, the City Council adopted Ordinance No. 38.830, to rezone all 8.7 acres from the Industrial Park Zoning District with Transit-Oriented Development Overlay (MP-TOD) to Multiple-Family High Density with Transit-Oriented Development Overlay (R3-TOD) at 551 Lundy Place, 1992 Tarob Court, 2001 Tarob Court and 675 Trade Zone Boulevard.

PROJECT DESCRIPTION

Overview

The project applicant is requesting approval of a Site Development Permit, Conditional Use Permit, and Vesting Tentative Map for the future development of a 40-unit residential condominium building, up to 49 feet in height (four stories), with on-site parking for up to 74 vehicles. The overall density of the proposed project will be 32.8 dwelling units/acre. The scope of work includes associated landscaping and open space, parking and circulation, and infrastructure improvements, as well as the demolition of an existing light industrial building.

Location and Context

The proposed project would be located on a 1.22-gross acre site on the west side of Tarob Court. The property is zoned Multi-Family High Density Residential (R3) with a Transit-Oriented Development (-TOD) overlay, and is within the Transit Area Specific Plan. The project site is currently occupied by an approximately 16,463-square foot light industrial/office building, and

this structure would be demolished to make way for the proposed new development. Table 1 below summarizes the project site's land use designation and surrounding uses:

Table 1: Surrounding Zoning and Land Uses

	General Plan	Zoning	Existing Uses
Subject Site	Multifamily High-Density Residential (MFH)	Multi-family High-Density Residential (R3)	Light Industrial
North	Multifamily High-Density Residential (MFH)	Multi-family High-Density Residential (R3)	Light Industrial
South	City of San Jose	City of San Jose	Light Industrial
East	Multi-family High-Density Residential (MFH)	Multi-family High-Density Residential (R3)	Future Multi-family Residential
West	Multi-family High-Density Residential (MFH)	Multi-family High-Density Residential (R3)	Light Industrial

Please see Maps 1 and 2 for additional details.

PROJECT ANALYSIS

General Plan and Zoning Conformance

General Plan Conformance

The General Plan designation for the project site is High Density Transit-Oriented Residential. This designation allows a residential density range to accommodate a variety of housing types, including row houses, triplexes, four-plexes, stacked townhouses, and walk-up garden apartments.

The project is in conformance with the applicable policies and standards in the City's General Plan, as outlined in Table 2:

Table 2: General Plan Consistency

Policy	Conformance
2.a-I-31: *Develop the Transit area, as shown on the Transit Area Plan, as attractive, high density, urban neighborhoods with a mix of land uses around the light rail stations and the future BART station. Create pedestrian connections so that residents, visitors, and workers will walk, bike, and take transit. Design streets and public spaces to create a lively and attractive street character, and a distinctive identity for each sub-district.*	**Consistent.** The proposed project includes attractive four-story residential buildings in close proximity to the future Milpitas Transit Center, including the new BART Station. The project also includes significant streetscape improvements to encourage pedestrian and bicycle movement throughout the Trade Zone/Montague Sub-district. The proposed project will have connections to the BART and Light Rail transportation hubs.
2.a-I-32: *Require development in the Transit Area to conform to the adopted design guidelines and requirements contained in the Transit Area Plan.*	**Consistent.** The proposed project conforms with the adopted design requirements contained in the Transit Area Plan. The project meets the requirements of the Transit Area Plan, including building setbacks and height, density, parking, open space, landscaping, access and circulation.

Zoning Conformance

The project site is zoned Multiple-Family High Density Residential (R3) with a Transit-Oriented Development (-TOD) Overlay. This zoning district and overlay provide for land uses densities and intensities, and design standards to enhance and support new mixed-use pedestrian-friendly development near transit stations. These provisions allow a mix of goods and services within a convenient walk of the transit stations, encourage the creation of stable, attractive residential, commercial and industrial environments within the District, and provide a desirable transition to the surrounding conventional areas. The proposed project meets all development standards of the Multiple-Family High Density Residential (R3) Zoning District. Adherence to other development standards, including density, is further discussed in the Transit Area Specific Plan section below.

Subdivision Ordinance

The project's form, content and dedications of the proposed tract map are consistent with the provisions in Title XI, Chapter 1, Section 4 of the City's Municipal Code, as set forth in the attached Resolution 19-022. Vesting Tentative Maps require approval of a Resolution by the Planning Commission recommending final approval by the City Council.

Transit Area Specific Plan

The land uses, street layout and street sections of the proposed project are consistent with the regulations for the Trade Zone/Montague Sub-district of the Transit Area Specific Plan as set

forth in the attached Resolution 19-022. The Transit Area Specific Plan land use designation applicable to the site (High Density, Transit- Oriented Residential – HD-TOR) allows residential densities of 21 to 40 dwelling units/acre. At 40 units, the proposed development falls in the middle of this range at 32.8 units/acre. The project is thus consistent with the Transit Area Specific Plan use and density requirements. As demonstrated in Table 3, the project complies with TASP development standards. The project also provides greenspace within the development and landscaping along the streets as prescribed by the TASP.

All projects in the TASP are required to pay a Transit Area Development Impact Fee (TADIF), which is currently set at $32,781 per residential unit. The total TADIF payment generated by the proposed 40-unit project would be $1,311,240 based on the current rate; however, the City may adjust this per-unit fee prior to the issuance of building permits for the proposed project, and the project would pay the adjusted amount.

Table 3: Summary of TASP R3-TOD Development Standards

Standard (R3-TOD)	Required	Proposed	Complies?
Height	Up to 75 feet	49 feet	Y
Setbacks	Front Yard: 8 foot-15 foot (max.) Side/Rear Yards: 15 foot (min.)	10 foot front yard setback; 8 foot to overhead projection; 40 foot side and 21 foot rear yard	Y
Projections	Up to 6 feet	2 feet	Y
Building Orientation	Buildings must face street	Building faces street	Y
Density	21-40 du/ac	32.8 du/ac	Y
Parking (Resident)	2-3 bedrooms require 1.6 to 2 covered spaces per unit 64 (min) - 80 (max) spaces	64 spaces	Y
Parking (Guest)	15 percent of required = 10 spaces	10 spaces	Y
Parking (Bicycle)	1 space per 4 housing units, exempting units with private garages; on-street guest racks equivalent to 5 percent of parking requirement = 10 spaces Short term bicycle parking: 5 percent of parking = 4 spaces	Residential: 10 spaces Guest: 4 spaces	Y
Parkland	0.35 ac/equivalent fee- in-lieu	Combination of acreage and fees (see parkland section)	Y

Proposed Project Details

The Planning Commission may use the following information in making a recommendation to the City Council:

Density

The project applicant will demolish the existing, approximately 16,463-square foot industrial building, landscaping, and associated parking on the 2001 Tarob Court site and construct a new four-story building with forty (40) residential condominium units at a density of 32.8 du/ac.

Parking Requirements

Automobile Parking – Under the TASP, a minimum of 64 and a maximum of 80 resident parking spaces are required for the proposed project, based on bedroom count (TASP Table 5-3: *Minimum Parking Requirements*). The applicant proposes to provide 64 resident spaces, the minimum required. Ten guest parking spaces are required, and the applicant proposes to provide that number. Per Section XI-10-53.07 of the City's Municipal Code, no more than forty percent (40%) of the required and non-required stalls may be designated for compact vehicles. The project is compliant with the City's Municipal Code, as only 29 parking spaces (39%) will be designated as compact parking spaces. The proposed resident and guest parking substantially complies with the TASP standards.

Parking for residents would primarily be provided in a parking garage oriented towards the internal driveway.

In addition, a total of 10 guest spaces will be provided as follows:

- Six (6) on along the private driveway;
- Two (2) ADA guest spots along the private driveway; and
- Two (2) inside the parking garage.

To maintain a consistent streetscape along Tarob Court, the project will be required to install decorative concrete paving to identify all on-street parking spaces.

Table 4 demonstrates the project's compliance with the parking standards for the R3 zoning district:

Table 4: Project Compliance with Parking

Number of Units	Number of Bedrooms/ Unit	Min/Max Ratio Permitted/Unit	Minimum # of Spaces Required	Maximum # Spaces Allowed	Total Spaces Provided	Conforms (Y/N)
LAND USE: RESIDENTIAL						
40	2-3	1.6/2.0 per unit	64	80	64	Y
		SUB-TOTAL:	**142**	**178**	**178**	**Y**
Guest	--	15% of total spaces required	10	--	10	Y
		RESIDENTIAL PARKING TOTAL:	**74**	**90**	**74**	**Y**

Bicycle Parking – For residential uses within the TASP, one space of long-term bicycle parking per every four housing units is required, exempting units with a private garage. For the proposed project, ten (10) long-term bicycle spaces would be required, and the site plan shows 16 long-term bicycle parking spaces.

For guests, the TASP requires short-term bicycle parking spaces equivalent to five percent (5%) of the total automobile spaces required. This equates to four (4) short-term bicycle spaces for guests, and the project will provide four bicycle spaces in compliance with the requirement.

Traffic and Access

Access to the project site is provided by a driveway located at the northern corner of the project site off Tarob Court. The driveway provides access to an internal twenty-six (26)-foot access drive lane and fire lane, which includes a fire engine/garbage truck turnaround that connects to the ground-level internal parking garage. The parking garage provides sixty (60) automobile parking spaces, including twenty-seven (27) compact spaces, and one (1) accessible parking space. Fourteen designated (14) automobile parking spaces will be located along the access drive lane, including two compact spaces, one accessible parking space, and one electric vehicle parking space. All traffic and access data has been reviewed by Transportation and Fire and is compliant with all applicable requirements.

Parks and Open Space

TASP requires all new developments to provide 3.5 acres of parkland for every 1,000 persons or payment of fees-in-lieu, as permitted by Article 3, Section 66477 of the Subdivision Map Act and as codified by the City of Milpitas at Milpitas Municipal Code Section XI-1-9 (*Improvements: Dedication of Land or Payment of Fee or Both, for Recreational Purposes*). The

Parkland Fee is based upon the estimated number of persons expected to inhabit the development (per U.S. Census definitions), and the estimated value of parkland in the City of Milpitas (currently $2,787,840 per acre). The U.S. Census estimates that 2.49 persons on average will inhabit each unit. The project proposes 40 units, resulting in an estimated population of 97 persons. Based on this population estimate, the project is required to provide 0.35 acres of parkland, equivalent to approximately $971,841.02.

Additionally, as mentioned above, all projects in the TASP area are required to pay a Transit Area Development Impact Fee (TADIF), a portion of which is used for park and recreation purposes within the TASP area. The park portion of the TASP fee for this project is valued at $600,548, equivalent to 0.22 acres of parkland. This amount will be applied to the project's $971,841.02 parkland requirement, leaving a delta to be satisfied of 0.13 acres, or an in-lieu fee of approximately $371,293.02.

Applicants may receive credit against their parkland obligations through the provision of raw land, payment of fees-in-lieu, credit for turnkey park projects, or a combination thereof. Pursuant to MMC Section XI-1-9, projects may also receive credit for private recreation elements that are accessible only to project residents, at the sole discretion of the City. If approved, private recreation credit may be used to satisfy up to 1.5 acres of the 3.5 acre/1000 requirement (43%) of the overall parkland requirement. In no instance shall an excess of parkland contributions result in a credit from the City against any fees or other charges due to the City from the Applicant.

To satisfy the 0.13 acre delta, the applicant is proposing the use of 0.26 acres as private recreation space on-site, as allowed by MMC Section XI-1-9 referenced above. This space will include an open courtyard on the ground floor consisting of a fireplace, seat walls, tables and chairs, and an outdoor kitchen for use by residents, shown on Sheets L001 and L002 of the project plans (See Attachment B: Project Plans). Additionally, there is a terrace on the second floor consisting of tables and chairs, television, a counter with a barbeque and refrigerator for use by residents, shown on Sheet L003. Since the ground floor courtyard and second floor terrace provide viable recreation space for residents that will reduce the demand for public recreation space, staff is recommending that these areas be credited against the projects' parkland dedication requirements up to 43% of the required area (0.15 acres).

Through these means, the project meets the required parkland requirements. Table 5 outlines this information below:

Table 5: Summary of Adherence to Parkland Requirements

Project Unit Count	40
Project Population Estimate	97 persons
TASP Parkland Requirement	3.5 acres/1,000 people or equivalent fees-in-lieu. Currently $2,787,840 per acre.
PARKLAND ACREAGE DUE/FEE EQUIVALENT	**0.35 acres/$971,841.02**
Amount Satisfied Through TASP Fees (Acreage/Dollars)	**0.22 acres/$600,548**
REMAINING DELTA TO BE SATISFIED (Acreage/Dollars)	**0.13 acres/$371,293.02**
Private Recreation Acreage Credit (43% Max.)	0.13 acres
TOTAL ACREAGE/FEES PROVIDED	**0.26 acres**
REMAINING ACREAGE/FEE REQUIREMENT TO BE MET	**0.0 acres/$0**

Landscape & Open Space Design

Common Open Space – The project includes a total of 0.44 acres of common open space and landscape areas comprised of soft and hardscape. Detailed landscape plans, plant palette, and site furnishings are shown on Sheets L001 through L010 of the Project Plans (See Attachment B).

Private Open Space – The project provides 0.3 acres of private open space, consisting of an interior courtyard on the ground level and a walking path and landscaping along the southern portion of the building. The interior courtyard includes seating areas and landscaping. A designated walkway connects the interior courtyard with the walking path and landscaping. The remaining 0.14 acres of open space consist of landscape areas generally located in the northern portion of the site.

Each residential unit will include a private deck of no less than 60 square feet. The private decks, in conjunction with private recreational space near all of the units, will provide 100% of the required open space.

Trees – Per Sheet L001--Overall Site Plan, the applicant proposes to remove thirty-four (34) existing trees from the project site. Eight (8) of the trees are protected trees, pursuant to MMC X-2-1.02, and therefore require two (2) replacement trees for every one (1) protected tree that is removed. Forty (40) new trees will replace the protected trees. Due to the TASP-required street realignment in this area and the requirement to raise the site out of the flood plain, existing on-site trees cannot be retained.

Table 6: Summary of Open Space Requirement

Standard (R3-TOD)	Code Requirement	Required Area	Provided Area	Complies? (Y/N)
Landscape and open Space Requirements	A minimum of twenty-five (25) percent of the total lot area (not including paved parking area) shall be landscaped or recreational open space, exclusive of parking and vehicular traffic area and this shall be shown on site plan in detail for Planning Commission approval.	25% of 1.22 = 0.31 acres	0.44 acres (36.1%)	Y
	An average of two hundred square feet of usable open space shall be provided for each dwelling unit. "Usable open space" shall mean any open space, the smallest dimension of which is at least 4 ½ feet and which is not used as storage or for movement of motor vehicles: except that yards abutting a public street, which are not adequately screened for privacy, in the opinion of the Planning Commission, shall not qualify as usable open space. Balconies, porches, or roof decks may be considered usable open space when properly developed for work, play or outdoor living areas. At least thirty (30) percent of required open space shall be contiguous to and provide for private usable open space of the individual dwelling unit.	200 x 40 = 8,000 square feet = 0.18 acres	Private recreational area = 0.28 acres Private open space (balconies & porches) = 60 SF/unit = 60 x 40 = 2,400 SF = 0.06 acres. 0.06/0.18 = 30% of the required contiguous open space Total private open space = 0.31 acres = 337.6 SF/unit	Y

Design Guidelines and Architecture

Design Guidelines – The design guidelines include both general design guidelines and specific standards to guide future development within the Transit Area. These design guidelines cover site planning, building design, landscaping, and lighting. Examples of how the project complies with the guidelines include:

- *Site Planning*
  - Buildings face streets
  - Site plan provides for attractive, comfortable and safe pedestrian environment
  - Site plan provides for adequate fire apparatus and solid waste pickup
  - Site plan recognizes and complements approved development plans for adjacent projects in the TASP Trade Zone/Montague sub-district
- *Building Design*
  - Complies with height, setback and zoning requirements
  - Quality architectural design
  - Recognizes and complements approved development plans for adjacent projects in the TASP Trade Zone/Montague sub-district
- *Landscaping*
  - Provision of interior landscaped open space and perimeter landscaping
  - Provision of street trees in accord with TASP standards
  - Recognizes and complements approved development plans for adjacent project in the TASP Trade Zone/Montague sub-district
- *Lighting*
  - Direct lighting to appropriate surfaces and minimize glare onto adjacent areas
  - Designed to reinforce pedestrian character

Architecture – The project's design concept arranges three residential floors over ground floor parking in two parallel wings. The arrangement preserves ground floor open space and creates a thirty foot wide shared-use courtyard between the wings. The project's contemporary architectural design uses stucco, siding, porcelain ceramic tile, metal siding, colored glass, and a variety of metal details. Variations in the building colors, materials and planes and protruding balconies provide architectural interest and avoid a boxy appearance. The architectural building massing is broken up through an alternating painted color blocking treatment of dark green, light grey, and steel blue. At the ground level, porcelain ceramic tile and laser cut metal panels frame the entry to the courtyard and building entrances. The ground level courtyards offer residents the opportunity for out-of-doors leisure, as well as community engagement. The ground floor garage is softly disguised with punched openings, artful screen panels, and stone-like cladding. The project conforms to the Transit Area design guidelines, which require orientation of the building to the street, well-articulated exterior walls with consistent style and materials, muted colors for primary building walls with richer accent colors and integrated parking.

Floodplain Management

Floodplain Management – The project site is located in Flood Zone AO. The applicant will place engineered fill across the site, raising the grade by approximately 4.5 feet to ensure that the project complies with the City of Milpitas Floodplain Ordinance (MMC Section XI-15-

4.3(a)(4)). This will allow the City's Floodplain Administrator to make a determination that the project will not adversely affect the carrying capacity of areas where base flood elevations have been determined but a floodway has not been designated. (In this context, "adversely affects" means that the cumulative effect of the proposed development when combined with all other existing and anticipated development will increase the water surface elevation of the base flood more than one foot at any point.)

Grading

Development of the proposed project would result in the demolition of all existing structures and pavements. A total of 5,600 cubic yards of fill would be brought to the site to raise the elevation out of the floodplain.

Utilities

The project site is located in an urban area and is currently served by existing utilities, including: water, sanitary sewer, storm drainage, electricity, and telecommunications infrastructure. The majority of existing utilities within the boundary of the project site would be removed and replaced.

Water – The proposed project includes the removal of all existing utilities. New 8-inch water lines within the project site will connect to existing service connections and the existing 12-inch main located within Tarob Court.

Wastewater – The San José/Santa Clara Water Pollution Control Plant (WPCP) provides wastewater treatment for Milpitas. The City of Milpitas maintains existing sanitary sewer lines within the vicinity of the site, including an 8-inch line on Tarob Court. The proposed project includes the installation of a new on-site 8-inch wastewater line that will connect to the City's existing line.

Stormwater – Bioretention areas will be incorporated into the landscape design to provide appropriate vegetation and water quality treatment for impervious surfaces including roofs, driveways, streets, and sidewalks.

The project will connect to the existing 12-inch municipal storm drain located at the northwest corner of the project site. The project includes pervious pavers throughout the interior access driveway. Upon construction of the improvements, approximately 0.88 acres (72 percent) of the project site would be covered by impervious surfaces and approximately 0.40 acres (28 percent) would be covered by landscaped areas including lawns, shrubs, and trees. All walkways within these areas would be sloped to drain onto the surrounding landscaping for bio-retention and treatment.

Electricity and Natural Gas – Electricity and natural gas services to the site are provided by Pacific Gas and Electric Company (PG&E). Existing underground utility connections and gas mains provide electricity and gas to the project site. The project includes removal of all existing utilities and requires the construction of new electricity and gas connections to serve the project. New electrical lines (servicing the project only) will be installed underground and connect to the existing joint trench box in the northern corner of the project site.

Climate Action Plan

The City of Milpitas Climate Action Plan (CAP) was adopted in 2013 and includes Greenhouse Gas (GHG) reduction goals, policies and actions for new and existing development projects.

One of the key aims of the CAP is to encourage transit-oriented development as a means to reduce GHG emissions. The project would be in compliance with this goal, as it would locate future residents within walking distance of public transportation, jobs, restaurants, and services. To reduce energy usage, the project would incorporate green building measures in compliance with CALGreen standard building measures for residential buildings and Title 24 requirements. Additionally, the project includes a total of 0.44 acres of common open space and landscaped areas, following the City's standards, which would offset GHG emissions.

Implementation of the TASP includes policies that address transportation and land use that are consistent with the CAP. TASP Policy 3.21 would provide continuous pedestrian sidewalks and safe bike routes throughout this portion of the TASP planning area; Policy 3.22 encourages walking and biking routes to schools and major destinations; and Policy 3.33 requires new development within the TASP Area to provide incentives for alternative modes of transit, which support the CAP.

Implementation of the proposed project would not substantially increase population, vehicle trips, or vehicle miles traveled. Further, the project adheres to the building guidelines of the TASP with only modest deviations that would not impair achievement of CAP goals and promotes reductions in GHG emissions through high-density development in close proximity to transit. As such, the project is in conformance with the City's Climate Action Plan.

Development Fees

The project is subject to the following fees, payable at the time of building permit:

TASP Impact Fee
The TASP Impact fee is currently set at $32,781/unit for residential uses. Based on approval for development of 40 units, the estimated Transit Area Specific Plan Development Impact Fee for this project is $1,311,240 ($32,781/unit x 40 units). This fee is currently under review by the City and may change. The proposed project would pay the fee at the issuance of building permits.

Parkland Impact Fee
TASP requires all new development to provide 3.5 acres of parkland for every 1,000 persons or payment of fees-in-lieu. Per the parkland section, above, the project has satisfied this requirement. See Table 5 for more information.

Public Art Fee
The Project will comply with the City's Public Art Requirements for Private Development, as set forth in Milpitas Municipal Code Section XI-10-14. This fee is currently set at one-half of one percent of building development costs. The proposed project will pay the fee based on the construction valuation at the building permit issuance.

Affordable Housing Ordinance
Pursuant to MMC Section XII-1-3.00, all new residential development projects of ten units or more designed and intended for permanent occupancy are required to construct fifteen (15%) percent of the total number of dwelling units within the development as affordable units, unless subject to an exception set forth in XI-1-4.00. All exceptions require City Council approval.

The applicant may request exceptions that include payment of fees in-lieu of the provision of affordable units on the site. The applicant has requested to pay the affordable housing fee in-lieu of constructing on-site affordable units. The affordable housing fee is currently set at $33 per square foot. With an average unit size of 1,420 square feet, the estimated affordable housing fee for this project is $1,874,000. The applicant has provided a justification statement (Attachment C) outlining why the project should be granted the exception.

Prior to City Council approval to the requested exception, affirmative findings to the following must be made:

1. *The exception requested exceeds the minimum affordable requirements; and*
   Applicant Justification: The applicant asserts that paying the affordable housing in-lieu fee should be an alternative, not an exception. The applicant also suggests that building new affordable housing units only provides a few new residents with the opportunity to live in Milpitas at an affordable rate compared to their neighbors in the same new development. The applicant claims that paying the fee will allow the City to subsidize affordable housing rents and allow residents to remain in their homes.

   Staff Analysis: The exception requested does not exceed the minimum affordable requirements. The applicant is providing the minimum required fee-in-lieu, which does not exceed the minimum affordable requirements. The affordable housing fund is used to produce very-low, low-, and moderate-income ownership or rental housing in the City. If the applicant were to build six Below Market Rate (BMR) units on site, it would allow six low-income households the opportunity to have permanent housing in the City. Since the applicant has requested to pay the in-lieu fee, those contributions can only be used to assist future developers to build affordable units, and not to subsidize rents in existing low-income housing. Therefore, the exception would further delay the construction of new affordable units in the City and would not exceed the minimum affordable requirements.

2. *The project is better served with the exception; or*
   Applicant Justification: The applicant proclaims that the project will be better served as market rate housing since the adjacent Tarob Court projects are also market rate. The applicant argues that the menu of social assistance program available in Santa Clara County and the City of Milpitas are not located within the TASP Trade Zone/Montague sub-district. The applicant suggests that paying the affordable fee allows the City the flexibility to have funds on hand to support the under-housed population through projects that may be more likely to be located near established social services in the future.

   Staff Analysis: The project is not better served with the exception. The applicant argues that social assistance programs are not available within the TASP Trade Zone/Montague

Subdistrict. However, on June 12, 2018, City Council approved a 102-unit multifamily affordable housing development with community space and offices for supportive services located at 355 Sango Court. The TASP envisions a Tarob Court connection to Sango Court. This particular development is also located within the TASP Trade Zone/Montague Subdistrict. Therefore, the argument cannot be made that projects should be located near established social services, as the project site is located near a recently entitled project with supportive services.

3. *The community benefits exceed the project benefits.*
   Applicant Justification: The applicant proposes that the community benefits of the project are inherently created by the project. The scope of work includes the demolition of a non-conforming building and the redevelopment and beautification of the site with high-density housing consistent with the TASP. Moreover, the applicant proclaims that they have committed to meeting the goals of the City by producing a conforming R3-TOD high-density residential project within the TASP.

   Staff Analysis: The community benefits do not exceed the project benefits. The project is not providing any community benefit to the City. Example of community benefits include contributions to the school district, Fire Department, Recreation Department, etc. A compliant project that meets the development standards of the zoning code is not inherently considered a community benefit, and therefore does not exceed the potential benefit of providing on-site affordable units.

Based on the applicant's justification statement, the fee exception request does not meet the findings pursuant to MMC Section XI-1-4.00. Staff recommends the City Council deny the fee exception request. Draft findings are included in the resolution (Attachment A).

If the City Council is able to make affirmative findings for the requested exception, the developer will be allowed to pay an in-lieu fee (currently $33.00 per square foot) rather than designating six affordable units on the site. The resolution will include a condition of approval to clarify this requirement.

If the City Council cannot make affirmative findings for the requested exception, the developer will be required to provide six affordable units on the site. The Council may also provide an alternative directive for meeting the affordable housing requirements for this project, as set forth in the Conditions of Approval (Attachment A).

FINDINGS FOR APPROVAL

A finding is a statement of fact relating to the information that the Planning Commission has considered in making a decision. Findings shall identify the rationale behind the decision to take a certain action.

Vesting Tentative Map

To approve the Major Vesting Tentative Subdivision Map, the following findings must be made pursuant to Milpitas Municipal Code Section XI-1-20.01:

1. *The tentative subdivision map is consistent with the General Plan.*

The project site has a General Plan land use designation of High Density, Transit-Oriented Residential (HD-TOR). The intent of this designation is to provide high-density housing at a density range of 21-40 dwelling units/acre. As this project proposes 32.8 dwelling units/acre, it is consistent with both the intended land use of the General Plan and the relevant density requirement.

Further, the project is consistent with the following General Plan Guiding Principle and Implementing Policies:

A. *2.a 1-31 Develop the Transit area, as shown on the Transit Area Plan, as attractive, high density, urban neighborhoods with a mix of land uses around the light rail stations and the future BART station. Create pedestrian connections so that residents, visitors, and workers will walk, bike, and take transit. Design streets and public spaces to create a lively and attractive street character, and a distinctive identity for each sub-district.*

The project is consistent with this policy as it includes attractive four-story residential buildings in close proximity to the future Milpitas BART Station. The Project also includes significant streetscape improvements enabling and encouraging pedestrian and bicycle movement throughout the Trade Zone/Montague Subdistrict, with connections to the BART and Light Rail transportation hubs.

B. *2.a 1-32 Require development in the Transit area to conform to the adopted design guidelines/requirements contained in the Transit Area Plan.*

The project is consistent with this policy as it has been designed per the adopted design requirements contained in the Transit Area Plan. As demonstrated in Section 2(B) below, the project meets the applicable requirements of the Transit Area Plan, including building setbacks and height, density, parking, open space, landscaping, access and circulation.

2. *None of the conditions identified in California Government Code Section 66474 exist, to wit:*

A. *That the proposed map is not consistent with applicable general and specific plans as specified in Government Code Section 65451.*

As set forth in Finding 1 above, the map proposes the development of the site into 40 residential condominium units at a density of 32.8 dwelling units/acre. The General Plan and Transit Area Specific Plan land use designation applicable to the site (High Density, Transit-Oriented Residential (HD-TOR)) permits residential development at densities of 21 to 40 dwelling units/acre. The map is thus consistent with the General Plan and Transit Area Specific Plan.

B. *That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.*

The design and improvement of the subdivision is consistent with the density range of 21-40 dwelling units per acre as permitted by the General Plan and Transit Area Specific Plan. The proposed density is 32.8 dwelling units per acre. The proposed project is also consistent with the Transit Area Specific Plan development standards, including height (maximum of 49' proposed, where 75' is maximum allowed), number of vehicular parking spaces (74 vehicular spaces proposed, where a minimum of 74 is allowed), bicycle parking (14 spaces proposed, where 14 are required), building orientation (proposed buildings will face streets, where requirement provides building must face streets).

C. That the site is not physically suitable for the type of development.

The site is surrounded by property designated for high density, transit-oriented residential development under the City's General Plan and zoned for this type of development under the Transit Area Specific Plan. In addition, the developer has determined this site to be suitable for the higher density development based on the location, physical attributes, and proposed infrastructure improvements.

D. *That the site is not physically suitable for the proposed density of development.*

The City Council, through adoption of Resolution No. 8702, has determined that the site is physically suitable for development at the proposed density of 32.8 dwelling units per acre, insomuch as it has amended the applicable general plan land use designation to High Density, Transit Oriented Residential (HD-TOR), which allows densities of 21-40 dwelling units per acre. The site is also flat and has direct access to adjacent streets (Tarob Court and Lundy Place) to accommodate the proposed density of the development.

E. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

The project, including the subdivision and its associated improvements, has been subjected to environmental review under CEQA through the preparation of an Environmental Assessment/Categorical Exemption Memo (Exhibit 2 to Exhibit A of Attachment A). The memo did not find that the project would be likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The project is also located in an urbanized area and previously developed as an industrial building, and therefore, will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

F. That the design of the subdivision or type of improvements is likely to cause serious public health problems.

The project, including the subdivision and its associated improvements, has been subjected to environmental review under CEQA through the preparation of an

Environmental Assessment/Categorical Exemption Memo (Exhibit 2 to Exhibit A of Attachment A). The memo did not find that the design of the subdivision or type of improvements is likely to cause serious public health problems.

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

Upon review of the subdivision map, it has been determined that the design of the subdivision or the type of improvements will not conflict with any easements acquired by the public at large, for access through or use of, property within the proposed subdivision. The subdivision does not involve the vacation of easements, however, the existing right-of-way will be abandoned and portions of the area will be retained for a Public Services Utility Easement (PSUE).

Site Development Permit

To approve the Site Development Permit, the following findings must be made pursuant to Milpitas Municipal Code Section XI-10-57.03(F):

1. *The layout of the site and design of the proposed buildings, structures and landscaping are compatible and aesthetically harmonious with adjacent and surrounding development.*

   The project's site design is consistent with the TASP development standards for the Trade Zone/Montague Sub-district. The project consists of 40 condominium units and associated site amenities on a 1.22-acre site. The building's contemporary architectural design visually relates to and is compatible with the adjacent townhome projects along Tarob Court. The project also features exterior horizontal blue and green-hued siding. The project has a strong sense of identity, achieving compatibility and aesthetic harmony with surrounding developments.

2. *The project is consistent with the Milpitas Zoning Ordinance.*

   The project site is zoned R3 (Multiple-Family, High Density Residential with a Transit Oriented Development (-TOD) Overlay). Residential uses are permitted in the zoning district. As demonstrated in Tables 3 and 4, the project conforms to the zoning district and meets the intent for this type of project envisioned in this area.

   The project also conforms to the TOD Overlay by providing a density of 32.8 units per acre, which is within the 21-40 units/acre range envisioned by the TOD Overlay when combined with the R3 Zoning District. The four-story height of the building is also within the standards of the TOD Overlay, which allows up to seven stories in height.

3. *The project is consistent with the Milpitas General Plan.*

   See General Plan consistency discussion set out above in support of issuing the Vesting Tentative Map.

4. *The project is consistent with the Transit Area Specific Plan.*

   The project proposes the development of the site in to one four-story building consisting of 40 residential condominium units at a density of 32.8 dwelling units/acre. The Transit Area Specific Plan land use designation applicable to the site (High Density, Transit-Oriented Residential (HD-TOR)) permits residential development at densities of 21 to 40 dwelling units/acre. The map is thus consistent with the Transit Area Specific Plan use and density requirements. As demonstrated above, the project also complies with TASP development standards. Landscaping along the streets and greenspace with the development is provided as envisioned by the TASP.

Conditional Use Permit

To approve the Conditional Use Permit, the following findings must be made pursuant to Milpitas Municipal Code Section XI-10-57.04(F):

1. *The proposed use, at the proposed location, will not be detrimental or injurious to property or improvements in the vicinity nor to the public health, safety and general welfare.*

   The project will not be detrimental or injurious to property or improvements in the vicinity, nor to the health, safety or general welfare. The project is consistent with other high density residential projects within the TASP. The condominium project creates housing opportunities and increases the diversity of housing types in the TASP area.

2. *The project is consistent with the Milpitas Zoning Ordinance.*

   The project is consistent with the Zoning Ordinance, as the condominium use is conditionally permitted per MMC Table XI-10-4.02-1. The project conforms to all of the development standards set forth by the Zoning Ordinance, as discussed in the Zoning Ordinance consistency discussion set out in support of issuing a Site Development Permit.

3. *The project is consistent with the Milpitas General Plan.*

   See General Plan consistency discussion set out above in support of issuing the Vesting Tentative Map.

4. *The project is consistent with the Transit Area Specific Plan.*

   See Transit Area Specific Plan consistency set out above in support of issuing the Site Development Permit.

ENVIRONMENTAL REVIEW

This project is located within the area evaluated as part of the Transit Area Specific Plan Environmental Impact Report (TASP-EIR) (SCH#2006032091) certified by the City Council

June 3, 2008. An environmental assessment (EA19-0002) for this projects was conducted by LSA, on behalf of the City, in accordance with the California Environmental Quality Act of 1970 (CEQA), as amended, and state and local guidelines implementing CEQA. The environmental assessment conducted by LSA concluded that none of the circumstances necessitating preparation of a subsequent or supplemental EIR are associated with the Project.

The environmental assessment conducted by LSA also concluded that an Addendum to the TASP EIR is the appropriate document to address these modifications rather than a subsequent or supplemental EIR. The Addendum fully addressed all potential impacts associated with this project, and no material changes have been made to the project that would alter the conclusions of the Addendum. The analysis contained in the Environmental Checklist confirms that the modified project is within the scope of the TASP-EIR and will have no new or more severe significant effects and no new mitigation measures are required.

As a separate and independent basis, the project is exempt from further CEQA review pursuant to Section 15183 of the California Environmental Quality Act, which applies to projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. As a separate and independent basis, the project is also exempt from further CEQA review pursuant to CEQA Guidelines Section 15182, because the project is a residential project that is generally consistent with a Specific Plan. Lastly, the project is also exempt from further environmental review pursuant to CEQA Guidelines Section 15168, as the project is within the scope of the TASP program EIR. Moreover, the project complies with the City's existing zoning, specific plan, community plan, and general plan. Therefore, no further environmental review is required.

PUBLIC COMMENT/OUTREACH

Staff provided public notice the application in accordance with City and State public noticing requirements. At the time of publishing this report, there have been no public comments received. A notice was published in the Milpitas Post on July 19, 2019. In addition, notices were sent to all owners and occupants within 1000 feet of the project site. A public notice was also posted at the project site, on the City's Website, www.ci.milpitas.ca.gov, and at City Hall.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Open the Public Hearing to receive comments;
2. Close the Public Hearing;
3. Consider the Addendum to the Transit Area Specific Plan EIR and various exemptions in accordance with the CEQA Guidelines, as stated; and
4. Adopt Resolution 19-022 recommending that the Milpitas City Council approve the ENVIRONMENTAL ASSESSMENT P-EA19-0002, SITE DEVELOPMENT PERMIT SD18-0014, CONDITIONAL USE PERMIT UP19-0009, AND VESTING TENTATIVE MAP MT18-0004 TO ALLOW THE FUTURE DEVELOPMENT OF A 40-UNIT RESIDENTIAL CONDOMINIUM PROJECT AT 2001 TAROB COURT

ATTACHMENTS

A: Resolution 19-022
B: Project Plans
C: Affordable Housing Exception Request

RESOLUTION NO. 19-022

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MILPITAS RECOMMENDING TO THE CITY COUNCIL APPROVAL OF SITE DEVELOPMENT PERMIT NO. SD18-0014, CONDITIONAL USE PERMIT NO. UP19-0009, VESTING TENTATIVE MAP NO. MT18-0004, AND ENVIRONMENTAL ASSESSMENT NO. EA19-0002 TO ALLOW A 40-UNIT RESIDENTIAL CONDOMINIUM BUILDING, UP TO 49 FEET IN HEIGHT (FOUR STORIES), WITH PARKING FOR UP TO 74 VEHICLES, ON A 1.22 ACRE SITE LOCATED IN THE MULTI-FAMILY HIGH DENSITY RESIDENTIAL (R3) ZONING DISTRICT AT 2001 TAROB COURT AND MAKING FINDINGS PURSUANT TO SECTION XII-1.00, *et seq.* OF THE MILPITAS MUNICIPAL CODE AND CEQA FINDINGS PURSUANT TO CEQA GUIDELINES SECTIONS 15162, 15163, 15164, 15168, 15182, AND 15183

WHEREAS, pursuant to the California Environmental Quality Act (Public Resources Code, § 21000 et seq.), the State CEQA Guidelines (California Code of Regulations, title 14, § 15000 et seq.) (collectively, "CEQA"), the City of Milpitas is the lead agency for the proposed project described below; and

WHEREAS, on June 3, 2008, the City Council of the City of Milpitas certified an Environmental Impact Report ("EIR") prepared to analyze the environmental impacts associated with the proposed Transit Area Specific Plan (the "TASP EIR," State Clearinghouse No. 2006032091), and subsequently adopted the Transit Area Specific Plan (the "TASP"); and

WHEREAS, the TASP EIR reviewed the potential environmental impacts associated with the implementation of the TASP, which envisioned the development of 7,109 dwelling units, 287,075 square feet of retail space, 993,843 square feet of office and industrial park space, and 350 hotel rooms; and

WHEREAS, 2001 Tarob Court is located within the TASP planning area; specifically, within the Trade Zone/Montague subdistrict of the TASP; and

WHEREAS, on November 2, 2018, The True Life Companies (the "Applicant") submitted an application to the City of Milpitas for the approvals necessary to develop a 40-unit condominium residential project at 2001 Tarob Court. The project (the "Project") thus consists of and requires:

a. Site Development Permit (SD18-0014) to allow the development of a 4-story building with up to 40 residential units on a 1.22 acre site; and

b. Conditional Use Permit (UP19-0009) to allow the condominium use; and

c. Vesting Tentative Map (MT18-0004) to establish 40 residential condominium spaces and related common areas and to record site easements; and

d. Environmental Assessment (EA19-0002) to review and assess all requested entitlements for consistency with the 2008 Transit Area Specific Plan EIR.

WHEREAS, the Planning Division completed an environmental assessment No. EA19-0002 for the Project in accordance with CEQA, and recommends that the Planning Commission determine this Project is covered under the program of activities identified in the Transit Area Specific Plan EIR, SCH#2006032091, certified by the City Council on June 3, 2008, based on the CEQA finding included in this resolution (the "Addendum," a true and correct copy of which is attached hereto and incorporated herein as **Exhibit 2 to Exhibit A**); and

WHEREAS, per CEQA Guidelines Section 15164(b), the Addendum concludes that no supplemental or subsequent EIR is required because: (a) no substantial changes are proposed in the Project which will require major revisions of the TASP EIR; (b) no substantial changes have occurred with respect to the circumstances under which the Project is being undertaken which will require major revisions in the TASP EIR; and (c) no new information which was not known and could not have been known at the time the TASP EIR was certified has become available; and

new information has become available which was not known and could not have been known with the exercise of reasonable diligence at the time the TASP EIR was certified that shows any of the factors set forth in 14 C.C.R. §15164(a)(3). The Planning Commission further finds that the Addendum reflects the Commission's independent judgment and analysis, and that there is no substantial evidence that the Project will have a significant effect on the environment. The Addendum fully studies the impacts of the Project as proposed. Based on its independent review and consideration, the Planning Commission hereby finds that the Addendum complies with the requirements of CEQA and adopts the conclusions in the Addendum on the basis of the evidence and reasoning set forth therein. The Planning Commission thus recommends the City Council approve the Addendum. In addition, the Planning Commission recommends, as a separate and independent basis, that the City Council approve the Project in reliance on the CEQA exemptions specified in the Recitals herein.

3. Having likewise reviewed and considered the documents attached hereto and incorporated herein as **Exhibit A**, and having adopted the findings set forth therein as its own, the Planning Commission recommends the City Council approve and adopt **Exhibit A**, subject to any minor technical or clerical revisions that may be necessary or appropriate.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Milpitas on July 31, 2019:

Sudhir Mandal

Chair

TO WIT:

I HEREBY CERTIFY that the following resolution was duly adopted at a regular meeting of the Planning Commission of the City of Milpitas on July 31, 2019 and carried by the following roll call vote:

COMMISSIONER	AYES	NOES	ABSENT	ABSTAIN
Ricky Ablaza	X			
Tim Alcorn	X			
Evelyn Chua	X			
Bill Chuan			X	
Sudhir Mandal	X			
Demetress Morris	X			
Steve Tao	X			

Council on June 3, 2008, based on the CEQA finding included in this resolution (the "Addendum," a true and correct copy of which is attached hereto and incorporated herein as **Exhibit 2 to Exhibit A**); and

WHEREAS, per 14 C.C.R (CEQA Guidelines) Section 15164(b), the Addendum demonstrates and concludes that none of circumstances necessitating preparation of a supplemental or subsequent EIR, as specified in CEQA Guidelines Sections 15162 or 15163 are present in that there are (a) no substantial changes are proposed in the Project which will require major revisions of the TASP EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (b) no substantial changes have occurred with respect to the circumstances under which the Project is being undertaken which will require major revisions in the TASP EIR due to new or substantially more severe significant effects; and (c) no new information of substantial importance, as defined in CEQA Guidelines Section 15162, which was not known and could not have been known at the time the TASP EIR was certified has become available; and

WHEREAS, the City Council hereby adopts the Addendum makes and accepts as its own the findings set forth in **Exhibit A** attached hereto; and

WHEREAS, as separate and independent bases, the City Council hereby finds and determines that the Project is exempt from further CEQA review pursuant to (1) CEQA Guidelines Section 15183 (projects consistent with a Community Plan, General Plan or Zoning; (2) CEQA Guidelines Section 15182 (residential projects consistent with a specific plan); and (3) CEQA Guidelines Section 15168 (projects within the scope of a program EIR); and

WHEREAS, the Planning Commission is an advisory body to the City Council pursuant to Milpitas Municipal Code Section XI-10-64.03 (Consideration of Concurrent Applications), where, as here, due to the application for density bonus pursuant to Milpitas Municipal Code Section XI-10-54.15, the City Council is the highest review authority for the Project, and, accordingly, all review by other bodies with approval authority over the application shall be in the form of a recommendation to the City Council; and

WHEREAS, on July 31, 2019, the Planning Commission held a duly-noticed public hearing, during which meeting the Planning Commission considered the Addendum EA19-0002, as well as the requested Site Development Permit SD18-0014, Conditional Use Permit UP19-0009, and Vesting Tentative Map MT18-0002 for 2001 Tarob Court, heard a presentation from staff, and had the opportunity hear from members of the public; and

WHEREAS, by adoption of Resolution No. 19-022, the Planning Commission recommended the City Council approve Site Development Permit No. SD18-0014, Conditional Use Permit No. UP19-0009, Vesting Tentative Map No. MT18-0002, and Environmental Assessment No. EA19-0002 for 2001 Tarob Court; and

WHEREAS, the documents and other materials which constitute the record of proceedings upon which the City Council bases the findings contained within this Resolution are available and may be reviewed at Milpitas City Hall, located at 455 E. Calaveras Boulevard, Milpitas, California 95035; and

WHEREAS, on _____, 2019, the City Council held a duly-noticed public hearing, during which meeting the City Council considered the Environmental Assessment No. EA19-0002, as well as the requested Site Development Permit No. SD18-0014, Conditional Use Permit No. UP19-0009, and Vesting Tentative Map No. MT18-0002 for 2001 Tarob Court, heard a presentation from staff, and had the opportunity hear from members of the public; and

WHEREAS, the findings and conclusions made by the City Council pursuant to this Resolution are based upon the oral and written evidence before it as a whole; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, the City Council of the City of Milpitas hereby finds, determines, and resolves as follows:

SECTION 1. Recitals

1. *That the proposed map is not consistent with applicable general and specific plans as specified in Government Code Section 65451.*

   As set forth in Section 3(A) above, the map proposes the development of the site into 40 residential condominium units at a density of 32.8 dwelling units/acre. The General Plan and Transit Area Specific Plan land use designation applicable to the site (High Density, Transit Oriented Residential – (HD-TOR) permits residential development at densities of 21 to 40 dwelling units/acre. The map is thus consistent with the General Plan and Transit Area Specific Plan.

2. *That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.*

   The design and improvement of the subdivision is consistent with the density range of 21-40 dwelling units per acre as permitted by the General Plan and Transit Area Specific Plan. The proposed density is 32.8 dwelling units per acre. The proposed project is also consistent with the Transit Area Specific Plan development standards, including height (maximum of 49' proposed, where 75' is maximum allowed), number of vehicular parking spaces (74 vehicular spaces proposed, where a minimum of 74 is allowed), bicycle parking (14 spaces proposed, where 14 are required), building orientation (proposed buildings will face streets, where requirement provides building must face streets).

3. *That the site is not physically suitable for the type of development.*

   The site is surrounded by property designated for high density, transit-oriented residential development under the City's General Plan and zoned for this type of development under the Transit Area Specific Plan. In addition, the developer has determined this site to be suitable for the higher density development based on the location, physical attributes, and proposed infrastructure improvements.

4. *That the site is not physically suitable for the proposed density of development.*

   The City Council, through adoption of Resolution No. 8702, has determined that the site is physically suitable for development at the proposed density of 32.8 dwelling units per acre, insomuch as it has amended the applicable general plan land use designation to High Density, Transit Oriented Residential (HD-TOR), which allows densities of 21-40 dwelling units per acre. The site is also flat and has direct access to adjacent streets (Tarob Court and Lundy Place) to accommodate the proposed density of the development.

5. *That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.*

   The Project, including the subdivision and its associated improvements, has been subjected to environmental review under CEQA through the preparation of an Environmental Assessment/Categorical Exemption Memo (Exhibit 2 to Exhibit A of Attachment A). The memo did not find that the project would be likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The Project is also located in an urbanized area and previously developed as an industrial building, and therefore, will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

6. *That the design of the subdivision or type of improvements is likely to cause serious public health problems.*

   The Project, including the subdivision and its associated improvements, has been subjected to environmental review under CEQA through the preparation of an Environmental Assessment/Categorical Exemption Memo (Exhibit 2 to Exhibit A). The memo did not find that the design of the subdivision or type of improvements is likely to cause serious public health problems.

Parking (Resident)	2-3 bedroom – 1.6 – 2 covered per unit Between 64 (min) - 80 (max) spaces	64 spaces	Y
Parking (Guest)	15 percent of required = 10 spaces	10 spaces	Y
Parking (Bicycle)	1 space per 4 housing units, exempting units with private garages = 10 spaces; on-street guest racks equivalent to 5 percent of parking requirement = 4 spaces	10 secure, long term spaces 4 exterior guest spaces	Y
Usable Open Space	Minimum 25 percent of the total site shall be usable open space or recreational facilities = 0.31 acres required;	0.44 acres	Y
Private Open Space	An average of two hundred square feet of usable open space shall be provided for each dwelling unit. "Usable open space" shall mean any open space, the smallest dimension of which is at least 4 ½ feet and which is not used as storage or for movement of motor vehicles: except that yards abutting a public street, which are not adequately screened for privacy, in the opinion of the Planning Commission, shall not qualify as usable open space. Balconies, porches, or roof decks may be considered usable open space when properly developed for work, play or outdoor living areas. At least thirty (30) percent of required open space shall be contiguous to and provide for private usable open space of the individual dwelling unit. 200 x 40 = 8,000 SF or 0.18 acres	Private recreational area = 0.28 acres 60 SF balconies provided per unit. 60 x 40 = 2,400 SF or 0.06 acres. 0.06/0.18 = 30% of the required contiguous open space Total private open space = 0.31 acres = 337.6 SF/unit	Y

C. *The Project is consistent with the Milpitas General Plan.*

The Project site has a General Plan land use designation of High Density, Transit Oriented Residential (HD-TOR). The intent of this designation is to provide high-density housing at a density range of 21-40 dwelling units/acre. As this Project proposes 32.8 dwelling units/acre, it is consistent with both the intended land use of the general plan and the relevant density requirement.

Further, the Project is consistent with the following General Plan Guiding Principle and Implementing Policies:

a. *2.a 1-31 Develop the Transit area, as shown on the Transit Area Plan, as attractive, high density, urban neighborhoods with a mix of land uses around the light rail stations and the future BART station. Create*

As stated in the Site Development Permit discussion above, the Project implements the range of uses, the density of development and the development standards as set forth in the TASP.

SECTION 6. Affordable Housing Ordinance (Section XII-1-4.00)

The City Council denies the Applicant's request for an exception from the requirement to construct affordable housing units as part of the Project as required by the Milpitas Municipal Code Section XII-1-00, *et seq.* The Applicant has failed to demonstrate that the Project qualifies for such an exception based upon the following findings based on the evidence in the public record for the affordable housing exception request:

A. *The exception requested does not exceed the minimum affordable requirements; and*

The exception requested does not exceed the minimum affordable requirements. The applicant is providing the minimum required fee-in-lieu, which does not exceed the minimum affordable requirements. The affordable housing fund is used to produce very-low, low-, and moderate-income ownership or rental housing in the City. If the applicant were to build six Below Market Rate (BMR) units on site, it would allow six low-income households the opportunity to have permanent housing in the City. Since the applicant has requested to pay the in-lieu fee, those contributions can only be used to assist future developers to build affordable units, and not to subsidize rents in existing low-income housing. Therefore, the exception would further delay the construction of new affordable units in the City and would not exceed the minimum affordable requirements.

B. *The project is not better served with the exception; or*

The record does not demonstrate that the Project is better served with the exception. The applicant argues that social assistance programs are not available within the TASP Trade Zone/Montague Subdistrict. However, on June 12, 2018, City Council approved a 102-unit multifamily affordable housing development with community space and offices for supportive services located at 355 Sango Court. The TASP envisions a Tarob Court connection to Sango Court. This particular development is also located within the TASP Trade Zone/Montague Subdistrict. Therefore, the argument cannot be made that projects should be located near established social services, as the project site is located near a recently entitled project with supportive services.

C. *The community benefits do not exceed the project benefits.*

The record does not demonstrate that the community benefits exceed the project benefits. The project is not providing any identified community benefit to the City. Example of community benefits include contributions to the school district, Fire Department, Recreation Department, etc. A compliant project that meets the development standards of the zoning code is not inherently considered a community benefit, and therefore does not exceed the potential benefit of providing on-site affordable units.

SECTION 7. Severability

If any section, subsection, sentence, clause, phrase, or portion of this Resolution is for any reason held incorrect, invalid, illegal, or unenforceable, such decision shall not affect the validity of the remaining portions of this Resolution. The City Council hereby declares that it would have passed each section, subsection, phrase, or clause thereof irrespective of the fact that any one or more sections, subsections, phrases or clauses be declared incorrect, invalid, illegal, or unenforceable.

SECTION 8. City Council Approval

The City Council hereby approves Site Development Permit No. SD18-0014, Conditional Use Permit No. UP19-0009, Vesting Tentative Map No. MT18-0004, and Environmental Assessment No. EA19-0002 (subject to the Conditions of Approval attached hereto and incorporated herein as **Exhibit 1**), based on the above findings.

PASSED AND ADOPTED this _____ day of_____ 2019, by the following vote:

EXHIBIT '1'

CONDITIONS OF APPROVAL
2001 TAROB COURT RESIDENTIAL DEVELOPMENT

SITE DEVELOPMENT PERMIT NO. SD18-0014
CONDITIONAL USE PERMIT NO. UP19-0009
VESTING TENTATIVE MAP NO. MT18-0004
ENVIRONMENTAL ASSESSMENT NO. EA19-0001

GENERAL CONDITIONS

1. General Compliance: The Permittee and owner, including all successors in interest (collectively "Permittee") shall comply with each and every condition set forth in this Permit. **SITE DEVELOPMENT PERMIT SD18-0014, CONDITIONAL USE PERMIT UP19-0009, VESTING TENTATIVE MAP MT18-0004, and ENVIRONMENTAL ASSESSMENT EA19-0002** (collectively "Permit") shall have no force or effect and no building permit shall be issued unless and until all things required by the below-enumerated precedent conditions have been performed or caused to be performed. The Permittee shall develop the site in accordance with the approved Attachments and as modified by these Conditions of Approval.

2. Effective Date: Unless there is a timely appeal filed in accordance with the Milpitas Zoning Code, the date of approval of this Permit is the date on which the City Council approved this Permit.

3. Acceptance of Permit: Should Permittee fail to file a timely appeal within twelve (12) calendar days of the date of approval of this Permit, inaction by Permittee shall be deemed to constitute each of the following:
    a. Acceptance of this Permit by Permittee; and
    b. Agreement by the Permittee to be bound by, comply with, and to do all things required of or by Permittee pursuant to all of the terms, obligations, and conditions of this Permit.

4. Permit Expiration: Pursuant to Section XI-10-64-06 of the Milpitas Municipal Code, this Permit shall become null and void if the activity permitted by this Permit is not commenced within two (2) years from the date of approval, or for a project submitted with a tentative map, within the time limits of the approved tentative map. Pursuant to Section XI-10-64.06(B) of the Milpitas Municipal Code, an activity permitted by this Permit shall be deemed to have commenced when the Project:
    a. Completes a foundation associated with the Project; or
    b. Dedicates any land or easement as required from the zoning action; or
    c. Complies with all legal requirements necessary to commence the use, or obtains an occupancy permit, whichever is sooner.

5. Time Extension: Pursuant to Section XI-10-64.07 of the Milpitas Municipal Code, unless otherwise provided by State law, Permittee shall have the right to request a one-time extension of the Permit if the request is made in writing to the Planning Division prior to the expiration date of the approval. **(P)**

6. Project Job Account: If Permittee's project job account is at any time delinquent or below the required deposit amount, City will not continue to review or process the application until Permittee's project job account is paid in full and the required deposit has been made. Additionally, prior to the issuance of any building permit or occupancy permit as applicable, Permittee shall pay in full the Project account balance and establish a remaining balance of at least twenty-five percent (25%) of the required initial deposit. **(P/E)**

7. Notice: Pursuant to California Government Code Section 66020, any protest filed in court relating to the imposition of fees, dedication, reservations, or other exactions to be imposed on the development project shall be filed within ninety (90) days after the date of the adoption of this Resolution. This provision serves as notice from the local agency to the

plans and any other applicable materials as required by the City for review, and obtain the approval of the Planning Director or Designee. If the Planning Director or designee determines that the deviation is significant, the owner or designee shall be required to apply for review and obtain approval of the Planning Commission or City Council, as applicable, in accordance with the Milpitas Zoning Code. **(P)**

PLANNING CONDITIONS

18. Landscape: All approved landscaping shall be permanently maintained and replaced with substantially similar plant material as necessary to provide a permanent, attractive and effective appearance.

19. Architecture: Permittee shall submit updated Project Architecture depicted on the Building Elevations sheets to the Planning Division, and obtain approval from the Planning Director or Designee prior to Building Permit submittal. Any deviations from approved Project Architecture shall be approved at the sole discretion of the Director of Planning or his/her approved designee

20. Street Lights: Permittee shall provide street lighting along all street frontages subject to the review and approval of the Planning Division. Permittee shall likewise install pedestrian scale lights along all public and private street frontages. The Permittee shall submit a photometric plan to determine appropriate light levels with submittal of on-site improvement plans.

21. Parking: Parking shall be provided as depicted on the Site Plan approved by the City Council and shall consist of the following:

    a. RESIDENT: A total of 64 spaces within the parking garage and on the site.
    b. GUEST: A total of 10 guest spaces are to be provided in the internal driveway and in the parking garage.
    c. COMPACT: 29 of the resident and guest parking spaces will be designated as compact spaces. No additional spaces shall be compact without written approval from the Planning Director or his/her designee.

22. Bicycle Racks: A minimum of ten (10) long-term bicycle parking spaces shall be installed on the site. A total of four (4) short-term bicycle parking spaces shall also be installed on the site.

23. Trees: The project will remove 34 trees and replace with 40 trees, in conformance with the plans approved by City Council on _____, 2019.

24. Public Art Requirement: Permittee shall comply with the City's Public Art Requirements for Private Development, as set forth in Milpitas Municipal Code Section XI-10-14. Fee shall be no less than one-half of one percent of building development costs and shall be payable at time of building permit issuance.

25. Affordable Housing Requirement: Permittee shall comply with the City's Affordable Housing Ordinance, as set forth in Milpitas Municipal Code Section XI-1-3.00. All new residential development projects of ten units or more designed and intended for permanent occupancy shall construct 15 percent of the total number of dwelling units within the development as affordable units, unless otherwise remedied by the City Council.

PLANNING & BUILDING PROJECT-RELATED TASP MITIGATION MEASURES & REQUIRED PROJECT DESIGN FEATURES

Biological Resources (TASP Policy 5.26)

26. Nesting Birds: To mitigate impacts on non-listed special-status nesting raptors and other nesting birds, a qualified biologist will survey the site for nesting raptors and other nesting birds within 14 days prior to any ground disturbing activity or vegetation removal. Results of the surveys will be forwarded to the U.S. Fish and Wildlife Services (USFWS) and CDFG (as appropriate) and, on a case-by-case basis, avoidance procedures adopted. These can include construction

31. Paleontological Monitoring: All grading plans for development projects involving ground displacement shall include a requirement for monitoring by a qualified paleontologist to review underground materials recovered. In the event fossils are encountered, work in the area shall be halted and the City of Milpitas Department of Planning and Department of Building shall be immediately contacted to determine the nature of the remains and related appropriate mitigation plan. A qualified paleontologist shall evaluate the fossils, and steps needed to photo-document or to recover the fossils shall be taken. **(P/B)**

ENGINEERING CONDITIONS

PRIOR TO CONSTRUCTION PLAN SUBMITTALS

*The following conditions shall be met **prior to** any detailed construction plan check submittals (Building or Engineering, except demolition and rough grade plans), unless otherwise approved by the Director of Engineering/City Engineer. City reserves the right to reject any plan check submittal if any of the following conditions are not met.* ***(E)***

32. Modifications: The Site Development Plan dated July 10, 2019 is subject to change during the plan check stage based upon City's previous comments and conditions stated herein.

33. Solid Waste and Recycling Handling Plan: Permittee shall submit final Solid Waste and Recycling Handling Plan based upon City's previous comments for City's review and approval by the Engineering Department. The subject Plan shall show calculations of waste generation volumes and how materials will be transferred from the waste generation areas to the trash enclosure/external collection point; demonstrate how recycling shall have a separately maintained process from garbage handling; address other requirements such as waste generation and compactor sizing, chute shut-off and property management responsibility for bin management and litter control; and procure sufficient service frequency.

34. Stormwater Control Plan: Permittee shall submit City approved final Stormwater Control Plan (SWCP) that complies with the latest Municipal Regional Stormwater NPDES Permit, including Low Impact Development (LID) Section C3.c.i.(2)(b) measures for harvesting and reuse, infiltration, or evapo-transpiration, for City's review and approval by the Engineering Department.

35. Photometric Analysis: Permittee shall submit streetlight photometric analysis for City's review and approval by the Engineering Department along Tarob Court and Lundy Place that meet the Illuminating Engineering Society of North America (IESNA), RP8, for roadway and sidewalk lighting standards and City standard design guidelines.

36. Recycle Water Cross-Connection Specialist: In order to comply with the California Code of Regulations Title 17 and 22, and for timely plan approval by the California State Water Resources Control Board/Division of Drinking Water as well as by the South Bay Water Recycling, Permittee must hire a certified cross-connection specialist for their consultation as to irrigation water system design and construction phasing. The name and contact information of the certified cross-connection specialist shall be provided on all landscape submittal plans.

37. Submittal Requirements: Permittee to ensure that all plan check submittals are in accordance with City's submittal check list for each permit type, including but not limited to, payment of permit fees and/or fee deposit at the time of the submittal.

38. Project Job Account/Fee Deposit: Permittee shall open a new PJ account as a deposit to cover the costs for Engineering Department's services for review and inspection of the project. The amount shall be determined based on the public improvement cost estimates as prepared by the Permittee's engineer.

39. Coordination with other Projects: Permittee shall coordinate designs with 1992 Tarob Court subdivision (E-EN18-0056) in advance prior to any plan submittal.

PRIOR TO FINAL MAP APPROVAL/RECORDATION

c. Transit Area Specific Plan design guidelines: (http://www.ci.milpitas.ca.gov/_pdfs/engDesignGuidelines/en_dg_vi_transitAreaSpecific.pdf); and
d. Americans with Disabilities Act (ADA) requirements, where applicable.

51. Sanitary Sewer Calculations: Permittee shall submit a completed "Sewer Needs Questionnaire" form and sanitary sewer calculations to justify lateral size design, allocation of discharge for each of the lateral, and impact to the existing main. Permittee shall be responsible to implement any necessary improvements if there is any identified deficiency to the existing main as a result of the project.

52. Storm Drain Design: Permittee shall submit storm drain hydrology and hydraulic calculations based upon a 10-year storm event to justify the size of the storm drain lateral flowing full, without surcharging the main line pipe, and to be reviewed and approved by the Engineering Department.

53. Domestic Water and Fire Service Calculations: Permittee shall submit potable water and fire service calculations to confirm adequacy of lateral size, pressure and flow, to be reviewed and approved by the Engineering Department and Fire Department. Hydraulic modeling analysis by the City and paid by the Permittee may be required as needed. Permittee shall be responsible to implement any necessary improvements if there is any identified deficiency to the existing main as a result of the project.

54. Specific Improvements: In addition to standard public improvements required under Milpitas Municipal Code (MMC) Title XI, Chapter 1, Section 7, Permittee shall install other specific improvements listed below including incidental improvements as required by the City as part of the encroachment permit.
    a) Installation of separate water service tap and meter for each of the following services: residential, irrigation, and fire.
    b) Installation of separate utility service lines (domestic water, fire service, sanitary sewer) for residential.
    c) Installation of radio-transmitted water meters with a meter antenna, any repeaters or transmitters as needed with dedicated power supplies at no cost to the City at locations acceptable to the City to ensure accurate and timely reception of meter readings. Permittee shall execute a recorded instrument providing dedicated space, access rights and dedicated power supplies to the City for operation/maintenance/repair/replacement of subject radio antenna.
    d) Provide 2" grind and overlay with base repair of existing asphalt pavement to the centerline of the street along the Tarob Court and Lundy Avenue project frontage to the City Engineer's satisfaction.
    e) Street taper design along the Tarob Court project frontage shall be to the City Traffic Engineer's satisfaction.
    f) Installation of new street trees along the project frontage. The locations, spacing of trees and tree species shall be in compliance with applicable City standards and details.

55. Abandonment of Existing City Utilities: Permittee shall cap, abandon or remove any unused existing public utilities based upon City's Abandonment Notes and to the City's satisfaction.

56. Relocation and Adjustment of Existing Public Utilities: Permittee shall relocate and/or adjust existing public utilities as needed that are in conflict with the proposed improvements.

57. Water Service Agreement: Permittee shall complete a water service agreement to obtain water service.

58. Encroachment Permit: Prior to any work in the public right-of-way and/or public easement, obtain an encroachment permit with insurance requirements for all public improvements including a traffic control plan per the latest California Manual on Uniform Traffic Control Devices (MUTCD) standards to be reviewed and approved by the Engineering Department.

59. Pothole Encroachment Permit: Due to multiple new utility service connections along the project frontage, Permittee shall pothole and verify all potential utility crossing conflict as part of the public improvement plan during the design stage.

66. Easements on the Building Permit Plans: Permittee shall depict all existing easements to remain based upon current preliminary title report and depict new easements on applicable building permit plans.

67. Stormwater Facility Operation & Maintenance Plan: Permittee shall incorporate design details into applicable construction plans in accordance with City approved Storm Water Control Plan (SWCP). Permittee shall also submit Stormwater Facility Operation & Maintenance Plan that describes operation and maintenance procedures needed to ensure that treatment Best Management Practices (BMPs) and other storm water control measures continue to work as intended and do not create a nuisance (including vector control).

68. Stormwater Management Facilities O&M Agreement: Permittee shall execute and record a Stormwater Management Facilities Operation and Maintenance (O&M) Agreement associated with the SWCP O&M Plan, including perpetual maintenance of treatment areas/units, as reviewed and accepted by the Engineering Department. The subject O&M Agreement shall be referenced in the CC&Rs, if applicable.

69. Water Supply and Force Majeure. The City reserves the right to suspend the issuance of building permits in case of an emergency declaration of water supply in the case of a major catastrophic event that restricts City's assurance to provide water supply.

70. Recycle Water Approval: Permittee shall use recycled water for landscape irrigation purpose, except for the interior courtyard/podium areas within the building footprint where the potable water shall be used for irrigation. Permittee shall comply with California Code of Regulations (CCR), Title 22, Division 4, Chapter 3, titled *"Water Recycling Criteria"*, CCR, Title 17, Division 1, Chapter 5, Subchapter 1 titled *"Drinking Water Supply"* and all other recycled water regulations as listed under the publication titled *"California Department of Public Health Regulations Related to Recycled Water June 18, 2014"*. Permittee shall obtain approval from the California State Water Resources Control Board/Division of Drinking Water, South Bay Water Recycling and the City for recycled water design, including but not limited to on-site irrigation design, based upon South Bay Water Recycling Guidelines and City of Milpitas Supplemental Guidelines. All landscape plants shall be compatible with recycled water.

71. Water Efficient Landscapes: Permittee shall comply with Milpitas Municipal Code Title VIII, Chapter 5 (Water Efficient Landscapes) for landscape design, including but not limited to, providing separate water meters for domestic water service and irrigation service and providing applicable landscape documentation package.

72. Solid Waste and Recycling Facility Design: Permittee shall comply with all applicable City design guidelines/details associated with haul route, turning radius, vertical and horizontal clearance, trash enclosure, staging area, storage area, etc.

73. Recycling Report Prior to Demolition Permit Issuance: Permittee shall submit Part I of a Recycling Report on business letterhead to the Building Department, for forwarding to the Engineering Department for review and approval. The report shall describe the following resource recovery activities:
    a. What materials will be salvaged.
    b. How materials will be processed during demolition.
    c. Intended locations or businesses for reuse or recycling.
    d. Quantity estimates in tons (both recyclable and for landfill disposal). Estimates for recycling and disposal tonnage amounts by material type shall be included as separate items in all reports to the Building Division before demolition begins.

    Permittee shall make every effort to salvage materials for reuse and recycling, and shall comply with the City's demolition and construction debris recycling ordinance.

74. Recycling Report Prior to Building Permit Issuance: Permittee shall submit Part II of the Recycling Report to the Building Department, for forwarding to the Engineering Department. Part II of the Recycling Report shall be supported by copies of weight tags and/or receipts of "end dumps." Actual reuse, recycling and disposal tonnage

BALANCE OF PARKLAND ACREAGE/FEES DUE	**0.0 acres/$0**

c. Storm water connection fee at $16,771/acre for residential.
d. Water connection fee at $1,164/unit for residential, based upon increased water usage.
e. Sewer connection fee at $1,406/unit for residential, based upon increased average wastewater flow.
f. 2.5% of applicable fees in accordance with City Resolution No. 7590 as Permitting Automation Fee.
g. FEMA Flood Zone Designation Letter fee in the amount of $100.00 each.

77. Building foundations adjacent to public utilities shall be designed to be self-supporting such that the building weight is not required to be supported during shoring and excavation of adjacent utilities. If any project building is located next to a City easement, the City is not responsible for any foundation damage that would occur due to excavating in the event of servicing or repairs in that easement.

78. All domestic, irrigation, and fire water services serving the site shall have at least a reduced pressure backflow preventer.

DURING CONSTRUCTION

*The following conditions shall be complied with at all times **during** the construction phase of the project, unless otherwise approved by the Director of Engineering/City Engineer.* ***(E)***

79. Dewatering: If dewatering is needed during construction, Permittee shall obtain a Short-Term Industrial Wastewater Permit from the San Jose/Santa Clara Water Pollution Control Plant for discharging the groundwater to a sanitary sewer system.

80. On-site Recycle Water Coordination: Permittee's cross-connection specialist shall coordinate the phasing of the construction; facilitate the cross-connection testing in order to minimize the impact for occupied buildings during cross-connection testing; sign-off before the water meter set; coordinate on-site construction inspection; complete the site inspection; fill out required paperwork/questionnaire; and provide them to the City for forwarding to South Bay Water Recycling.

81. Prohibition of Potable Water Usage: Permittee shall use recycled water for construction purposes, including dust control and compaction. Permittee shall comply with MMC VIII-6-5.00 and 6-6.00 where potable water usage is prohibited, unless otherwise approved by the City Council.

82. Construction Staging and Employee Parking: Permittee shall place all construction related materials, equipment, and arrange construction workers parking on-site and not located in the public right-of-ways or public easements.

83. Water Shut-down Plan: Permittee shall provide a water shut-down plan at least seven days in advance of the shut-down in coordination with the Engineering Inspector, and notify affected property owners/tenants when cut-in tee(s) is/are required.

PRIOR TO FIRST OCCUPANCY

*The following conditions shall be met **prior to** first building occupancy on either lot, unless otherwise approved the Director of Engineering/City Engineer.*

84. Completion of Public Improvements: Permittee shall complete all public improvements, including but not limited to frontage improvements along Tarob Court and Lundy Avenue, as shown on City approved plans.

85. LOMR-F: Permittee shall submit the FEMA approved LOMR-F for each unit/building associated with the requested occupancy, if project is located in the SFHA.

97. Two Way Communication. A tow-way communication system complying with Sections 1009.8.1 and 1009.8.2 shall be provided at the landing serving each elevator or bank of elevators on each accessible floor that is one or more stories above or below the level of exit discharge. CFC Section 1009.8

98. Fire Safety: Fire safety during construction, alteration or demolition of the building shall meet the requirements of Chapter 33 of the California Fire Code and the Standards for Construction Site Fire Safety (un-024) by "unidocs" organization (http//:www.unidocs.org). A Construction Site Fire Safety plan shall be submitted to the Milpitas Fire Prevention Division for review and approval prior to the start of combustible construction. CFC Chapter 33

99. Access Control Devices: When access control devices including bars, grates, gates, electric or magnetic locks or similar devices, which would inhibit rapid fire department emergency access to the building, are installed, such devices shall be approved by the Fire Code Official. All access control devices shall be provided with an approved means for deactivation or unlocking by the fire department. Access control devices shall also comply with Chapter 10 Egress. CFC Section 504.6, added by MMC Section V-300-2.51

100. Fire Department Access: Fire Department apparatus and staff access shall be provided to all buildings and site. Detailed review will be done during construction permit process. CFC Section 503
    a. Minimum Number of Fire Apparatus Access Points: A Minimum of two independent and approved (approved by the Fire Code Official) means of fire apparatus access shall be provided for the site. Buildings or facilities exceeding 30 feet (9144 mm), or three stories in height, or 50,000 square feet (5760 m^2) shall be provided with at least two means of fire apparatus access for each structure. International Fire Code, Section D104.1, adopted and amended by MMC V-300-2.143
    b. Turning Radius: Fire apparatus access roads shall meet the Milpitas Fire Department turning radii guidelines and shall provide continuous apparatus travel. Turning radii for fire apparatus access roads shall be a minimum net clearance of 48 feet 6 inches for the outside radius and 28 feet 0 inches for the inside radius. The layout for the outside and the inside radius shall be from the same reference point (center). CFC Section 503.2.4
    c. Fire Apparatus Clearance: Fire apparatus access roads shall provide a minimum clear width of 26 feet. This requirement is for the use and function of a fire ladder apparatus. International Fire Code, Appendix D, Sections D103.1 and D105.2, adopted and amended by Milpitas Municipal Code. MMC V-300-2.142 and 2.145
    d. Timing of Installation and Serviceability of Fire Protection Elements: When fire apparatus access roads or a water supply for fire protection is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. Combustible construction shall not begin until water mains and hydrants are operational and fire apparatus access roads are installed (paved, or other acceptable Fire Department roads that are weather resistive and able to meet the fire apparatus requirements). CFC Section 501.4
    e. Fire Apparatus Access: Fire apparatus access shall extend to within 150 feet of all portions of exterior walls of the building/structure per the California Fire Code Section 503.1.1. When there is a dead-end condition, means for fire apparatus turn-around shall be provided.
    f. Adjacent Access Rights: No source of access from lands adjoining a property to be developed shall be considered fire apparatus access roads, unless there is obtained the irrevocable and unobstructed rights and recorded as an ingress/egress access easement with the Country of Santa Clara. CFC Section 503.7, added by MMC V-300-2.48
    g. Fire Access Road Materials and Load Bearing Requirements: Fire access roads shall be paved (concrete and/or asphalt cement, or other concrete type pavement approved by the Fire Dept.). Fire apparatus access roads/lanes and emergency vehicle roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather capabilities. Design criteria shall be based on the City of Milpitas fire apparatus Sutphen S95 Aerial Platform unit. Please contact the Fire Prevention Division for specifications. CFC Section 503.2.3

e. No Parking in Front of Hydrants: No parking is permitted in front of fire hydrants. Hydrants located on streets (Public or Private Street) shall have an unobstructed clearance of not less than 30 feet per CA Vehicle Code 22514

102. Automatic Fire Sprinkler System for Structures:
   a. Automatic Fire Sprinkler. The buildings shall be provided with an automatic fire sprinkler system in conformance with the NFPA 13 Standards. Note, system type will depend on building/structure "construction type" analysis. California Fire Code Section 903
   b. Sprinkler Valves: All valves controlling the water supply for the automatic sprinkler system shall be electrically supervised by a listed fire alarm control unit. CFC 903.4
   c. Fire Riser Location. The fire sprinkler system riser shall not be located within electrical rooms or storage closets and shall be provided with clear access and working clearance. California Fire Code Section 903.3.5.3, added by MMC Section V-300-2.65
   d. Sprinkler Design. Hydraulic design for the automatic fire sprinkler system shall provide a minimum of 20% safety margin. CFC Section 903.3.5.6, MMC V-300-2.68

103. Requirements for Fire Service Water Laterals for Building Sprinkler Systems: Each building shall have a fire service water laterals for the automatic fire sprinkler system and shall meet the California Fire Code requirements Chapter 9 and the NFPA applicable Standards. Note that the utilities drawings provided are not reviewed nor approved for construction. CFC Section 912.1
   a. FDC/PIV (fire department connection/post indicating valve) Location(s). The location of the fire department FDC's/PIV's shall be at a readily visible and accessible location off the fire access road and approved by the Fire Code Official. FDC's/PIV's shall not be located behind parking stalls nor behind any other obstruction. Final review for location for the FDC's/PIV's will be conducted during the construction permit process. CFC Section 912.2
   b. FDC/PIC Signage. A metal sign with raised letters at least 1 inch in size shall be mounted on all fire department connections. Signage shall be reflective, weather resistive and approved by the Fire Code Official. CFC Section 912.5
   c. Buildings equipped with an automatic fire sprinkler system and or a standpipe system installed in accordance with Section 903 and or 905 of the CA Fire Code shall have a fire hydrant within 50 feet of the fire department connections. CA Fire Code Section 507.5.1.1 Added by MMC V-300-2.53
   d. Fire Service Water Lines: Service water supply laterals for the sprinkler systems and the on-site fire hydrants shall be independent of each other. NFPA 13, Chapter 24
   e. Backflow Protection. Potable water supply to the automatic sprinkler and/or the standpipe systems shall be protected against backflow as required by the Health and Safety Code section 13114.7 and the City of Milpitas Utilities Engineering Division. CFC Section 912.6
   f. Water Drainage. All new installations of sprinkler systems shall preclude sprinkler test and system drain water from discharging into the storm drain; provisions to direct water to the sanitary sewer or landscape or other approved means shall be provided. Sprinkler system design shall include the proposed method for drainage of sprinkler system discharge. Storm Water Pollution Regulations.

104. Fire Alarm System, R-2 Occupancy: A fire alarm system and smoke alarms shall be installed in Group R-2 Occupancies as required in Sections 907.2.9.1 through 907.2.9.4. CFC Section 907.2.9
CFC Section 907.2.9.1 - Manual Fire Alarm System
CFC Section 907.2.9.2 - Smoke Alarm (in accordance with 907.2.11)
   a. Manual Fire Alarm System: A manual fire alarm system that activated the occupant notification system in accordance with Section 907.5 shall be installed in Group R-2 occupancies. CFC 907.2.9.1
   b. Smoke Alarm, R-2 Occupancy: R-2 Occupancy, listed single and multiple-station smoke alarms complying with UL217 shall be installed in accordance with Sections 907.2.11.2 through 907.2.11.6 and the NFPA 72. CFC Section 907.2.11

106. Electrical Generators:

a. Fuel tank(s) located below grade shall be considered underground tanks in accordance with the California code of Regulations, Title 23, Division 3, Chapter 16 (State Underground Tank Regulations).
b. If the fuel tank system(s) is not to be considered an underground tank, as defined by the underground tank regulations, provide documentation demonstrating compliance with the specified State Water Resource Control Board's Guidance letter LG-165-2.
c. Construction drawings, for the fuel tank, shall be submitted to the City for compliance with the California Fire Code Chapters 27 and 34.

107. Landscape sheets: The proposed landscaping may be impacted by the comments above and the requirements for fire access, fire systems and devices (such as apparatus access, hydrants, fire service lines, fire department connections valves, etc.). The Fire Dept. reserves the right to relocate, delete or change the proposed landscaping when in conflict with fire systems and devices. CFC 507.5.4.

108. Plan Submittal: Complete plans and specifications for all aspects of fire protection systems shall be submitted to the Fire Department for review and approval prior to system installation. CFC Section 901.2

BUILDING CONDITIONS

General

109. Applicable Codes: Applicable codes shall be 2016 California Building Code (CBC), California Mechanical Code (CMC), California Electrical Code (CEC), California Plumbing Code (CPC), Green Building Standards Code (CalGreen), California Energy Code (CEnC) and 2017 Milpitas Municipal Code (MMC).

110. Build It Green/LEED Requirement: Residential portion of the building shall meet Build It Green 50 Green Points or LEED for Homes Certified threshold per MMC sec. II-20-3.01.

111. Licensed Engineer/Architect: Engineer or Architect licensed in the State of California shall prepare the plans. Structural design calculations and plans shall be wet signed and stamped when applying for a building permit.

112. Application for New Building Address: Applicant shall apply for new building addresses prior to submitting for a building permit.

113. Occupancy Group Designations: Apartment/Condominium building shall be classified as Group R2 Occupancy per CBC sec. 310 and private garages not exceeding 1,000 square feet as Group U Occupancy per sec. 312. Each private garage shall be separated from other private garage by 1 hr fire barriers and/or 1 hr horizontal assemblies per CBC sec. 406.3.1. Multiple private garages not separated by fire barriers shall be classified as Group S-2 Occupancy per sec. 311.

114. Fire Rating for Apartment Buildings: Apartment/Condominium buildings over 2 stories high shall be one-hour fire-rated minimum (Type V-A) when allowable area increase with sprinkler is used per CBC Table 504.4.

115. Allowable Building Area: Allowable building area for the building shall be as per CBC Table 506.2.

116. Exterior Wall Openings: The maximum area of protected and unprotected openings in exterior walls shall comply with CBC sec. 705.8.

117. Separating Units Requirements: Wall and floor separating units in the same building and separating units from other occupancies are required to be one-hour fire resistive construction per CBC sec. 420, 708 and 711.

134. Elevator Lobby Sign: Elevator lobby identification signs shall be provided at any door with direct access to an enclosed elevator lobby at landings in interior exit stairways where two or more doors lead to the floor level per CBC 1023.10.

135. Interior Stairway Enclosure: Interior stairway shall be enclosed per CBC sec. 1023.2.

136. Roofing Material: Roofing material shall be as per CBC Table 1505.1.

137. Exit Doors: Doors in a room with occupant load of 50 or more persons shall swing in the direction of exit per CBC sec. 1010.1.2.1. Exit doors from assembly occupancy shall be provided with panic hardware per sec. 1010.1.10.

138. Exit Signs: Provide exit signs and tactile exit signs when two exits are required per CBC sect. 1013.1 and 1013.4.

139. Building Occupancy Frontage: Buildings that house Group A Occupancy shall front directly on or discharge to a public street not less than 20 feet in width per sec. 1029.2 and 1029.3. The main entrance to the building shall be located on a public street or on the exit discharge.

140. Occupant Load: Occupant load factor for assembly and multi-use room without fixed seats, including clubhouse, common use deck area, courtyard, etc., shall be 1 occupant per 7 sq. ft per CBC Table 1004.1.2.

141. Exit Enclosure: Exit enclosure in building less than four stories in height shall be one-hour fire-resistive construction per CBC sec. 1023.2.

142. Exit Enclosure: Exit enclosure in building four or more stories in height shall be two-hour fire-resistive construction per CBC sec. 1023.2.

143. Stairways: In buildings four or more stories in height, one stairway shall extend to the roof surface through a penthouse complying with CBC sec. 1510.2, unless the roof has a slope steeper than 4:12 per CBC sec. 1011.12. In buildings without an occupied roof, access to the roof shall be permitted to be a roof hatch or trap door not less than 16 sq ft with a min. dimension of 2ft and accessed by an alternating tread device, ship ladder or a permanent ladder.

144. Exterior Openings: Exterior openings required for natural light shall open directly onto a public way, yard or court as set forth in CBC sec. 1205.1.

145. Egress Balconies: Egress balconies shall comply with CBC sec. 1021.

146. Egress Courts: Egress courts shall comply with CBC sec. 1028.4.

147. Acoustical Report: Provide acoustical report to determine sound insulation requirements for at least exterior walls. Interior sound insulation shall be as per CBC sec.1207 or as per acoustical report.

148. Ventilation Requirements for Dwelling Units with Non-Openable Windows: Dwelling units, which has non-openable windows as required by acoustical report shall be provided with mechanical ventilation per CBC sec. 1203.1 and CMC sec. 402.3. As per City policy BDP-ME05, City does not allow the use of exhaust only fans to achieve the fresh outside air requirement through infiltration.

149. Ventilation Requirements for Studio Units: In studios, natural light and ventilation for sleeping areas shall meet requirements per CBC sec.1203.5 and sec.1205.2. Any room is permitted to be considered as a portion of an adjoining room for natural lighting and ventilation purpose where the common wall is open and unobstructed and provides an opening of not less than 1/10 of the floor area of the interior room and not less than 25 square feet per CBC 1205.2.1.

166. Accessibility Signs: Accessibility signs shall be provided at every primary public entrance and at every major junction along or leading to an accessible route of travel and at building entrance that are accessible per CBC, sec. 1110A.2

167. Accessible Access: All primary entrances and required exit doors to building and facilities shall be accessible to people with disabilities per CBC, sec. 1117A.2.

168. Egress Clearance: Exit stairways considered as an accessible means of egress shall be min. 48" clear width between handrails and provided with the area of refuge per CBC sec. 1009.3 unless building is provided with approved automatic fire sprinkler system.

169. Egress Elevator: At least one accessible means of egress shall be an elevator per CBC sec. 1009.2.1 unless building is provided with approved automatic fire sprinkler system and horizontal exit at each floor and approved by Fire Department to exempt this requirement.

170. Accessible Elevators: All elevators shall be accessible per CBC sec. 1124A and at least one shall be medical emergency service elevator as per sec. 3002.4a.

171. Parking Structure Clearances: All entrances to and vertical clearances within parking structures shall have a minimum of 8 feet 2 inches where required for persons with disabilities per CBC sec. 1109.A.8.1.

172. Accessible Means of Egress: Each accessible portion of the space shall be served by accessible means of egress in at least the same number as required by CBC sec. 1006.2 or 1006.3 per sec. 1009.1.

173. Areas of Refuge: Areas of refuge shall be provided with a 2-way communication system between the area of refuge and a central control point per CBC sec. 1009.6.3.

174. Two-Way Communication System: 2-way communication system shall be provided at each elevator landing serving each accessible floor per CBC 1009.8.

175. Accessible Elevators: All elevators shall be accessible as per CBC sec. 1124A, except private elevators serving one dwelling unit.

176. Medical Emergency Service Elevators: All elevators in buildings four or more stories in height (including private elevator) shall be provided with not less than one medical emergency service to all landings meeting the provisions of CBC sec. 3002.4a.

177. Elevator Emergency Operation: If an elevator is considered as part of an accessible means of egress, it shall comply with the emergency operation, signaling device and standby power requirements and shall be accessed from an area of refuge per CBC sec. 1009.4.

178. Accessible Bathing and Toilet Facilities: Bathing and toilet facilities within covered multifamily dwelling units shall comply with CBC sec. 1134A.

179. Maneuvering Clearance: Provide maneuvering clearance at all interior doors per CBC sec. 1132A.5 and at entrance doors and exit doors per CBC sec. 1126A.3.

180. Accessible Kitchens: Kitchens within covered multifamily dwelling units shall comply with CBC sec. 1133A.

181. Bread Board Clear Space: Where bread board is provided in lieu of 30" work surface per CBC 1133A.4 exception, clear floor space shall be provided at each bread board and the clear floor space shall extend min. 19" into the knee and toe space per CBC 1133A.7.

B = Building Department
E = Engineering Department
F = Fire Department
CAO = City Attorney's Office
ALL = All Reviewing Departments

NOTICE OF RIGHT TO PROTEST

The Conditions of Project Approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d)(1), these Conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations, and other exactions. You are hereby further notified that the 90-day approval period in which you may protest these fees, dedications, reservations, and other exactions, pursuant to Government Code Section 66020(a), began on date of adoption of this resolution. If you fail to file a protest within this 90-day period complying with all of the requirements of Section 66020, you will be legally barred from later challenging such exactions.

AGREEMENT

Permittee/Property Owner

The undersigned agrees to each and every condition of approval and acknowledges the NOTICE OF RIGHT TO PROTEST and hereby agrees to use the Project property on the terms and conditions set forth in this resolution.

Dated: _____

_____
Signature of Permittee

IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: June 14, 2019

TO: Lillian Hua, Associate Planner, City of Milpitas

FROM: Theresa Wallace, AICP, Principal
Matthew Wiswell, Project Manager

SUBJECT: California Environmental Quality Act (CEQA) Exemption Memo for the 2001 Tarob Court Project, Milpitas, California

This memorandum and attachments provide a description of the proposed 2001 Tarob Court Project (project) and substantial evidence to confirm that the project is exempt from further environmental analysis per Section 15168(c) of the California Environmental Quality Act (CEQA). The approximately 1.22-acre project site is located at 2001 Tarob Court in Milpitas, Santa Clara County. The proposed project would involve demolition of the existing building and concrete pavements on the site and construction of 40 residential units and associated parking, open space, and landscaping.

Attachment A provides a description of the proposed project. This attachment includes a description of the project location, existing site characteristics, the proposed project, and required approvals and entitlements. The City of Milpitas (City) is the CEQA lead agency for the proposed project.

The responses in the environmental checklist (included in Attachment B to this memo) prepared for the project demonstrate for each CEQA topic that because the proposed project was evaluated and impacts were mitigated to the degree possible as part of the Transit Area Specific Plan Final Environmental Impact Report (TASP FEIR), no additional CEQA review is required. CEQA Guidelines Section 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program EIR. The responses contained in the checklist confirm that the project was considered within the scope of the evaluation within the TASP FEIR and no new impacts were identified and no new mitigation measures are required.

The City can approve the 2001 Tarob Court Project as being within the scope of the Transit Area Specific Plan covered by the TASP FEIR and no new environmental document for the purposes of CEQA clearance is required. Pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15168, the 2001 Tarob Court Project is exempt from further review under CEQA. This analysis finds that a Notice of Exemption may be prepared for the project and filed with the Santa Clara County Clerk.

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ATTACHMENT A

PROJECT DESCRIPTION

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ATTACHMENT A
PROJECT DESCRIPTION

The following describes the proposed 2001 Tarob Court Project (project) that would include construction of a four-story building with a total of 40 residential units. The project site is located within the planning area for the Milpitas Transit Area Specific Plan (TASP).[1] In addition to the description of the proposed project itself, this section includes a summary description of the proposed project's location and existing site characteristics and required approvals and entitlements. The City of Milpitas (City) is the lead agency for review of the proposed project under the California Environmental Quality Act (CEQA). As demonstrated in Attachment B, the proposed project is Categorically Exempt from further environmental review pursuant to section 15168(c) of the CEQA Guidelines and is within the scope of the certified Milpitas Transit Area Specific Plan Project Final Environmental Impact Report[2] (TASP FEIR).

PROJECT SITE

The following section describes the location and site characteristics for the project site and provides a brief overview of the existing land uses within and in the vicinity of the site.

Location and Surrounding Land Uses

The project site is located in the southern portion of the City of Milpitas, just north of the border with the City of San José. The approximately 1.22-acre project site is located at 2001 Tarob Court (Assessor's Parcel Number [APN] 086-036-034). The project site is located within a light industrial area of Milpitas that is predominantly developed with commercial office parks and other buildings for industrial and commercial uses. The project site is bordered to the north by Tarob Court, to the east by Lundy Place, and to the west and south by commercial and light industrial uses. The project site is in close proximity to the Great Mall shopping center in Milpitas, approximately 0.5 miles north of the project site.

Regional vehicular access to the project site is provided by Interstate 880 (I-880) located to the west and Interstate 680 (I-680) located east of the project site. The future Bay Area Rapid Transit (BART) Milpitas station is currently under construction and will be co-located with the Montague Valley Transportation Authority (VTA) light rail station, approximately 0.1 mile northeast of the project site. Figure 1 shows the site's regional and local context. Figure 2 shows an aerial of the existing site and surrounding land uses.

Site Characteristics and Current Site Conditions

The project site is currently developed with an approximately 16,463-square-foot, free standing office/light-industrial building. The project site includes a public utility easement that wraps around the project site from the southern corner along Lundy Place, where it is 40 feet in width, to the

1 Milpitas, City of, 2008. *Milpitas Transit Area Specific Plan.* June. Amended December 2011.
2 Milpitas, City of, 2008. *Milpitas Transit Area Specific Plan Final Environmental Impact Report.* May.

northern corner along Tarob Court, where it tapers down and varies from 4 feet to 10 feet in width. According to the Federal Emergency Management Agency (FEMA), the project site is located in a Zone AO Special Flood Hazard Area due to the proximity of East Penitencia Creek.[3] Pedestrian and vehicular access to the project site is via Lundy Avenue and Tarob Court.

Existing General Plan and Zoning

The project site is designated Multi-Family Residential High Density (MFH) within the City's General Plan.[4] The project site is located within the TASP Planning Area, and is within the Multi-Family Residential High Density with a Transit-Oriented Development (TOD) Overlay (R3-TOD) TASP zoning district.

MILPITAS TRANSIT AREA SPECIFIC PLAN

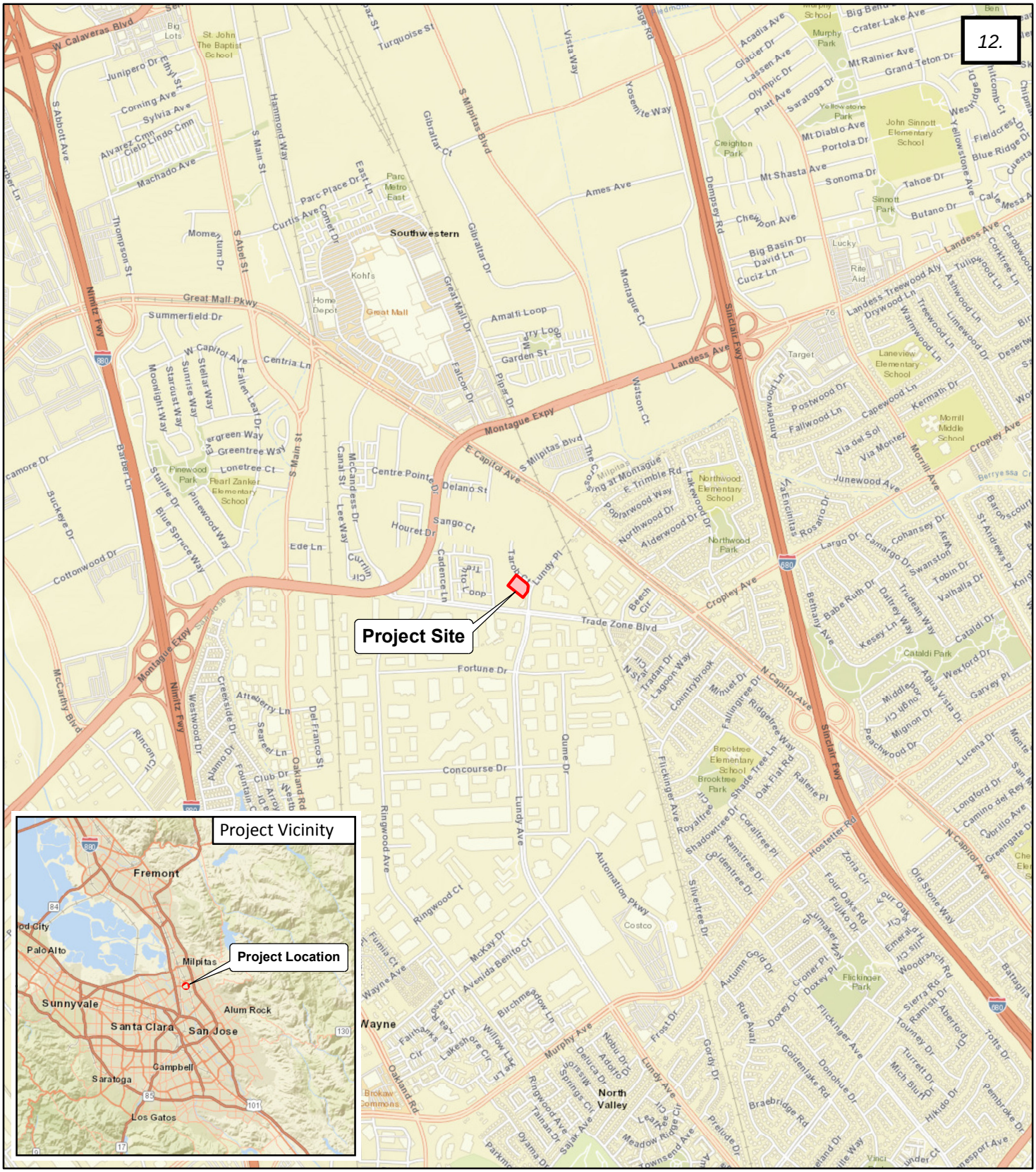
In 2008, the City of Milpitas adopted the Milpitas TASP as a guide for development and redevelopment of its light industrial corridor near the future Milpitas BART and current VTA station. The goals of the TASP are to create an attractive and livable neighborhood within walking distance of the future Milpitas BART and VTA light rail transit stations and to transform the older, light industrial area into a residential and commercial area that would meet demand for housing, offices, and shopping in the Bay Area. Milpitas designated the TASP to accommodate substantial growth, minimize impacts on local roadways, and reduce urban sprawl at the periphery of the region.

The TASP identifies subdistricts within the planning area, each having its own policies related to street design, land use, building height, setbacks, parks and building design. The project site is located within the Trade Zone/Montague subdistrict. The Trade Zone/Montague subdistrict is identified as being an attractive residential district with ample green space that would serve transit users as it is located directly adjacent to the BART station and VTA light rail.

Environmental impacts associated with implementation of the TASP were evaluated in the Final Environmental Impact Report (TASP FEIR). The TASP FEIR, certified in 2008, evaluates the environmental impacts of approximately: 1) 7,100 units of residential development; 2) 18,000 new residents; 3) 4,200 new jobs; 4) 1.0 million square feet of office space; 5) 285,000 square feet of retail space; and 6) 175,000 square feet of hotels.

[3] Federal Emergency Management Agency, 2009. FEMA Flood Map Service Center (map). Website: msc.fema.gov/portal/search?AddressQuery=2001%20Tarob%20Court%2C%20Milpitas#searchresultsanchor (accessed June 14, 2019).

[4] Milpitas, City of, 1994. *City of Milpitas General Plan*. December.



LSA

FIGURE 1

N

0 1000 2000
Feet

SOURCE: Esri World Street Map (c)2019.

I:\MLP1903\GIS\Maps\Figure 1_Project Location and Regional Vicinity Map.mxd (4/24/2019)

2001 Tarob Court Project

Project Location and Regional Vici p

LSA

FIGURE 2

0 250 500
FEET

N

Project Site

2001 Tarob Court Project

Aerial Photograph and Project Site and Surrounding Land Uses

SOURCES: GOOGLE EARTH, 8/9/18; LSA, 2019.

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PROPOSED PROJECT

This section provides a description of the residential development project proposed for the project site as identified in the materials provided by the True Life Companies (the project applicant) dated May 2019. The project applicant proposes to demolish the existing building and pavements on the site, and construct a four-story building with a total of 40 residential units as well as associated landscaping and open space, parking and circulation, and infrastructure improvements. Figure 3 depicts the proposed site plan for the project.

The TASP FEIR evaluated the environmental impacts associated with implementation of the TASP within which the proposed project would be located. Table AA shows the housing units and population assumptions evaluated within the TASP FEIR, the number of approved units and under construction units and inclusion of the proposed project. As shown, the development associated with the proposed project is within the amount of growth evaluated and cleared within the TASP FEIR.

Table AA: Existing and Proposed Housing Units and Population within the TASP Area

	Evaluated Within the TASP FEIR	Approved	Proposed Project	Remaining Development Available
Housing Units	7,109[a]	6,875[b]	40	234
Population	17,915[a]	17,325[b]	100[b]	590[b]

Source: Lillian Hua, Associate Planner, City of Milpitas (April 2019).

[a] Milpitas, City of, 2008. Final Transit Area Specific Plan EIR.

[b] Estimated population associated with approved units, under construction units, and the proposed project was determined by using the residents per unit evaluated within the TASP FEIR (17,915 residents/7,109 units = 2.52 residents per unit).

Residential Development

The proposed project would result in the construction of 40 residential apartment units within three stories above a single-story parking garage, at a density of 32.8 dwelling units per acre. The unit mix would consist of 18 two-bedroom units ranging in size from 1,277 to 1,470 square feet, and 22 three-bedroom units ranging in size from 1,482 to 1,520 square feet. Six of the units would be designated as below market rate units. Figures 4 through 6 depict conceptual floor plans for the proposed project.

The proposed project would consist of a single building with residential units surrounding an open-air courtyard located above a ground floor parking garage. As shown in Figure 4, the ground floor would include an approximately 180-square-foot residential lobby at the northern corner of the courtyard in the center of the project site. As shown on Figure 5, an approximately 1,704-square-foot terrace would be located on the second floor at the northern end of the building. In addition, each of the residential floors would include private storage units. As noted above, the proposed building would consist of four floors and would be approximately 55 feet in height. Conceptual building elevations are shown in Figures 7 and 8.

Open Space and Landscaping

The proposed project would include a total of 0.44 acres of common open space and landscaped areas. A total of approximately 0.30 acres would consist of private common open area space for use by project residents. As shown in Figure 3, private open space would consist of the interior courtyard on the ground level of the proposed building and a walking path and landscaping along the southern portion of the building, including within the existing public utility easement. The interior courtyard would include seating areas and landscaping that would be screened from the parking garage by a dense row of columnar bamboo around each side. A designated walkway would connect the interior courtyard with the walking path and landscaping mentioned above. The remaining 0.14 acres of open space on the project site would consist of landscaped areas generally located in the northern portion of the site. A conceptual landscape plan is shown in Figure 9.

Access, Circulation, and Parking

Access to the project site would be provided by a driveway from Tarob Court at the northern corner of the project site. The driveway would provide access to an internal 26-foot access drive lane and fire lane, which would include a fire engine/garbage truck turnaround that would connect to the ground-level internal parking garage. The parking garage would provide 60 automobile parking spaces, including 27 compact parking spaces and one accessible parking space. An additional 14 automobile parking spaces would be provided along the access drive lane, including two compact spaces, one accessible parking space, and one electric vehicle parking space.

Utilities and Infrastructure

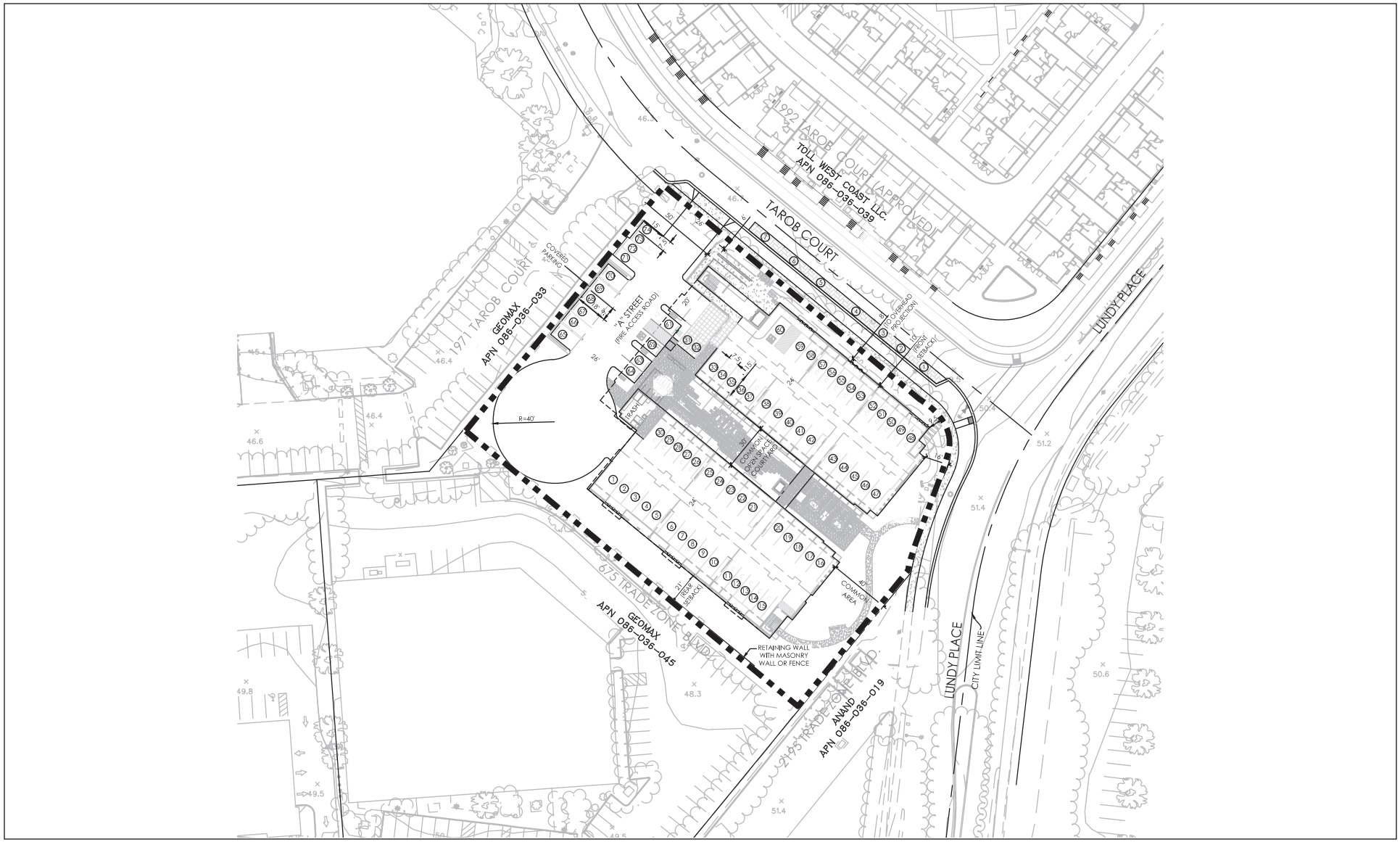
The project site is located in an urban area and is currently served by existing utilities, including: water, sanitary sewer, storm drainage, electricity, and telecommunications infrastructure. The majority of existing utilities within the boundary of the project site would be removed. Existing and proposed utility connections are discussed below.

Water

Water service in the City of Milpitas is provided by the Santa Clara Valley Water District (SCVWD). The proposed project includes the removal of all existing utilities within the project site. New water 8-inch lines within the project site would connect to existing service connections and the existing 12-inch main located within Tarob Court.

Wastewater

The San José/Santa Clara Water Pollution Control Plant (WPCP) provides wastewater treatment for Milpitas. The City of Milpitas maintains existing sanitary sewer lines within the vicinity of the site, including an 8-inch line located along Tarob Court. The proposed project includes the installation of a new on-site 8-inch wastewater line that would connect to the City's existing line.



LSA

FIGURE 3

0 60 120
FEET

N

Project Site

SOURCES: TRUE LIFE, WOOD RODGERS, MARCH 2019,

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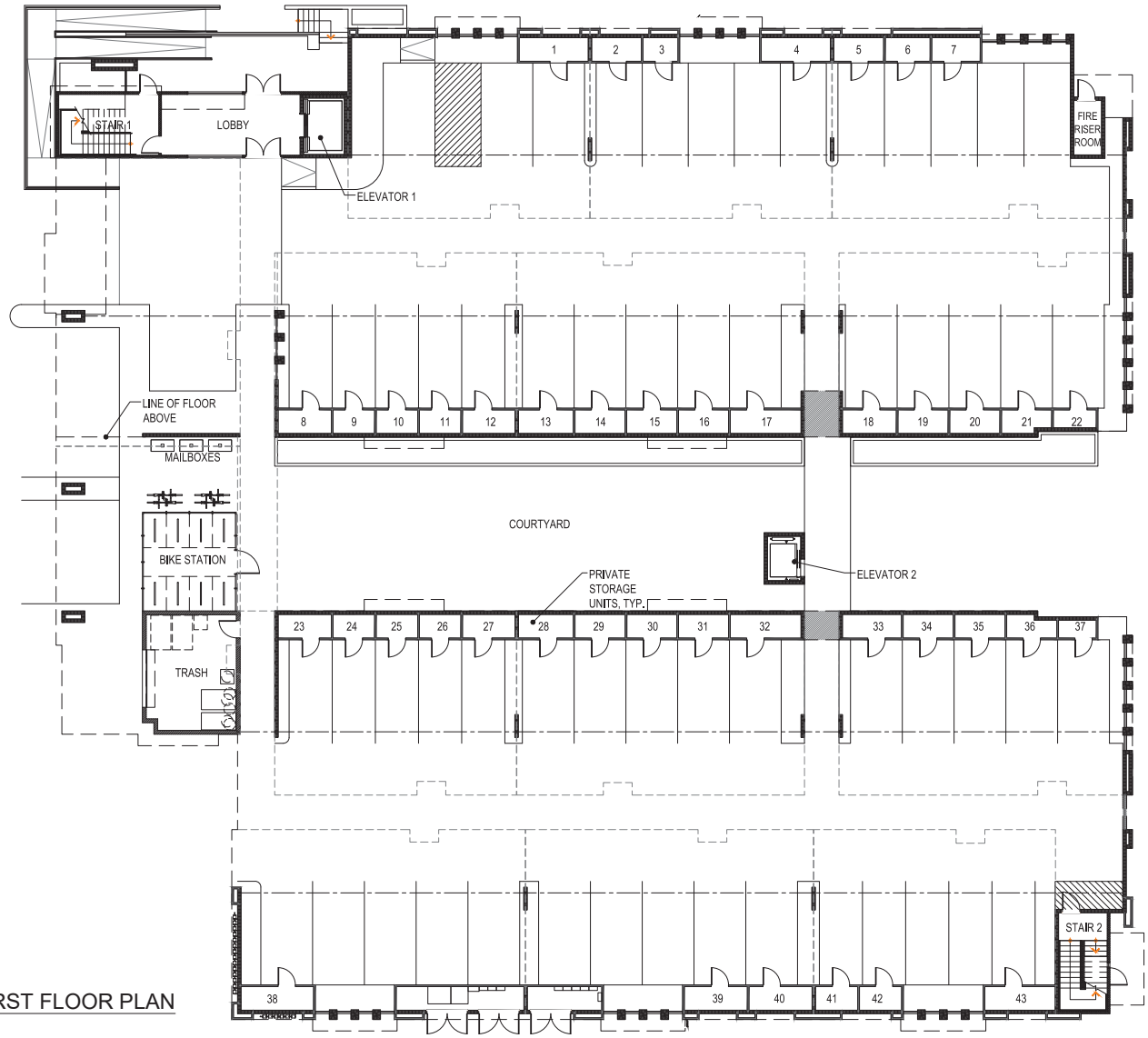
2001 Tarob Court Project
Conceptual Site Plan



LSA

FIGURE 4

0 16 32
FEET

SOURCES: TRUE LIFE; SDG ARCHITECTS, MARCH 2019,

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2001 Tarob Court Project
Conceptual First Floor Plan

LSA

FIGURE 5

0 16 32
FEET

SOURCES: TRUE LIFE; SDG ARCHITECTS, MARCH 2019,

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2001 Tarob Court Project
Conceptual Second Floor Plan

LSA

FIGURE 6

0 16 32
FEET

SOURCES: TRUE LIFE; SDG ARCHITECTS, MARCH 2019,

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2001 Tarob Court Project
Conceptual Third and Fourth Floor Plan

North Elevation

West Elevation

LSA

FIGURE 7

NOT TO SCALE

SOURCES: TRUE LIFE; SDG ARCHITECTS, MARCH 2019.

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2001 Tarob Court Project

Conceptual Elevations - North and West

South Elevation

East Elevation

LSA

FIGURE 8

NOT TO SCALE

SOURCES: TRUE LIFE; SDG ARCHITECTS, MARCH 2019.

P:\MLP1903 2001 Tarob Court\Graphics\Figures\Fig_8.ai (5/17/19)

2001 Tarob Court Project
Conceptual Elevations - South and East

LSA

FIGURE 9

0 20 40
FEET

N

TREE MATRIX
TOTAL EXISTING TREES ON SITE: 34
TOTAL EXISTING TREES TO BE REMOVED: 34
TOTAL PROPOSED NEW TREES: 40

SOURCES: TRUE LIFE; R3 STUDIOS; SDG ARCHITECTS, MARCH 2019.

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2001 Tarob Court Project
Conceptual Landscape Plan

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Stormwater

The proposed project would connect to the existing 12-inch municipal storm drain located at the northwest corner of the project site. The proposed project would include pervious pavers throughout the interior access driveway.

Electricity and Natural Gas

Electricity and natural gas services to the site are provided by Pacific Gas and Electric Company (PG&E). Existing underground utility connections and gas mains provide electricity and gas to the project site. The project includes removal of all existing utilities and would require the construction of new electricity and gas connections to serve the project. New electrical lines (servicing the project only) would be installed underground and connect to the existing joint trench box in the northern corner of the project site.

Demolition, Grading, and Construction

Development of the project would result in the demolition of the existing structure and pavement. A total of approximately 1,410 cubic yards of soils would be excavated and exported from the project site, and approximately 5,600 cubic yards would be filled on the project site to raise the site by approximately 4.5 feet to comply with the City's Flood Ordinance and create a level pad.

Construction of the proposed project is anticipated to occur over approximately 16 months, starting in April 2020 and ending in August 2021.

AMENDMENTS AND PERMITS

The following approvals and permits would be required for development of the proposed project:

- Site Development Permit
- Demolition Permit
- Building Permit
- Tentative Map

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ATTACHMENT B

ENVIRONMENTAL CHECKLIST
PURSUANT TO CEQA GUIDELINES SECTION 15168

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ATTACHMENT B
ENVIRONMENTAL CHECKLIST
PURSUANT TO CEQA GUIDELINES SECTION 15168

CEQA Guidelines 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program EIR. This checklist confirms that the 2001 Tarob Court Project is within the scope of the Transit Area Specific Plan[1] Final Environmental Impact Report[2] (TASP FEIR) and will have no effects and no new mitigations are required, and as such, the City can approve the 2001 Tarob Court Project as being within the scope of the TASP and covered by its FEIR and no new environmental document is required. Pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15168, the 2001 Tarob Court Project is exempt from further review under CEQA.

1. AESTHETICS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Discussion

Scenic Vistas

The project site is not located within a scenic viewshed or along a State Scenic Highway or other scenic highway. Flat topography and existing urban development constrain scenic vistas in the vicinity of the project site. Intermittent views of the Milpitas foothills to the northeast are available from the project site only when viewed from the northern edge of the project site. No on-site parks, open space lands or public lands adjacent to or in the vicinity of the proposed project have views of the foothills.

[1] Milpitas, City of, 2008a. *Milpitas Transit Area Specific Plan*. June. Amended December 2011.
[2] Milpitas, City of, 2008b. *Milpitas Transit Area Specific Plan Final Environmental Impact Report*. May.

Furthermore, as described in the TASP FEIR, the City's visual resources are outside of the TASP Area. Additionally, the proposed project would be required to comply with TASP policies and design standards related to scenic vistas. Therefore, the impacts associated with the proposed project would not result in new impacts to scenic vistas or substantially increase the severity of the less-than-significant impacts to scenic vistas identified in the TASP FEIR.

Scenic Resources

The only scenic resources located within the TASP Area are street trees located on McCandless Drive, approximately 0.5 miles west of the project site. There are no scenic resources located on the project site. Additionally, the City's Tree and Planting Ordinance (Ord. 201.1) protects significant trees and heritage trees throughout the City. Therefore, the impacts associated with the proposed project would not result in new impacts to scenic resources or substantially increase the severity of impacts than those analyzed in the TASP FEIR.

Visual Character

The TASP aims at improving the existing aesthetic value of the TASP Area and calls for new parks, trails, landscape buffers, and other design policies that would result in the enhancement of the visual character of the TASP Area. The TASP includes specific design standards to create a unified appearance to the TASP Area, consistent setbacks, landscaped buffers, street trees, and parks, which the TASP FEIR analyzed. The proposed project would conform to these design standards by providing street landscaping and landscaped setback areas.

The TASP allows buildings in the R3-TOD district up to 75 feet in height and requires a density of 21-40 dwelling units per acre. The proposed project would include construction of a four-story building that would be approximately 55 feet in height with a density of approximately 33 dwelling units per acre. Therefore, the proposed project would meet the building height limits and density standards set for in the TASP design standards, and would not conflict with zoning or other regulations governing scenic quality.

Light and Glare

Redevelopment of the TASP Area would result in the introduction of new sources of light and glare on the project site. As discussed in the TASP FEIR, development standards and policies would limit new sources of light and glare in the TASP Area. To minimize potential light and glare impacts, the proposed project would implement and be consistent with TASP development standards that address street and outdoor lighting. Therefore, the proposed project would not create impacts related to light and glare that would be new or more significant than those analyzed in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

TASP Policies

- Development Standard: Utilities shall be underground or in subsurface conduits and accessible.

Conclusion

The TASP FEIR adequately evaluated the potential aesthetic impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

2. AGRICULTURE AND FORESTRY RESOURCES

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

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

The TASP FEIR did not analyze impacts to agricultural resources as the TASP Area is urban without any agricultural or forest land uses in the area or vicinity. The project site, located within the TASP Area, is also not used for agriculture. The Santa Clara County Important Farmland 2012 map designates lands within the TASP Area, including the project site, as "Urban and Built-Up Land." Thus, the TASP and the proposed project would have no impacts on agriculture or forestry resources.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was

certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Conclusion

The TASP FEIR adequately evaluated the agriculture and forestry impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

	New Potentially Significant Impact	New Mitigation Required	Less Than Significant Impact	No New Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

Discussion

Clean Air Plan Consistency

An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a non-attainment area. The main purpose of an air quality plan is to bring an area into compliance with the requirements of federal and State air quality standards.

The Bay Area Air Quality Management District (BAAQMD) guidelines were referenced to determine if a project would conflict with or obstruct implementation of an applicable air quality plan, which for the TASP FEIR was the 2005 Bay Area Ozone Strategy.[3] In forecasting future stationary and mobile source emissions and preparing the regional air quality plan, the BAAQMD uses growth projections prepared by ABAG. The BAAQMD based its 2005 Bay Area Ozone Strategy on population projections in the 2003 ABAG Projections.[4] The TASP FEIR found that population increases in the City are anticipated to exceed population increases accounted for by the 2003 ABAG Projections, thus resulting in a significant and unavoidable impact (Impact 3.6-1) related to consistency with the applicable federal Environmental Protection Agency (EPA) Clean Air Plan.

[3] Bay Area Air Quality Management District, 2006. *Bay Area 2005 Ozone Strategy*.

[4] Association of Bay Area Governments, 2003. *Projections 2003*.

The BAAQMD's current Clean Air Plan is the 2017 Clean Air Plan, which was adopted on April 19, 2017. The 2017 Clean Air Plan is a comprehensive plan to improve Bay Area air quality and protect public health. The 2017 Clean Air Plan defines control strategies to reduce emissions and ambient concentrations of air pollutants; safeguard public health by reducing exposure to air pollutants that pose the greatest heath risk, with an emphasis on protecting the communities most heavily affected by air pollution; and reduce greenhouse gas emissions to protect the climate. Consistency with the Clean Air Plan can be determined if the project does the following: 1) supports the goals of the Clean Air Plan; 2) includes applicable control measures from the Clean Air Plan; and 3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan.

The proposed project would locate future residents within walking distance of public transportation, jobs, restaurants, and services. Implementation of the TASP includes policies that address transportation and land use that are consistent with the Clean Air Plan. TASP Policy 3.21 would provide continuous pedestrian sidewalks and safe bike routes throughout the TASP Area; Policy 3.22 encourages walking and biking routes to schools and major destinations; and Policy 3.33 requires new development within the TASP Area to provide incentives for alternative modes of transit, which support the Clean Air Plan. The proposed project would develop high-intensity, transit oriented residential development and would result in a building density at the project site that is similar to what was evaluated in the TASP FEIR. In addition, the population and housing units included in the proposed project would fall within the total development anticipated by the TASP FEIR, as mentioned in Section 10, Land Use and Planning. Therefore, implementation of the proposed project would not substantially increase population, vehicle trips, or VMT.

The TASP FEIR identified measures to reduce air emissions such as encouraging the use of pedestrian walkways and bikes, and designing streets for slower speeds, but concluded that air quality impacts would be significant and unavoidable. The project would implement the TASP measures and would not increase the previously-identified impacts. Thus conclusions about compliance with the Clean Air Plan in the TASP FEIR remain applicable to the project.

Regional Air Pollutant Emissions

The TASP FEIR indicates that the development of projects under the TASP could further contribute to non-attainment of air quality standards. The TASP FEIR also identified that buildout of the TASP could place sensitive land uses (land uses that could house sensitive receptors) near local intersections or roadways associated with air pollutant emissions that exceed (worsen) State or federal ambient air quality standards.

The 2001 Tarob Court Project would result in redevelopment of the site with new residential uses, similar to what the TASP envisioned. The new uses would result in mobile air quality impacts from increased vehicle trips to and from the project site and air quality impacts such as emissions generated from the use of landscaping equipment and consumer products. Emission estimates for operation of the project were calculated using CalEEMod. Model results are shown in Table BA.

The results shown in Table BA indicate that the proposed project would not exceed the significance criteria for annual ROG, NO_2, PM_{10} or $PM_{2.5}$ emissions; therefore, implementation of the proposed project would not have a significant effect on regional air quality and mitigation would not be

required. Therefore, the proposed project would not result in any new or more significant regional or local air quality impacts than described and evaluated in the TASP FEIR.

Table BA: Project Operational Emissions

	ROG	NO_x	PM_{10}	$PM_{2.5}$
Pounds Per Day				
Area Source Emissions	1.1	<0.1	<0.1	<0.1
Energy Source Emissions	<0.1	0.1	<0.1	<0.1
Mobile Source Emissions	0.3	1.2	0.5	0.1
Total Emissions	**1.5**	**1.3**	**0.5**	**0.2**
BAAQMD Thresholds	54.0	54.0	82.0	54.0
Exceed Threshold?	**No**	**No**	**No**	**No**
Tons Per Year				
Area Source Emissions	0.2	<0.1	<0.1	<0.1
Energy Source Emissions	<0.1	<0.1	<0.1	<0.1
Mobile Source Emissions	0.1	0.2	0.1	<0.1
Total Emissions	**0.3**	**0.2**	**0.1**	<0.1
BAAQMD Thresholds	10.0	10.0	15.0	10.0
Exceed Threshold?	**No**	**No**	**No**	**No**

Source: LSA (April 2019).

Construction-Related Impacts

Construction activities would cause temporary adverse effects on local air quality. Construction activities such as earthmoving, construction vehicle traffic and wind blowing over exposed earth would generate exhaust emissions and fugitive particulate matter emissions that affect local and regional air quality. Construction activities are also a source of organic gas emissions. Solvents in adhesives, non-water-based paints, thinners, some insulating materials, and caulking materials would evaporate into the atmosphere and would participate in the photochemical reaction that creates urban ozone. Asphalt used in paving is also a source of organic gases immediately after its application. Construction dust could affect local air quality at various times during construction of the project. The dry, windy climate of the area during the summer months creates a high potential for dust generation when, and if, underlying materials are exposed to the atmosphere. The effects of construction activities would be increased dustfall and locally elevated levels of particulate matter downwind of construction activity.

The TASP FEIR determined that construction of projects associated with the TASP would be less than significant with compliance with the BAAQMD's basic construction mitigation measures and TASP policies.

Construction emissions were estimated for the project using the California Emissions Estimator Model (CalEEMod) version 2016.3.2, consistent with BAAQMD recommendations. Construction of the proposed project is anticipated to occur over approximately 16 months, starting in April 2020 and ending in August 2021. Construction-related emissions are presented in Table BB. CalEEMod output sheets are included in Appendix A.

Table BB: Project Construction Emissions in Pounds Per Day

Project Construction	ROG	NO_x	Exhaust PM_{10}	Fugitive Dust PM_{10}	Exhaust $PM_{2.5}$	Fugitive Dust $PM_{2.5}$
Average Daily Emissions	2.5	10.8	0.5	0.7	0.5	0.3
BAAQMD Thresholds	54.0	54.0	54.0	BMP	82.0	BMP
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA (April 2019).

As shown in Table BB, construction emissions associated with the project would be less than significant for ROG, NO_x, $PM_{2.5}$, and PM_{10} exhaust emissions. Therefore, construction of the proposed project would result in similar construction-related, short-term air quality impacts as those impacts identified in the TASP FEIR. The BAAQMD requires the implementation of the BAAQMD's Basic Construction Mitigation Measures to reduce construction fugitive dust impacts to a less-than-significant level. These recommendations will be included in the conditions of approval for the proposed project:

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

With implementation of these project conditions of approval, construction of the proposed project would result in similar construction-related, short-term air quality impacts as those impacts identified in the TASP FEIR. In addition, implementation of TASP Policy 5.16 would reduce construction-related air quality impacts; therefore, the proposed project would also not result in any new or more significant construction-related air quality impacts than were evaluated in the TASP FEIR. This impact would remain less than significant.

Localized Carbon Monoxide Impacts

The TASP FEIR identified that implementation of the TASP would have the potential to affect carbon monoxide concentrations along surface streets and near stagnation points such as major highways and heavily traveled and congested roadways. This increase in traffic would not only add more vehicles on the road but the increased congestion would cause existing non-project traffic to travel at slower, more polluting speeds. The TASP FEIR evaluated CO concentrations based on the BAAQMD's methodology for manual calculation of CO concentrations to estimate the impact of project traffic on existing and future carbon monoxide concentrations at intersections in and around the TASP Area.

The TASP FEIR found that background carbon monoxide levels are projected to be significantly lower in 2030 due to improvements in the automobile fleet, attrition of older, high-polluting vehicles, and improved fuel mixtures. Despite the addition of project and cumulative traffic, carbon monoxide concentrations at the intersections would decrease from existing to TASP buildout conditions (2030). This would be due to the beneficial effects of ongoing State and federal vehicle emissions reductions programs, which are expected to continue to generate reductions in average vehicle emissions of carbon monoxide per vehicle-mile-traveled for the foreseeable future. Therefore, the TASP FEIR determined that long-term increase in traffic due to development pursuant to the TASP would not violate any air quality standard or contribute to an existing or projected air quality violation in the vicinity of the planning area.

As discussed above, the proposed project would locate future residents within walking distance of public transportation, jobs, restaurants, and services. The proposed project would develop high-intensity, transit oriented residential development and would result in a building density at the project site that is similar to what was evaluated in the TASP FEIR. In addition, the population and housing units included in the proposed project would fall within the total development anticipated by the TASP FEIR, as mentioned in Section 11, Land Use and Planning. Therefore, implementation of the proposed project would not substantially increase vehicle trips and would not generate more vehicle trips than evaluated in the TASP FEIR. Therefore, impacts related to localized carbon monoxide would remain less than significant.

Local Community Risk and Hazard Impacts to Sensitive Receptors

The TASP FEIR identified a variety of pollutant or toxic air emissions, such as diesel exhaust and those from dry cleaning facilities, in addition to emissions that could be released from construction projects and operations associated with proposed projects. TASP Policy 5.23 requires project sponsors to inform future and/or existing sensitive receptors of any potential health impacts resulting from nearby sources of dust, odors, or toxic air contaminants, and where mitigation cannot

reduce these impacts. As identified in the TASP FEIR, this information could be disseminated through rental agreements, real property disclosure statements, and/or mailed notices to existing residents and property owners; and would include, but would not be limited to: location of dry cleaners, proximity to diesel emission from trucks and passenger vehicles, and light duty industrial operations.

Policy 5.25 requires an analysis of the impact on future sensitive receptors located within 500 feet of active rail lines or roadways if traffic exceeds 100,000 vehicles per day. The future Bay Area Rapid Transit (BART) and Montague Valley Transportation Authority (VTA) light rail is located approximately 750 feet northeast of the project site and would not generate harmful emissions at this distance. The roadways within 500 feet of the proposed project are Tarob Court, Lundy Place, and Trade Zone Boulevard; traffic on these roadways would not exceed 100,000 vehicles per day and therefore no further analysis is required. The proposed project does not include additional TAC sources in the project site; therefore implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations.

Objectionable Odors

The TASP FEIR did not address potential odor impacts for the proposed project. The project would not include any activities or operations that would generate objectionable odors and, once operational, the project would not be a source of odors. Therefore, the project would not create objectionable odors affecting a substantial number of people. The proposed project would not increase impacts beyond those evaluated in the TASP FEIR and would have a less-than-significant impact related to odors.

Applicable Mitigation

Construction of the project would result in the temporary generation of fugitive dust emissions. Implementation of the project conditions of approval would ensure that construction of the proposed project would result in a less-than-significant impact. No new mitigation measures would be required.

Applicable Policies

General Plan Policies

- *Policy 3.d-G-2: Provide adequate bicycle parking and end-of trip support facilities for bicyclists at centers of public and private activity.*

- *Policy 3.d-I-9: Require developers to make new projects as bicycle and pedestrian "friendly" as feasible, especially through facilitating pedestrian and bicycle movements within sites and between surrounding activity centers.*

- *Policy 3.d-I-10: Encourage developer contributions toward pedestrian and bicycle capital improvement projects and end-of-trip support facilities.*

- *Policy 3.d-I-14: Include evaluation of bicycle facility needs in all planning applications for new developments and major remodeling or improvement projects.*

- *Policy 3.d-I-15: Encourage new and existing developments to provide end-of-trip facilities such as secure bicycle parking, on-site showers and clothing storage lockers, etc.*

- *Policy 2.b-I-2: Consider locating housing in close proximity to industrial developments where they can be served by existing city services and facilities.*

TASP Policies

- *Policy 3.21: Provide continuous pedestrian sidewalks and safe bike travel routes throughout the entire Transit Area and within development projects. New development shall install sidewalks per the street design standards in Chapter 5 [of the Specific Plan]. The City and/or private property owner shall install sidewalks in areas where they currently do not exist, and where new development is not anticipated during the Plan timeframe. City staff will review individual development applications to ensure that adequate pedestrian facilities are provided and are consistent with the Transit Area Plan's pedestrian improvements.*

- *Policy 3.22: Private development shall be encouraged to provide direct walking and biking routes to schools and major destinations, such as parks and shopping, through their property.*

- *Policy 3.27: Every resident of the Transit Area shall be able to safely walk and bike to the BART and VTA light rail stations. As projects are constructed, make sure that all the routes are continuous and designed to be attractive and safe for pedestrians.*

- *Policy 3.33: Require new development within the Transit Area to facilitate the use of alternative modes of transportation through programs such as carpool parking, the VTA's EcoPass Program, shuttles to transit stations and lunchtime destinations, assistance to regional and local ridesharing organizations, alternative work schedules, telecommuting, etc. Establish a Transportation Demand Management (TDM) program for this purpose, as described in Policy3.16.*

- *Policy 5.23: Require project sponsors to inform future and/or existing sensitive receptors (such as day care facilities, schools, nursing homes) of any potential health impacts resulting from nearby sources of dust, odors, or toxic air contaminants, and where mitigation cannot reduce these impacts.*

- *Policy 5.24: Allow only natural gas fireplaces, pellet stoves or EPA-Certified wood-burning fireplaces or stoves. Conventional open-hearth fireplaces shall not be permitted.*

- *Policy 5.16: During review of specific development proposals made to the City, sponsors of individual development projects under the Specific Plan shall implement the BAAQMD's approach to dust abatement. This calls for "basic" control measures that should be implemented at all construction sites, "enhanced" control measures that should be implemented in addition to the basic control measures at construction sites greater than four acres in area, and "optional"*

control measures that should be implemented on a case-by-case basis at construction sites that are large in area, located near sensitive receptors or which, for any other reason, may warrant additional emissions reductions (BAAQMD, 1999).

- *Policy 5.25: For new residential development that is proposed within 500 feet of active rail lines where vehicles emit diesel exhaust, or roadways where total daily traffic volumes from all roadways within 500 feet of such location exceed 100,000 vehicles per day, will, as part of its CEQA review, include an analysis of toxic air contaminants (which includes primarily diesel particulate matter (DPM)). If the results show that the carcinogenic human health risk exceeds the 10 people in a million standard for carcinogenic human health impacts established by the BAAQMD, the City may require upgraded ventilation systems with high efficiency filters, or other equivalent mechanisms, to minimize exposure of future residents.*

Conclusion

With implementation of the project conditions of approval, the proposed project would not result in significant air quality impacts. In addition, with implementation of the applicable TASP and General Plan Policies, the 2001 Tarob Court project would not create any new or worsening air quality impacts.

4. BIOLOGICAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Less Than Significant Impact	No New Impact
Would the project:				
e. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
f. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
g. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
h. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
i. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
j. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

Protected Plants and Wildlife

As described in the TASP FEIR, the area covered by the TASP consists of land previously altered by development. The majority of the TASP Area is covered in vacant industrial lots that have been previously developed and abandoned with structures that are partially or entirely dismantled, resulting in lots with compacted soils and ruderal (plants growing among refuse) habitats. With the exception of burrowing owls, the TASP FEIR determined that there is minimal potential for special-status species to occur due to the history of development in the TASP Area.

The only record of special-status species occurring in the area is for burrowing owls. The TASP FEIR notes that development of vacant and ruderal lots could result in a loss of burrowing owls or their nests. According to the TASP FEIR, TASP Policy 5.26 would reduce potential impacts to burrowing owls to a less-than-significant level. This policy would require preconstruction surveys, buffers during breeding season, and relocation by a qualified biologist in consultation with the California Department of Fish and Wildlife (CDFW) during the non-breeding season in conformance with all

necessary State and federal permits. With implementation of this polices, the proposed project would not result in impacts related to protected plants and wildlife that are new or more significant than those analyzed in the TASP FEIR.

Riparian Habitat

As described in the TASP FEIR, the project site is located in proximity to two drainages: Lower Penitencia Creek and east channel of Penitencia Creek. While these drainages lack high-quality riparian habitat, patches of riparian habitat exist. New development in the TASP Area could result in loss or degradation of this habitat. However, as noted in Attachment A, Project Description, the project site is not located directly adjacent to either drainage and vegetation is limited to ornamental trees, shrubs, and grasses and does not contain any riparian habitat. Therefore, the project site does not support State or federal jurisdictional habitat areas or other sensitive natural communities. Therefore, the proposed project would not create impacts related to riparian habitat that are new or more significant than those analyzed in the TASP FEIR.

Federally Protected Wetlands

As the TASP FEIR states, Penitencia Creek and the east channel of Penitencia Creek and their tributaries receive protection under Section 404 of the Clean Water Act. Wetlands associated with these drainage features also potentially receive protection under Section 404.

The TASP has specific design guidelines, including setbacks that would reduce direct impacts on creeks within the TASP Area. TASP Policy 5.29 requires setbacks from creeks to be a minimum 25 feet from top of bank or from a maintenance road, if one exists. However, as noted above, the project site is not located directly adjacent to either of the drainages within the proximity of the site. The proposed project would conform to the setback requirements and other design standards provided in the TASP, and therefore would not create impacts related to wetlands that are new or more significant than those analyzed in the TASP FEIR.

Wildlife Movement Corridors

As the TASP FEIR states, nesting habitat for non-listed special-status raptor species occurs in and near the TASP Area. Many bird species use the existing ornamental trees for cover, nesting, or stop-over locations during migration, especially with the availability of water from the drainages within the TASP Area. Removal of large, mature trees can cause direct mortality to nesting birds and their young and construction disturbance can cause nest abandonment resulting in indirect loss to avian species. Raptors also could potentially use large and/or mature trees in the TASP Area for nesting. Raptors and other common birds and their nests and eggs are protected under California Department of Fish and Game Code 3503.5. The proposed project would implement TASP Policy 5.27 which would require a qualified biologist to conduct a survey that would be considered by the U.S. Fish and Wildlife Service (USFWS) and CDFW as appropriate, on a case-by-case basis in certain conditions, to determine whether a project would require avoidance procedures. Implementation of General Plan Policies 4.b-I-4 and 4.b-I-5 and TASP Policy 5.27 would reduce potential impacts to nesting raptors and other birds to less-than-significant levels. The proposed project would conform to the above policies and therefore would not create impacts related to migrating wildlife that are new or more significant than those analyzed in the TASP FEIR.

Mature Trees

The TASP FEIR does not contain a comprehensive tree survey. The TASP FEIR recognizes that the impacts of the high intensity, transit-oriented redevelopment of the area would require removal of many trees. The loss of protected trees would be a significant impact (Impact 3.8-3) that would require compensation per the City ordinances. There are 34 trees located on the project site, none of which are protected or qualify for Heritage or Specimen status. The proposed project would result in the removal of all of the trees on the project site and the planting of approximately 40 new trees. Therefore, the proposed project would not create impacts related to mature trees that are new or more significant than those analyzed in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

TASP Policies

- *Policy 5.26: For any project sites that are either undeveloped or vacant and support vegetation, or project sites which are adjacent to such land, a pre-construction survey shall be conducted by a qualified biologist within 30 days of the onset of construction. This survey shall include two early morning surveys and two evening surveys to ensure that all owl pairs have been located. If preconstruction surveys undertaken during the breeding season (February 1st through July 31st) locate active nest burrows, an appropriate buffer around them (as determined by the project biologist) shall remain excluded from construction activities until the breeding season is over. During the non-breeding season (August 15th through January 31st), resident owls may be relocated to alternative habitat. The relocation of resident owls shall be according to a relocation plan prepared by a qualified biologist in consultation with the California Department of Fish and Game (CDFG). This plan shall provide for the owl's relocation to nearby lands possessing available nesting habitat. Suitable development-free buffers shall be maintained between replacement nest burrows and the nearest building, pathway, parking lot, or landscaping. The relocation of resident owls shall be in conformance with all necessary state and federal permits.*

- *Policy 5.27: To mitigate impacts on non-listed special-status nesting raptors and other nesting birds, a qualified biologist will survey the site for nesting raptors and other nesting birds within 14 days prior to any ground disturbing activity or vegetation removal. Results of the surveys will be forwarded to the U.S. Fish and Wildlife Service (USFWS) and CDFG (as appropriate) and, on a case-by-case basis, avoidance procedures adopted. These can include construction buffer areas (several hundred feet in the case of raptors) or seasonal avoidance. However, if construction activities occur only during the non-breeding season between August 31 and February 1, no surveys will be required.*

- *Policy 5.29: Per Figure 5-23 G and Tables 5-1 and 5-2 [of the Specific Plan], a minimum 25 foot setback from the top of bank of any creek or drainage channel, or from a maintenance road if one exists, shall be provided.*

Conclusion

The TASP FEIR adequately evaluated the biological resources impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

5. CULTURAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Discussion

Historic Resources

The project site is fully developed with a light-industrial building. The existing structure is not considered a significant historic resource under the State or federal standards for historic resources. The only historic resource in the TASP Area that is listed in the City's Register of Cultural Resources is the Old Ford Motor Assembly Plant now known as the Great Mall, which is located approximately 0.6 miles north of the project site. Therefore, the proposed project would not result in impacts to buildings that are historic resources.

Prehistoric and Historical Archaeological Resources

No archaeological resources have been identified on the project site. However, as noted in the TASP FEIR, the TASP Area is considered sensitive for archaeological resources. One Native American archaeological resource, CA-SCL-593, and a prehistoric archaeological site are located adjacent to the TASP Area. Previous archaeological studies suggest that there could be an archeological complex in and around these sites that might extend into the TASP Area. The TASP FEIR also determined that there is a moderate to high likelihood that unrecorded Native American cultural resources exist on sites within the TASP Area due to early settlements along Penitencia Creek.

While subsurface cultural resources are not anticipated to be encountered with demolition and grading of the site, there is a chance that construction activities could affect previously-unidentified

archaeological resources on the project site. The TASP FEIR identifies Policy 5.34 to reduce the impacts to previously unidentified archeological resources to a less-than-significant level through construction monitoring, and if remains are found, temporary halting of construction until development of a mitigation plan and its implementation. This measure applies to the project site, the same as it applies to the TASP.

Implementation of Policy 5.34 from the TASP would reduce impacts to previously unidentified archeological resources to a less-than-significant level. Implementing the proposed project would not lead to new or more severe impacts to archaeological resources that would occur beyond those already identified in the TASP FEIR.

Disturbance of Human Remains

All development within the TASP Area must conform to State laws pertaining to the discovery of human remains. If human remains of Native American origin are discovered during project construction, the developer and/or Planning Department would be required to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission.

Sections 21083.2 and 21084.1 of the Public Resources Code state that if any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until required conditions are met. This requirement would be applicable and would reduce impacts to potential human remains to a less-than-significant level. These potential impacts would not exceed those already identified in the TASP FEIR, and the project would not result in any new or more significant impacts to cultural resources beyond those identified in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

Pursuant to CEQA Guidelines 15064.5 (f), if potentially significant cultural resources are discovered during ground-disturbing activities associated with project preparation, construction, or completion, work shall halt in that area until a qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with Santa Clara County and other appropriate agencies and interested parties. For example, a qualified archaeologist shall follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and locational information to the California Historical Resources Information Center Office (Northwest Information Center). The consulting archaeologist shall also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (Public Resources Code Section 5024.1; Title 14 CCR Section 4852). If the archaeologist determines that the find does not meet the CEQA

standards of significance, construction shall proceed. However, if the archaeologist determines that further information is needed to evaluate significance, the Planning Department staff shall be notified and a data recovery plan shall be prepared.

All future development in the TASP Area will be in accordance with State laws pertaining to the discovery of human remains. Accordingly, if human remains of Native American origin are discovered during project construction, the developer and/or the Planning Department would be required to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (PRC Sec. 5097). Sections 21083.2 and 21084.1 of the PRC states that if any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- The Santa Clara County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and
- If the remains are of Native American origin,
    - The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98, or
    - The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission

TASP Policies

- *Policy 5.32: See this policy in Section 4, Biological Resources.*
- *Policy 5.34: Any future ground disturbing activities, including grading, in the Transit Area shall be monitored by a qualified archaeologist to ensure that the accidental discovery of significant archaeological materials and/or human remains is handled according to CEQA Guidelines § 15064.5 regarding discovery of archeological sites and burial sites, and Guidelines §15126.4(b) identifying mitigation measures for impacts on historic and cultural resources. (Reference CEQA § 21083.2, 21084.1.) In the event that buried cultural remains are encountered, construction will be temporarily halted until a mitigation plan can be developed. In the event that human remains are encountered, the developer shall halt work in the immediate area and contact the Santa Clara County coroner and the City of Milpitas. The coroner will then contact the Native American Heritage Commission (NAHC) which will in turn contact the appropriate Most Likely Descendent (MLD). The MLD will then have the opportunity to make a recommendation for the respectful treatment of the Native American remains and related burial goods.*

Conclusion

The TASP FEIR adequately evaluated the potential cultural resources impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

6. ENERGY

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☐	☒
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Discussion

The TASP evaluated energy in Section 3.12 Greenhouse Gases and Climate Change.

The TASP FEIR determined that buildout under the TASP would increase the total demand for electrical energy in the Transit Area. If current trends continue, total consumption of electrical energy would increase from 10 million to 169 million kilowatt hours (kWh), an increase of 159 million kWh of electrical power. The TASP FEIR found that reductions in GHG emissions associated with on-going energy efficient building standards are expected to achieve a reduction of 3 million metric tons of carbon dioxide equivalents Statewide by 2020. The TASP EIR indicated that emission reductions associated with existing energy efficient appliance standards are expected to result in a reduction of an additional 7 million metric tons of carbon dioxide equivalent emissions by 2020.

The TASP FEIR found that implementation of the TASP polices and other State requirements at the local level would reduce projected GHG emissions from electrical generation, which would ensure that the additional energy that homes and businesses consume will not impede achievement of the statewide reduction in emissions mandated by the California Climate Solutions Act of 2006. Therefore, the impact of increased energy consumption in the TASP was considered to be less than significant.

Construction-Period Energy Use

The anticipated construction schedule assumes that the proposed project would be built over 16 months. The proposed project would require demolition, grading, site preparation, and building activities during construction.

Construction of the proposed project would require energy for the manufacture and transportation of building materials, preparation of the site for demolition and grading activities, and building construction. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for

these activities. In order to increase energy efficiency on the site during project construction, the project would restrict equipment idling times to 5 minutes or less and would require construction workers to shut off idle equipment, as required by the BAAQMD Basic Construction Mitigation Measures. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, construction energy impacts would be less than significant, and no mitigation would be required.

Operational Energy Use

Energy use consumed by the proposed project would be associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with the project. Energy and natural gas consumption was estimated using default energy intensities by building type in CalEEMod. In addition, the proposed buildings would be constructed to CALGreen standards, which was included in CalEEMod. Electricity and natural gas usage estimates associated with the proposed project are shown in Table BC.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. Based on the CalEEMod analysis, the proposed project would result in approximately 236,657 vehicle miles traveled (VMT) per year. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 22.0 mpg in 2015.[5] Therefore, using the USEPA fuel economy estimates for 2015, the proposed project would result in the consumption of approximately 10,757 gallons of gasoline per year. Table BC, below, shows the estimated potential increased electricity and natural gas demand associated with the proposed project.

Table BC: Estimated Annual Energy Use of Proposed Project

Land Use	Electricity Use (kWh per year)	Natural Gas Use (therms per year)	Gasoline (gallons per year)
Residential	164,960	346	**10,575**
Parking Structure	46,560	0	0
Parking Lot	1,960	0	0
Open Space/Landscaping	0	0	0
Total	**213,480**	**346**	**10,575**

Source: LSA (May 2019).

As shown in Table BC, the estimated potential increased electricity demand associated with the proposed project is 213,480 kWh per year. In 2017, California consumed approximately 288,614 gigawatt-hours (GWh) or 288,614,000,000 kWh.[6] Of this total, Santa Clara County consumed 17,189

[5] U.S. Department of Transportation, 2017. "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: www.bts.gov/archive/publications/national_transportation_statistics/table_04_23 (accessed June 14, 2019).

[6] California Energy Commission, 2017. Energy Consumption Data Management Service. Electricity Consumption by County. Website: www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed June 14, 2019).

GWh or 17,189,540,000 kWh.[7] Therefore, electricity demand associated with the proposed project would be less than 0.01 percent of Santa Clara County's total electricity demand.

In addition, as shown in Table BC, the estimated potential increased natural gas demand associated with the proposed project is 346 therms per year. In 2017, California consumed approximately 12,571 million therms or 12,571,000,000 therms, while Santa Clara County consumed approximately 445 million therms or approximately 445,979,800 therms.[8] Therefore, natural gas demand associated with the proposed project would be less than 0.01 percent of Santa Clara County's total natural gas demand.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. As shown above in Table 3, vehicle trips associated with the proposed project would consume approximately 44,369 gallons of gasoline per year. In 2015, vehicles in California consumed approximately 15.1 billion gallons of gasoline.[9] Therefore, gasoline demand generated by vehicle trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in California.

The proposed project would locate future residents within walking distance of public transportation, jobs, restaurants, and services. Implementation of the TASP includes policies that address transportation and land use. TASP Policy 3.21 would provide continuous pedestrian sidewalks and safe bike routes throughout the TASP Area; Policy 3.22 encourages walking and biking routes to schools and major destinations; and Policy 3.33 requires new development within the TASP Area to provide incentives for alternative modes of transit. The proposed project would develop high-intensity, transit oriented residential development. Therefore, the proposed project would support the ability to use alternative modes of transportation, would promote initiatives to reduce vehicle trips and vehicle miles traveled, and would increase the use of alternate means of transportation, which would allow for a decreased dependence on nonrenewable energy resources.

In addition, the proposed project would be constructed to CALGreen standards, which would help to reduce energy and natural gas consumption. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation. Impacts would be less than significant.

Conflict or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

In 2002, the Legislature passed Senate Bill 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and

7 Ibid.

8 California Energy Commission, 2017. Energy Consumption Data Management Service. Gas Consumption by County. Website: www.ecdms.energy.ca.gov/gasbycounty.aspx (accessed June 14, 2019).

9 California Energy Commission, 2017. California Gasoline Data, Facts, and Statistics. Website: www.energy.ca.gov/almanac/transportation_data/gasoline (accessed June 14, 2019).

increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission (ZE) vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC recently adopted the 2017 Integrated Energy Policy Report.[10] The 2017 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2017 Integrated Energy Policy Report covers a broad range of topics, including implementation of Senate Bill 350, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to Senate Bill 1383), updates on Southern California electricity reliability, natural gas outlook, and climate adaptation and resiliency.

As indicated above, energy usage on the project site during construction would be temporary in nature. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the State's available energy sources and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact to regional energy supplies would be minor, the proposed project would not conflict with California's energy conservation plans as described in the CEC's 2017 Integrated Energy Policy Report. Thus, as shown above, the project would avoid or reduce the inefficient, wasteful, and unnecessary consumption of energy and not result in any irreversible or irretrievable commitments of energy. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be less than significant. Therefore, the proposed project would not result in new or more severe impacts related to energy efficiency than were identified in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

[10] California Energy Commission, 2017. *2017 Integrated Energy Policy Report*. California Energy Commission. Publication Number: CEC-100-2017-001-CMF.

Applicable Policies

TASP Policies

- *Policy 5.4: New commercial or institutional buildings, or tenant improvements to commercial, industrial or institutional buildings shall follow the provisions of the City's future Green Building Ordinance. In the absence of any ordinance, all new projects should be encouraged to incorporate green building measures.*

- *Policy 5.5: Coordinate with Santa Clara County and other regional agencies to establish and implement new local regulations and standards related to greenhouse gas emissions simultaneously across the region.*

  By working together at the regional level, no one jurisdiction would bear the burden of being the first to adopt new regulations.

- *Policy 5.6: Require the use of Energy Star appliances and equipment in new residential and commercial development, and new City facilities.*

- *Policy 5.7: Require at least 50 percent of all new residential development to be pre-wired for optional photovoltaic roof energy systems and/or solar water heating.*

- *Policy 5.8: Incorporate cost-effective energy conservation measures into all buildings being constructed by the City in the Transit Area, including construction, operations and maintenance. These measures can include but are not limited to:*

  - *Energy efficient light fixtures, including solar powered systems, for streetscapes, parks, and public buildings which have limited glare and spillover;*

  - *Automatic lighting systems in public buildings and offices; and*

  - *Life-cycle costing of capital projects so that the environmental, societal, and economic costs are evaluated over the project's long-term operation.*

- *Policy 5.9: Establish a program to support energy efficiency in new private development and facilitate environmentally sensitive construction practices by:*

  - *Establishing an incentive program for projects with energy-efficient design, such as expedited permit processing;*

  - *Promoting use of products that are durable and allow efficient end-of-life disposal (recyclable);*

  - *Requiring demolition permits for structures and/or pavement exceeding 7,500 square feet to submit a report on recycled materials;*

- *Promoting the purchase of locally or regionally available materials; and*
- *Promoting the use of cost-effective design.*

Conclusion

The TASP FEIR adequately evaluated the potential impacts related to energy resulting from the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

7. GEOLOGY AND SOILS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
c. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☐	☒
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
d. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
e. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
f. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
g. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
h. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Discussion

The information presented in this section is based on data and findings provided in the Geotechnical Investigation[11] prepared for the proposed project and geologic reports and maps by the United States Geological Survey (USGS), California Geological Survey (CGS), and others, as available.

[11] Cornerstone Earth Group, 2017. *Preliminary Geotechnical Investigation for the Tarob Court Residential Development*. November 13.

Seismicity and Seismic Hazards

Fault Rupture. Fault rupture is generally expected to occur along active fault traces that have exhibited signs of recent geological movement (i.e., within the past 11,000 years). Alquist-Priolo Earthquake Fault Zones delineate areas around active faults with potential surface fault rupture hazards that would require specific geological investigations prior to approval of certain kinds of development within the delineated area. The project site is not located within or adjacent to an Alquist-Priolo Earthquake Fault Zone. The nearest Alquist-Priolo Earthquake Fault Zone to the project site is the Crosley Fault, which is located approximately 2 miles northeast of the project site.[12,13] No known active or potentially active faults exist on the project site.[14] Therefore, the impacts associated with the proposed project would not result in new impacts related to fault rupture or substantially increase the severity of impacts than those analyzed in the TASP FEIR.

Ground Shaking. There are multiple active faults that have the potential to generate very strong ground shaking at the project site. These faults include the Monte-Vista Shannon Fault, located 1.9 miles southwest; Hayward Fault, the southeast extension of which is located approximately 2.2 miles northeast; the Calaveras Fault, located about 5.8 miles northeast; and the San Andreas Fault, located about 15 miles southwest.[15]

The Working Group on California Earthquake Probabilities and the USGS have predicted a 63 percent probability of a 6.7 magnitude (M_w, or Moment Magnitude)[16] or greater earthquake in the Bay Area region between 2007 and 2036, and a 7 percent chance California will experience an 8.0 magnitude earthquake in the next 30 years. The risk of ground shaking impacts is reduced through adherence to the design and materials standards set forth in building codes.

The City of Milpitas requires projects to comply with the 2016 California Building Code (Title 24, California Code of Regulations),[17] which provides for stringent construction requirements on projects in areas of high seismic risk based on numerous inter-related factors. It is acknowledged that seismic hazards cannot be completely eliminated, even with implementation of advanced building practices. However, the seismic design standards of the California Building Code are intended to prevent catastrophic building failure in the most severe earthquakes currently anticipated. Therefore, consistent with the findings of the TASP FEIR, compliance with the 2016 California Building Code (CBC), which is required by both the City and the State, the proposed

12 California Geological Survey, 2004. Earthquake Zones of Required Investigation, Milpitas Quadrangle. Available online at: gmw.conservation.ca.gov/SHP/EZRIM/Maps/MILPITAS_EZRIM.pdf (accessed June 14, 2019).

13 California Geological Survey, 2010. Fault Activity Map of California, 2010. Website: maps.conservation.ca.gov/cgs/fam (accessed March May 14, 2019).

14 Cornerstone Earth Group, 2017, op. cit.

15 Ibid.

16 Moment magnitude (M_W) is now commonly used to characterize seismic events as opposed to Richter Magnitude. Moment magnitude is determined from the physical size (area) of the rupture of the fault plane, the amount of horizontal and/or vertical displacement along the fault plane, and the resistance to rupture of the rock type along the fault.

17 Milpitas, City of. Code of Ordinances, Title II, Chapter 3.

project would not result in new impacts related to ground shaking or substantially increase the severity of impacts than those analyzed in the TASP FEIR.

Seismic-Related Ground Failure and Liquefaction. The potential for different types of ground failure to occur during a seismic event is discussed below.

Liquefaction Potential. Soil liquefaction is a phenomenon primarily associated with saturated soil layers located close to the ground surface. These soils lose strength during ground shaking. Due to the loss of strength, the soil may move both horizontally and vertically. In areas where sloping ground or open slope faces are present, this mobility can result in lateral spreading. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that are relatively close to the ground surface. However, loose sands that contain a significant amount of fines (silt and clay) may also liquefy.

The project site is located in an area that has been identified by the CGS as being susceptible to seismically-induced liquefaction.[18] The intent of the CGS mapping of areas susceptible to earthquake-induced liquefaction is to ensure that geotechnical consultants consider possible liquefaction hazards and perform appropriate site-specific characterization and mitigation of liquefaction hazards as outlined in the State's guiding document for seismic hazard analysis, Special Publication 117A (SP117A).[19] The Geotechnical Investigation prepared for the project, as required by the Seismic Hazard Mapping Act and CBC, addresses potential liquefaction related hazards. The Geotechnical Investigation indicates the potential for liquefaction triggering at the project site is low to very low, and that the potential liquefaction induced settlement of thin, discontinuous sand layers could result in ground surface settlement less than 0.25 inches. As discussed in SP117A, different movement for level ground sites over deep soil sites will be up to about two-thirds of the total settlement between independent foundation elements. Therefore, the Geotechnical Investigation concluded that different settlement beneath a typical residential foundation is likely to be negligible.

In addition, the Geotechnical Investigation provides site preparation (e.g., grading and fill placement) and foundation design recommendations that account for potential liquefaction induced settlement. During the design review process, the City would ensure that geotechnical recommendations are incorporated into the project designs, which would reduce potential impacts related to liquefaction. Therefore, the proposed project would not create impacts related to liquefaction that would be new or more significant than those analyzed in the TASP FEIR.

Lateral Spreading. Lateral spreading, the horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face, is typically associated with liquefaction of subsurface layer(s) near the bottom of an exposed slope. The project site is approximately 770 feet southwest of a man-made, unlined drainage channel for Penitencia Creek. Due to the distance to the site and the fact that soils encountered during explorations are mostly clays and not susceptible to liquefaction, and

18 Cornerstone Earth Group, 2017, op. cit.

19 California Geological Survey, 2008. *Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California*. Revised and Re-adopted September 11.

therefore, the potential for lateral spreading would be low.[20] As a result, the proposed project would not create impacts related to lateral spreading that would be new or more significant than those analyzed in the TASP FEIR.

Seismic Settlement. Seismic settlement (also referred to as cyclic densification) can occur when non-saturated, cohesionless sand or gravel soil is densified by earthquake vibrations. A medium dense sand layer (likely undocumented fill) that is potentially susceptible to cyclic densification was encountered above the groundwater table in one boring location at the project site. The soil encountered at the other exploration locations is sufficiently clayey to resist cyclic densification. The anticipated total and differential ground settlement due to cyclic densification is on the order of half-an-inch, and would be less where the sand is removed or reworked for foundation construction.[21] The Geotechnical Investigation provides site preparation (e.g., grading and fill placement) and foundation design recommendations that account for potential liquefaction induced settlement.[22] During the design review process, the City would ensure that geotechnical recommendations are incorporated into the project designs, which would reduce potential impacts related to cyclic densification. Therefore, the proposed project would not create impacts related to seismic settlement that would be new or more significant than those analyzed in the TASP FEIR.

Landslides. The proposed project is located in a relatively flat area and is therefore not likely to be affected by landslides. In addition, the project site is not located in an area mapped by CGS as being susceptible to earthquake-induced landslides.[23] Therefore, the proposed project would not create impacts related to landslides that would be new or more significant than those analyzed in the TASP FEIR.

Erosion/Loss of Top Soil

The redevelopment of the project site would involve construction activities such as grading and excavation, which could result in temporary soil erosion when the disturbed soils are exposed to wind or rainfall. Because the proposed project would involve over an acre of land disturbance, it would be required to comply with the State Water Resources Control Board's Construction General Permit, which requires the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). Policy 5.33 of the TASP also requires construction projects that disturb 1 or more acres to prepare a SWPPP. The SWPPP would include erosion control best management practices that would minimize erosion during construction. Upon completion of construction, the project site would be covered with structures, pavement, and landscaping and would not include areas of exposed soil. Therefore, the proposed project would not create impacts related to erosion that would be new or more significant than those analyzed in the TASP FEIR.

20 Cornerstone Earth Group, 2017, op. cit.
21 Ibid.
22 Ibid.
23 California Geological Survey, 2004, op. cit.

Unstable and Expansive Soils

Unstable Soil. As previously discussed above, the project site would not be subject to liquefaction, lateral spreading, or landslides. In addition, the design and construction of the project in accordance with geotechnical recommendations would ensure these impacts would be less than significant. The proposed project would not create impacts related to unstable soil that would be new or more significant than those analyzed in the TASP FEIR.

Subsidence/Soil Collapse. Subsidence can result from the removal of subsurface water resulting in either gradual depression or catastrophic collapse of the ground surface. The proposed project would not utilize groundwater at the project site. Dewatering may be required in isolated areas of the project site during construction. Construction-related dewatering would not be expected to result in subsidence or soil collapse as the dewatering would be temporary, localized, and affect only the uppermost water-bearing zone. Therefore, the proposed project would not create impacts related to subsidence or soil collapse that would be new or more significant than those analyzed in the TASP FEIR.

Expansive Soils. Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. The changes in soils volume can result in substantial cosmetic and structural damage to buildings and hardscape developed over expansive soils. These effects can be mitigated by moisture conditioning the expansive soil, placing non-expansive fill below slabs and foundations, designing foundations and slabs to resist ground movements associated with volume changes, supporting foundations below the zone of severe moisture change, and/or limiting moisture changes in the surficial soils by using positive drainage away from the building as well as limiting landscape watering.

The Geotechnical Investigation found that highly expansive surficial clays blanket the project site. To reduce the potential for damage to the planned structures and pavement, the Geotechnical Investigation recommends that slabs-on-grade should be supported on a layer of non-expansive fill and shallow footings should extend below the zone of seasonal moisture fluctuation. In addition, geotechnical recommendations were provided for site preparation, grading, selection/placement of engineered fill, and the design of concrete pavement, flexible asphalt pavement, drainage and landscaping, and foundation systems which account for the presence of highly expansive soil.[24] During the design review process, the City would ensure that geotechnical recommendations are incorporated into the project designs, which would reduce potential impacts related to expansive soils. Therefore, the proposed project would not create impacts related to expansive soils that would be new or more significant than those analyzed in the TASP FEIR.

Septic Tanks/Wastewater Disposal

Development of the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, the proposed project would have no impact related to septic tanks or alternative waste water disposal systems.

[24] Cornerstone Earth Group, 2017, op. cit.

Paleontological Resources

There is the potential to encounter unidentified fossils during construction of new development. Since fossils are considered to be nonrenewable resources, such impacts would be considered significant. Adverse impacts on paleontological resource could occur when earthwork activities such as mass excavation cut into geological formations, or depths below the soil layer, which is generally 6 feet deep. The TASP FEIR determined that project-specific evaluation, monitoring during construction, temporary suspension of grading, fossil recovery in the event fossils are discovered, as identified in TASP Policy 5.35 would reduce the potential impact to such resources to less-than-significant levels. Implementing the proposed project would not lead to new or more severe impacts to paleontological resources that would occur beyond those already identified in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy 5.a-I-3: Require projects to comply with the guidelines prescribed in the City's Geotechnical Hazards Evaluation manual.*

TASP Policies

- *Policy 5.33: Require construction projects that disturb one or more acres to prepare a SWPPP that, when properly implemented, would reduce or eliminate impacts on surface water quality during construction.*

- *Policy 5.35: All grading plans for development projects involving ground displacement shall include a requirement for monitoring by a qualified paleontologist to review underground materials recovered. In the event fossils are encountered, construction shall be temporarily halted. The City's Planning Department shall be notified immediately, a qualified paleontologist shall evaluate the fossils, and steps needed to photo-document or to recover the fossils shall be taken. If fossils are found during construction activities, grading in the vicinity shall be temporarily suspended while the fossils are evaluated for scientific significance and fossil recovery, if warranted.*

Conclusion

The TASP FEIR adequately evaluated the potential impacts related to geology and soils resulting from the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

8. GREENHOUSE GAS EMISSIONS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Discussion

The TASP FEIR found that the primary sources of greenhouse gas (GHG) emissions related to urban development in the TASP Area are anticipated to continue to be from combustion of fossil fuels by motor vehicles and from electric power generation. Short-term impacts are anticipated from construction activity that would occur during the implementation of the TASP. Since the GHG emission rate is related to growth, the TASP promotes policies that reduce energy consumption and fuel usage by encouraging development patterns that would reduce the vehicles miles traveled (VMT) per capita and proposes a variety of actions and policies that can reduce emissions to less-than-significant levels.

The TASP FEIR found that the rate of increase in VMT would be less than the rate of increase in population due to the mixed-use and transit area nature of new development proposed under the TASP. The TASP FEIR found that while the population is expected to increase significantly in the area, a large percentage of that population would use transit options made available to them which in turn would reduce vehicle use. The TASP FEIR also found that the increase in VMT will not prevent the reduction of Statewide GHG emissions to 1990 levels.

Individual projects incrementally contribute toward the potential for global climate change on a cumulative basis in concert with all other past, present, and probable future projects. While individual projects are unlikely to measurably affect global climate change, each of these projects incrementally contributes toward the potential for global climate change on a cumulative basis, in concert with all other past, present, and probable future projects.

The TASP FEIR analyzed the potential GHG emissions that would result from buildout of the TASP. The TASP was designed to provide residential uses in proximity to retail and commercial uses and to transit, such as the BART station, to minimize the use of vehicles and generation of VMT. TASP policies also encourage the development of pedestrian friendly streets and bikeways to promote alternative forms of transportation. The proposed project would incorporate the TASP policies by: providing continuous pedestrian sidewalks and safe bike travel routes, consistent with Policy 3.21; providing direct walking routes to schools and major destinations such as retail developments consistent with Policy 3.22; encouraging children to walk to school by providing safe routes consistent with Policy 3.23; and providing bikeways and bike storage and providing parking areas

that encourage carpooling and use of low emission vehicles consistent with TASP Policies 3.28, 3.31, 3.33 and 3.34. The TASP FEIR concluded that implementation of these measures would reduce impacts from GHG emissions for the TASP to less-than-significant levels. As the proposed project would remain in compliance with these policies, the project's impact on GHG emissions would also be less than significant.

Regarding electricity consumption, the TASP FEIR found that the increase in total demand for electrical energy as a result of the TASP would be reduced to less-than-significant levels by requiring compliance with State, local, and TASP energy efficiency policies. These policies (outlined below) will ensure that the additional energy that homes and businesses consume would not impede achievement of the Statewide reduction in emissions mandated by the California Climate Solutions Act of 2006 and will ensure that the impact of increased energy consumption in the TASP Area would be less than significant. Additionally, the proposed project would encourage and support energy efficiency and green building techniques that would reduce energy-related GHG emissions, similar to the previously approved TASP FEIR.

GHG emissions estimates for the proposed project were calculated using CalEEMod and the results are shown in Table BD below.

Table BD: Operational GHG Emissions

Emissions Source Category	Operational Emissions (Metric Tons per Year)				
	CO_2	CH_4	N_2O	CO_2e	Percent of Total Project Emissions
Area	0.5	<0.1	0.0	0.5	0
Energy	50.3	<0.1	<0.1	50.6	30
Mobile	105.7	<0.1	0.0	105.8	62
Waste	3.7	0.2	0.0	9.3	5
Water	3.4	0.1	<0.1	5.6	3
Total Operational				**171.8**	**100**
BAAQMD Threshold				**1,100**	**-**
Exceed?				**No**	**-**

Source: LSA (May 2019).

As shown in Table BD above, the proposed project would not exceed BAAQMD thresholds. Therefore, implementation of the proposed project would not result in an increase in GHG emissions beyond those analyzed in the TASP FEIR and impacts would remain less than significant.

The TASP FEIR did not include an evaluation of the project's compliance with the City's 2013 Climate Action Plan which was not in place at the time the EIR was certified. The Climate Action Plan includes GHG reduction goals, policies, and actions for new and existing development projects. The proposed project includes transit oriented development in addition to the TASP policies listed below, which are consistent with the Climate Action Plan's transportation and land use goals. Therefore, the project would be in conformance with the City's Climate Action Plan.

The 2001 Tarob Court Project adheres to the building guidelines of the TASP, is consistent with the Milpitas Climate Action Plan, and promotes reductions in GHG emissions through high-density development in close proximity to transit. To reduce energy usage, the project would incorporate green building measures in compliance with CALGreen standard building measures for residential buildings and Title 24 requirements. Additionally, the proposed project would include a total of 0.44 acres of common open space and landscaped areas, following the City's standards, which would help offset GHG emissions. The proposed project would result in no new or more severe impacts related to GHG emissions than analyzed in the TASP FEIR and further analysis is not required.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

TASP Policies

- *Policy 3.16: Establish and implement a travel demand management (TDM) program in order to encourage alternate modes of travel and thereby reduce automobile trips. Establish a funding mechanism to pay for the costs of the program, including the cost of a transportation coordinator to administer the program. The program would include a ride-matching program, coordination with regional ride-sharing organizations, and provision of transit information; and could also include sale of discounted transit passes and provision of shuttle service to major destinations.*

- *Policy 3.21: See this policy in Section III, Air Quality.*

- *Policy 3.22: See this policy in Section III, Air Quality.*

- *Policy 3.23: Encourage children to walk or bike to school by expanding existing safe walking and bicycling routes to schools into the Transit Area.*

- *Policy 3.28: Provide continuous bicycle circulation through the project site and to adjacent areas by closing existing gaps in bicycle lanes and bicycle routes, per Figure 3-5 [of the Specific Plan].*

- *Policy 3.31: Require provision of bicycle and pedestrian facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, showers and lockers for employees at the worksite, secure short-term parking for bicycles, etc.*

- *Policy 3.33: See this policy in Section III, Air Quality.*

- *Policy 5.6: Require the use of Energy Star appliances and equipment in new residential and commercial development, and new City facilities.*

- *Policy 5.7: Require at least 50 percent of all new residential development to be pre-wired for optional photovoltaic roof energy systems and/or solar water heating.*

- *Policy 5.8: Incorporate cost-effective energy conservation measures into all buildings being constructed by the City in the Transit Area, including construction, operations and maintenance. These measures can include but are not limited to:*

    - *Energy efficient light fixtures, including solar powered systems, for streetscapes, parks, and public buildings which have limited glare and spillover;*

    - *Automatic lighting systems in public buildings and offices; and*

    - *Life-cycle costing of capital projects so that the environmental, societal, and economic costs are evaluated over the project's long-term operation.*

Conclusion

The TASP FEIR adequately evaluated the potential impacts associated with greenhouse gas resulting from the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

9. HAZARDS AND HAZARDOUS MATERIALS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Discussion

Transport, Use, Storage, and Disposal of Hazardous Materials

The proposed project would result in demolition of the existing structure on the project site and construction of a new residential apartment building. The proposed land use would not involve transport, use, or disposal of significant quantities of hazardous materials. Generally, small quantities of hazardous materials such as paints and cleaning products would be used for routine maintenance. Therefore, a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials would not occur and potential impacts related to operational use of hazardous materials would be less than significant.

During project construction, hazardous materials such as fuel, lubricants, paint, sealants, and adhesives would be transported and used at the project site. Consistent with the findings of the TASP FEIR, due to mandatory compliance with federal, State, and local regulations, potential impacts associated with future hazardous material use, transport, and disposal are considered less than significant and the proposed project would not result in any new or more severe impacts than those analyzed in the TASP FEIR.

Release of Hazardous Materials and Risk of Upset

The public and/or the environment could be affected by the release of hazardous materials from the project site into the environment, by 1) exposing workers and/or the public to potentially contaminated soil, groundwater, and vapors during construction and/or operation of the project; or 2) exposing workers and/or the public to hazardous building materials (e.g., polychlorinated biphenyls [PCBs], lead paint, asbestos) during demolition of the existing structure.

A Preliminary Soil, Soil Vapor, and Ground Water Quality Evaluation (Soil Evaluation) involving sampling and analysis of soil, groundwater, and soil vapor was performed for the project site to evaluate potential environmental concerns identified at the site, including the potential presence of residual pesticides from past agricultural land use, past use and storage of hazardous materials at the project site, and potential presence of naturally occurring asbestos and elevated metal concentrations. [25]

The soil quality data does not indicate the previous on-site activities significantly impacted soil quality at the locations sampled. Arsenic was detected at a concentration above its typical background concentration in one sample. However, this sample was collected at a depth of approximately 9 ½ to 10 feet and from what appeared to be undisturbed native soil. This arsenic detection likely reflects natural background variations.

Slightly elevated cobalt, chromium, and nickel concentrations were detected; however, these detected concentrations were below their respective residential screening criteria. Therefore, these do not appear to pose a significant human health risk concern for future commercial redevelopment. In addition, naturally occurring asbestos was not detected above laboratory reporting limits. Total chromium concentrations that were 10 times above its Soluble Threshold Limit Concentration (STLC) regulatory value. Disposal facilities typically require STLC testing for soil with total concentrations that exceed 10 times the STLC value. If this soil will require off-site disposal at a landfill or other facility during development, further testing may be required to properly determine its waste classification prior to landfill acceptance.

Total DDT was detected in one sample at a concentration exceeding its Total Threshold Limit Concentration (TTLC) regulatory value. This detection appears isolated as the other Total DDT concentrations were detected below the TTLC. Additional sampling would be conducted to determine if the excavation and stockpiling activities effect the Total DDT concentration. In addition, the detected DDD, DDE, and DDT concentrations were below their respective residential screening levels, and therefore are not expected to pose a significant health risk.

Policy 5.20 of the TASP was developed to address potential hazardous materials that could impact human health and require remediation of contaminated sites, and Policy 5.22 of the TASP requires a Risk Management Plan (RMP) to be developed for sites with known contamination issues (see the applicable TASP Policies listed below). In accordance with the requirements of Policy 5.20 of the TASP, the project applicant would be required to work with the appropriate agencies to ensure the

[25] Cornerstone Earth Group, 2018. *Preliminary Soil, Soil Vapor, and Ground Water Quality Evaluation for 2001 Tarob Court, Milpitas, California.* January 9.

project site to resolve issues related to contamination that could potentially impact future land uses in the project area. Because there is known contamination on the project site, compliance with Policy 5.22 of the TASP would require preparation of an RMP for the project to protect the health and safety of construction workers and the public.

Based on the age of the structure on the project site (constructed in 1982 after the 1978 ban on lead-based paint), the presence of lead-based paint is considered unlikely; however, it is possible that hazardous building materials such as asbestos-containing materials (ACMs) could be present in the structure. As indicated in the Code of Federal Regulations Title 16, Chapter II, Section 1303.3, the use of lead paint on industrial and commercial buildings is exempt from the ban on lead paint; therefore, lead paint may be present on the structure on the project site. Other hazardous building materials that could be present include PCB-containing materials and equipment, and mercury containing devices (e.g., fluorescent light bulbs and mercury switches).

Policy 5.21 of the TASP addresses hazardous materials that may be present in existing buildings such as asbestos, PCB's, or lead. The project would also be required to comply with Section 19827.5 of the California Health and Safety Code, which requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. Also required is full compliance with Title 17 and Title 8 of the California Code of Regulations, which includes work practice standards related to the evaluation and abatement of lead.

Consistent with the findings of the TASP FEIR, continued compliance with applicable local, State, and federal regulations and TASP policies, as provided below, would reduce potential exposure of people and the environment to hazardous materials associated with development of a contaminated property and demolition of older structures to a less-than significant level and the proposed project would not result in any new or more severe impacts than those analyzed in the TASP FEIR.

Emission of Hazardous Materials within 0.25 miles of a School

Stratford School, a private elementary school, is located at 341 Great Mall Parkway, approximately 1,500 feet north of the project site.[26] According to the TASP FEIR, it is possible that an elementary or K-8 school would be constructed in the vicinity of Houret Drive and McCandless Drive, which is approximately a quarter mile west of the project site. No other schools were identified within a quarter mile of the project site.[27]

The project would not involve the handling of acutely hazardous materials. As discussed above, the project would not handle significant quantities of hazardous materials during operation. Consistent with the findings of the TASP FEIR, due to mandatory compliance with federal, State, and local regulations, potential impacts associated with routine hazardous material use, transport, and disposal during construction are considered less than significant. Compliance with TASP policies, as provided below, and cleanup of the hazardous materials releases at the project site under the

[26] California Department of Education, 2019. California School Directory. Website: www.cde.ca.gov/schooldirectory (accessed on June 14, 2019).

[27] Ibid.

oversight of the Regional Water Board, as discussed above, would ensure that potential impacts related to hazardous emissions from demolition of the existing building and development of a contaminated property would be a less-than significant and the proposed project would not result in any new or more severe impacts than those analyzed in the TASP FEIR.

Hazardous Materials Site Pursuant to Government Code Section 65962.5

Although the project site is known to be impacted by releases of hazardous materials, the project site is not included on a list of hazardous materials release sites compiled pursuant to Government Code Section 65962.5. Compliance with TASP policies, as provided below, and cleanup of the hazardous materials releases at the project site under the oversight of the Regional Water Board, as discussed above, would ensure that potential impacts related to development of a contaminated property would be a less than significant, and the proposed project would not result in any new or more severe impacts than those analyzed in the TASP FEIR.

Aviation Hazards

The project site is located approximately 3 miles northeast of the San Jose International Airport. The project site is not located within the Airport Safety Zones or Airport Influence Area of the San Jose International Airport,[28] and is not located in the vicinity of a private air strip. Therefore, the project would not result in aviation-related hazards due to proximity to an airport and the proposed project would not result in any new or more severe impacts than those analyzed in the TASP FEIR.

Emergency Response or Evacuation Plan

The proposed project would comply with standard City regulations related to the provision of adequate access for emergency vehicles and secure evacuation routes. The project would not alter the existing street network; therefore, consistent with the findings of the TSP FEIR, the project would not impact the implementation of established emergency response/evacuation plans and the proposed project would not result in any new or more severe impacts than those analyzed in the TASP FEIR.

Wild Fire

The project site is located within a highly urbanized area that is not susceptible to wildfires. Therefore, the project would not result in impacts related to wildfires and the proposed project would not result in any new or more severe impacts than those analyzed in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

[28] Santa Clara County Airport Land Use Commission, 2016. *Comprehensive Land Use Plan, Santa Clara County, Norma Y. Mineta San Jose International Airport*. May 25.

Applicable Policies

TASP Policies

- *Policy 5.20: Property owners shall work with the City of Milpitas Fire Department, the Santa Clara County Department of Environmental Health (SCCDEH), the California Department of Toxic Substances Control (DTSC), and/or the State Water Resources Control Board (SWRCB), whichever has jurisdiction, to resolve issues related to contamination that could potentially impact future land uses in the project area. The lateral and vertical extent of contamination shall be determined, remediation activities completed, and land use restrictions implemented, as necessary, prior to the issuance of development permits on parcels with known contamination.*

- *For parcels with known contamination, appropriate human health risk assessments (HHRAs) shall be conducted based on proposed land uses by a qualified environmental professional. The HHRAs shall compare maximum soil, soil gas, and groundwater concentrations to relevant environmental screening levels (ESLs) and evaluate all potential exposure pathways from contaminated groundwater and soil. Based on the findings of the HHRAs, if appropriate, engineering controls and design measures shall be implemented to mitigate the potential risk of post-development vapor intrusion into buildings.*

- *For parcels with no identified contamination, a Phase I study shall be completed to review potential for ground water, soil, or other contamination related to previous land uses. If any potential for contamination is determined to exist that could adversely affect human health for residential uses, a Phase II level analysis shall be conducted per City, State, and Federal requirements. If contamination is found to exist, procedures for contaminated sites as described in the paragraph above shall be followed.*

- *Policy 5.21: Project applicants shall submit information to the City regarding the presence of asbestos-containing building materials, PCBs, and lead-based paint in existing buildings proposed for demolition, additions, or alterations. The information shall be verified prior to the issuance of demolition permits by the City of Milpitas Building Inspection Division for any existing structures or buildings in the project area. If it is found that painted surfaces contain lead-based paint and/or the structures contain asbestos-containing building materials, measures to ensure the safe demolition of site structures shall be incorporated into the project Demolition Plan. The Demolition Plan shall address both onsite and offsite chemical and physical hazards. Prior to demolition, hazardous building materials associated with lead-based paint and asbestos containing building materials shall be removed and appropriately disposed of in accordance with all applicable guidelines, laws, and ordinances. The demolition of buildings containing asbestos would require retaining contractors who are licensed to conduct asbestos abatement work and notifying the Bay Area Air Quality Management District (BAAQMD) ten days prior to initiating construction and demolition activities. Regarding lead-based paint, Cal-OSHA regulates all worker exposure during construction activities associated with lead-based paint. The Cal-OSHA-specified method of compliance includes respiratory protection, protective clothing, housekeeping, hygiene facilities, medical surveillance, and training.*

- *Policy 5.22: At sites with known contamination issues, a Risk Management Plan (RMP) shall be prepared to protect the health and safety of construction workers and site users adjacent to construction activities. The RMP shall include engineering controls, monitoring, and security measures to prevent unauthorized entry to the construction site and to reduce hazards outside of the construction site. The RMP shall address the possibility of encountering subsurface hazards and include procedures to protect workers and the public. The RMP shall also include procedures for managing soils and groundwater removed from the site to ensure that any excavated soils and/or dewatered groundwater with contaminants are stored, managed, and disposed of in accordance with applicable regulations and permits. Protocols for the handling, transport, and disposal of both known and previously unidentified hazardous materials that may be encountered during project development shall be specified. If prescribed exposure levels are exceeded, personal protective equipment shall be required for workers in accordance with OSHA regulations. Finally, the RMP shall also include procedures for the use, storage, disposal, of hazardous materials used during construction activities to prevent the accidental release of these materials into the environment during construction.*

Conclusion

The TASP FEIR adequately evaluated the potential hazards and hazardous materials impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

10. HYDROLOGY AND WATER QUALITY

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☐	☒
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☐	☒
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
iv. Impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Discussion

Water Quality Standards

Construction. Construction and demolition activities of the proposed project would involve site disturbance, grading, and excavation of soil, which could result in temporary erosion and movement of sediments into the storm drain system, particularly during precipitation events. The potential for chemical releases is present at most construction sites due to the use of paints, solvents, fuels, lubricants, and other hazardous materials associated with heavy construction equipment. Once released, these hazardous materials could be transported to nearby surface waterways in stormwater runoff, wash water, and dust control water, potentially reducing the quality of the receiving waters. The release of sediments and other pollutants during construction and demolition could adversely affect water quality in receiving waters.

The proposed project would disturb greater than 1 acre of land, and therefore would be required to obtain coverage under the Construction General Permit (State Water Board Order 2009-0009-DW).[29]

[29] State Water Resources Control Board Division of Water Quality, 2009. *Construction General Permit Fact Sheet.* 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ.

On-site construction activities subject to the Construction General Permit include clearing, grading, excavation, and soil stockpiling. The Construction General Permit also requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. A SWPPP identifies all potential pollutants and their sources, including erosion, sediments, and constructions materials and must include a list of Best Management Practices (BMPs) to reduce the discharge of construction-related stormwater pollutants. A SWPPP must include a detailed description of controls to reduce pollutants and outline maintenance and inspection procedures. Typical sediment and erosion BMPs include protecting storm drain inlets, establishing and maintaining construction exits and perimeter controls to avoid tracking sediment off-site onto adjacent roadways. A SWPPP also defines proper building material staging and storage areas, paint and concrete washout areas, describes proper equipment/vehicle fueling and maintenance practices, measures to control equipment/vehicle washing and allowable non-stormwater discharges, and includes a spill prevention and response plan. Policy 5.33 of the TASP also requires construction projects that disturb 1r more acres to prepare a SWPPP.

Temporary dewatering may be required during construction activities involving excavation. Dewatering effluent may have high turbidity and could contain contaminants. Turbid and/or contaminated groundwater could cause degradation of the receiving water quality if discharged directly to storm drains or surface water without treatment. The discharge of dewatering effluent would be subject to permits from the City of San Jose (which manages and operates the San Jose-Santa Clara Regional Wastewater Facility which treats wastewater from the project site) or the Regional Water Board, depending if the discharge were to the sanitary sewer or storm drain system, respectively. The Construction General Permit allows the discharge of dewatering effluent if the water is properly filtered or treated, using appropriate technology. If the dewatering activity is deemed by the Regional Water Board not to be covered by the Construction General Permit, then the discharger could potentially prepare a Report of Waste Discharge, and if approved by the Regional Water Board, be issued site-specific Waste Discharge Requirements (WDRs) under National Pollutant Discharge Elimination System (NPDES) regulations. If it is infeasible to meet the requirements of the Construction General Permit, acquire site-specific WDRs, or meet the City of San Jose's sewer discharge requirements, the construction contractor would be required to transport the dewatering effluent off-site for treatment and disposal.

Required compliance with State and local regulations regarding stormwater and dewatering during construction would not result in new impacts and would not substantially increase the severity of impacts than those analyzed in the TASP FEIR.

Operation. Because the project would replace over 10,000 square feet of existing impervious surface area, the project would be required to comply with Provision C.3 requirements of the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP).[30] The project would result in alteration of over 50 percent of the existing impervious surface of the project site, and therefore all new and replaced impervious surfaces would require treatment under the MRP. Provision C.3 of the MRP requires implementation of low impact development (LID) source control,

[30] San Francisco Bay Regional Water Quality Control Board, 2015. San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0049, NPDES Permit No. CAS612008, November 19.

site design, and stormwater treatment for regulated projects. LID employs principles such as preserving and recreating natural landscape features and minimizing impervious surfaces to create functional and appealing site drainage that treats stormwater as a resource, rather than a waste product. Practices used to adhere to these LID principles include measures such as rain barrels and cisterns, green roofs, permeable pavement, preserving undeveloped open space, and biotreatment through rain gardens, bioretention units, bioswales, and planter/tree boxes. Policy 5.34 of the TASP also requires construction projects that disturb 1 or more acres to prepare a Stormwater Control Plan.

The LID stormwater controls for the proposed project would include permeable pavement, bio-retention areas, self-treating landscape areas, mechanical treatment (filtration) of runoff from asphalt pavement, and treatment of runoff using flow through planters.

Consistent with the findings of the TASP FEIR, continued compliance with applicable regulations, as described above, and TASP policies, as provided below, would not result in new impacts or substantially increase the severity of impacts than those analyzed in the TASP FEIR.

Deplete Groundwater Supplies

Dewatering may be performed during construction activities involving excavation. If performed, construction-related dewatering would be temporary and limited to areas of excavation on the project site and would not substantially contribute to depletion of groundwater supplies.

Operation of the proposed project would not involve dewatering or the use of groundwater as potable water, because potable water would be supplied to the project site by the City. The project would decrease the amount of impervious surfaces compared to the existing condition; however, as discussed in Section 7. Geology and Soils, above, impermeable membranes and sub-drains would be required to be installed below much of the proposed impervious surfaces due to the highly expansive and low permeability clay which is present throughout the project site. While the installation of impermeable membranes and sub-drains below much of the proposed impervious surfaces would prevent rainwater from infiltrating the subsurface and recharging groundwater, the majority of the project site is currently covered by impermeable surfaces; therefore the proposed project would not impede the recharge of groundwater compared to the existing condition. As a result, the proposed project would not result in new impacts to groundwater resources or substantially increase the severity of impacts than those analyzed in the TASP FEIR.

Drainage Pattern and Surface Run-Off

The project would not alter the course of a stream or river. Consistent with the findings of the TASP FEIR, compliance with applicable regulations and TASP policies, as described above and listed below, would ensure that changes to drainage patterns would result in less-than-significant impacts related to erosion and siltation.

The TASP FEIR determined that stormwater runoff would decrease with the buildout of the TASP Area, including the project site. The addition of more landscaped areas and parks would allow more precipitation to infiltrate into the ground compared with the current condition of nearly complete

coverage of impervious pavement. The TASP FEIR determined that none of the existing stormwater drainage pipelines would require expansion.

Developers are required to fund a Storm Drainage Plan for each subdistrict within the TASP Area that includes measures to reduce runoff pollutants and control pollutant sources to the maximum extent practical. Full compliance with the Santa Clara County National Pollution Discharge Elimination System (NPDES) permit guidelines for stormwater discharges and General Plan Policy 4.d.-G-1 would ensure that long-term water quality impacts would not be significant.

Flooding and Dam Failure Inundation

The project site is not located within a dam failure inundation area.[31] The project site is located in an area protected from flooding by a levee along Berryessa Creek to the northeast of the project site; however, this levee does not provide protection from a 100-year flood.[32] The project would not alter levees or dams, therefore the project would not result in flooding impacts related to dam failure or increase the likelihood of levee failure. Potential impacts of the project related to redirecting flood flows from potential levee failure along Berryessa Creek are discussed below.

The project site is located in an area designated as "Special Flood Hazard Areas Subject to Inundation By the 1 percent Annual Chance Flood" Zone AO on the current Flood Insurance Rate Map (FIRM) published by the Federal Emergency Management Agency (FEMA).[33] The Zone AO designation indicates areas that are subject to inundation by the 1-percent-annual-chance flood (also known as a 100-year flood) event with an established base flood elevation[34] or depth, and the flood depth at project site is indicated to be 1-foot.

TASP Policy 6.1 requires projects to minimize damage associated with flooding events and comply with regulations stipulated by FEMA and the National Flood Insurance Program. TASP Policy 6.2 requires new development within a FEMA-designated flood hazard zone to follow the City's construction standards for such areas, as currently laid out in Section XI-15 'Floodplain Management Regulations' of the Milpitas Municipal Code.

As noted in Attachment A, Project Description, the proposed project would raise the site by approximately 4.5 feet to comply with FEMA requirements to remove the project from the floodplain. The project would be required to apply for a Conditional Letter of Map Revision (CLOMR-F) and Letter of Map Revision (LOMR-F) based on area removal or structure removal from the effective FEMA floodplain and subsequently comply with all City floodplain ordinances.

Consistent with the findings of the TASP FEIR, the project would be required to comply with the TASP policies, which include compliance with FEMA requirements and the City of Milpitas Municipal

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31 Milpitas, City of, 1994. *General Plan, Chapter 5 – Seismic and Safety Element*.

32 Federal Emergency Management Agency, 2009. FEMA Flood Map Service Center (map). Website: msc.fema.gov/portal/search?AddressQuery=2001%20Tarob%20Court%2C%20Milpitas#searchresultsanchor (accessed June 14, 2019).

33 Ibid.

34 Base flood elevation is the regulatory requirement for the elevation or flood proofing of structures.

Code. Therefore, the proposed project would not result in new impacts related to flooding or substantially increase the severity of impacts than those analyzed in the TASP FEIR.

Inundation by Seiche, Tsunami, or Mudflow

The project site is not located in an area mapped by the California Emergency Management Agency as susceptible to tsunami inundation.[35] The project site is not located near or downgradient from water bodies (e.g., lakes or reservoirs) that could produce seiches. Seiches are not considered a hazard in the San Francisco Bay based on the basin geometry and dimensions.[36] The project site and surrounding topography is relatively flat and therefore the proposed project would not result in impacts related to mudflows (a type of landslide that occurs on slopes). Therefore, the proposed project would not result in new impacts related to inundation by tsunami, seiche, or mudflow or substantially increase the severity of impacts than those analyzed in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *4.d-G-1: Protect and enhance the quality of water resources in the Planning Area.*
- *4.d-I-1: Continue implementing the NPDES requirements of the Regional Water Board – this is implemented through Chapter 16 of the City's Zoning Ordinance.*

TASP Policies

- *Policy 5.33: Require construction projects that disturb one or more acres to prepare a SWPPP that, when properly implemented, would reduce or eliminate impacts on surface water quality during construction.*
- *Policy 5.34: Require construction projects that disturb one or more acres to prepare a Stormwater Control Plan, as stipulated in Provision C.3 of the Santa Clara County NPDES permit for stormwater discharges.*
- *Policy 6.1: Minimize damage associated with flooding events and comply with regulations stipulated by FEMA and the National Flood Insurance Program.*

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35 California Emergency Management Agency, 2009. Tsunami Inundation Map for Emergency Planning, Milpitas Quadrangle, July 31.

36 Borrero, et al., 2006. *Numerical Modeling of Tsunami Effects at Marine Oil Terminals in San Francisco Bay*. Report prepared for: Marine Facilities Division of the California State Lands Commission. June 8.

- *Policy 6.2: New development within a FEMA-designated flood hazard zone must follow the City's construction standards for such areas, as currently laid out in Section XI-15 'Floodplain Management Regulations' of the Milpitas Municipal Code.*

- *Policy 6.3: New development must maintain the Transit Area's urban design standards. In particular, first floor commercial space must be within two feet of the elevation of the public sidewalk.*

- *Policy 6.4: Provide storm drain infrastructure to adequately serve new development and meet City standards.*

- *Policy 6.5: Ensure that runoff in storm drains does not lower water quality within or outside of the Transit Area by implementing BMPs in new developments within the Transit Area.*

Conclusion

The TASP FEIR adequately evaluated the potential hydrology and water quality impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

11. LAND USE AND PLANNING

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Discussion

Divide an Established Community

Projects that have the potential to physically divide an established community include projects such as new freeways and highways, major arterials, streets, and railroad lines. The proposed project would develop a new residential use on the project site within the TASP Area that currently contains a light-industrial use and surface parking. The proposed project would provide public access by including public sidewalks throughout the project site that connect with the existing sidewalks along Tarob Court and Lundy Place. Bicycle and vehicle access would be provided by via Tarob Court as well. Therefore, the proposed project would not inhibit public connectivity, and would not physically divide a community. This impact would be less than significant and would be no more severe than analyzed in the TASP FEIR.

Conformance with Land Use Plans

The purpose of the TASP is to transition former industrial sites to primarily residential and commercial uses adjacent to nearby transit. Upon certification of the TASP FEIR, the City of Milpitas adopted amendments to the General Plan and Zoning Ordinance to ensure consistency between the planning documents. The TASP FEIR evaluated these new land use designations and associated policies and determined that impacts of the land use classifications and density of development conceived under the TASP would be less than significant. As described in the Project Description (Attachment A), the proposed project would be consistent with the existing land use and zoning designations for the project site.

The TASP requires that all projects proposed within the TASP Area are subject to a Site and Architectural Review in accordance with Chapter 42 of the City's Zoning Ordinance. Projects must demonstrate compliance with the TASP, including the Development Standards and Design Guidelines. In order to approve a project or variance, the City must find that "The proposed project conforms to the intent and the specific requirements of the TASP, including the Development Standards and Design Guidelines." As stated above, the proposed project would be consistent with the existing land use and zoning designations of the project site. The development associated with the proposed project is within the amount of growth evaluated and cleared within the TASP FEIR and is compatible with existing and future residential uses in the vicinity of the project site. Therefore, the density and intensity of the proposed project would not result in any new or more significant impacts regarding conformance with land use plans than those already identified in the TASP FEIR.

Land Use Compatibility

At buildout, the TASP assumes the overall urban design and development standards associated with changes to land use and zoning would contribute to fewer incompatible land uses in the TASP Area. Land uses proposed by the TASP are more compatible with the existing and proposed adjacent residential and commercial uses. In addition, the heights and densities of higher density residential and commercial uses will provide a transition toward lower density housing. Over the planning horizon, residential uses will be built in an existing industrial area. Therefore incompatible uses may be temporarily adjacent to each other until complete buildout. The TASP also includes a number of development standards to minimize potential impacts of incompatible land uses, such as setbacks, and building location and placement policies and standards. The full set of development standards can be found in Chapter 5 of the TASP. With implementation of these self-mitigating policies and standards in the TASP, the TASP FEIR concluded that no mitigation measures would be required to address potential land use impacts.

The proposed project would conform to the TASP policies as well as the development standards provided in Chapter 5 of the TASP. The proposed project would include land uses addressed by the TASP and would not result in any land use compatibility impacts that would be more severe than those analyzed in the TASP FEIR. Therefore, the proposed project would not conflict with established or planned land uses.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

TASP Policies

- *Policy 3.8: Allow contiguous developments to build at higher or lower residential densities, so long as their average density falls between the designated minimum and maximum.*
- *Policy 3.9: Maintain the Midtown Plan's gross floor area policy, which excludes all areas of a building devoted to parking from FAR calculations.*
- *Policy 3.38: The open space requirements of the Midtown Milpitas Specific Plan (Policy 3.2.4) shall apply to the entire area of the Transit Area Specific Plan.*
- *Policy 5.16: See policy in Section 3, Air Quality.*
- *Policy 5.17: In all rental and sale agreements, provide disclosures to future residents about all surrounding industrial uses, including UPRR train tracks and operations and the permanent rights of such industrial uses to remain. Describe potential impacts including but not limited to: noise, groundborne and airborne vibration, odors, and use of hazardous materials.*
- *Policy 5.18: Day care facilities, schools, nursing home, and other similar sensitive receptors shall be located away from sites which store or use hazardous materials, in accordance with State and City standards. Adequate buffers to protect occupants of these sensitive uses shall be provided, including but not limited to walls, fences, landscaping, large building setbacks and additional exit routs over and above minimum code requirements.*
- *Policy 5.19: Require the installation of temporary buffers-fences, walls or vegetation-when residential uses are developed adjacent to existing industrial uses. The type of buffer must be reviewed and approved by the City Planning Department. The temporary buffers may be removed if and when the adjacent site is redeveloped as a non-industrial use.*

Conclusion

The TASP FEIR adequately evaluated the potential land use impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

12. MINERAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion

The entire TASP Area, including the project site, is located in a developed urban area that does not have mineral exploration or extraction occurring in the vicinity. In addition, the TASP Area is not designated as containing mineral resource deposits of regional importance. As such the proposed project as well as the TASP would have no impacts on mineral resources.

13. NOISE

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

Construction-Period Impacts

The proposed project would be consistent with the buildout projected for the TASP, and would implement the policies identified in the TASP FEIR to reduce potential noise impacts to less-than-significant levels. Construction of the project would adhere to the noise standards and requirements set forth in the City's Municipal Code and General Plan. The project would implement the measures identified in the TASP for addressing noise, including providing disclosures to future residents per

Policy 5.17, and requiring temporary buffers if residents are placed next to existing industrial uses per Policy 5.19.

As described in the TASP FEIR, construction noise impacts would vary depending on proximity to sensitive receptors, the presence of intervening barriers, and the number, types, and duration of construction equipment used. Compliance with the General Plan and TASP policies would ensure that construction noise impacts would be less than significant.

The City's Noise Abatement Ordinance would restrict construction hours to between 7:00 a.m. and 7:00 p.m. The City's General Plan Policy 6-I-13 would minimize construction noise impacts by restricting the hours of operation, technique, and equipment used. Additionally, TASP Policy 5.15 requires that construction noise be mitigated to the extent feasible to reduce exposure of sensitive receptors.

The proposed project would not result in any new or more significant construction-period noise impacts than were described in the TASP FEIR. Implementation of the Noise Ordinance, the City of Milpitas General Plan, and the TASP, as included in the TASP FEIR, would reduce construction noise impacts to a less-than-significant level.

Groundborne Vibration Impacts

Construction activities are known sources of groundborne vibration. Vibration impacts could occur during construction of the proposed project, which would require the use of heavy excavation equipment, and the possible use of pile-driving equipment. To determine potential construction vibration impacts, an impact evaluation is described below.

When assessing annoyance from groundborne noise, vibration is typically expressed as root mean square (rms) velocity in units of decibels of 1 micro-inch per second. Vibration levels, different from noise levels, are written as vibration velocity decibels (VdB). However, construction vibration impacts on building structures are generally assessed in terms of peak particle velocity (PPV). Therefore, for purposes of this analysis, project-related impacts are expressed in terms of PPV.

Typical groundborne vibration levels measured at a distance of 25 feet from heavy construction equipment in full operation, such as vibratory rollers, range up to approximately 0.210 PPV. Based on the Federal Transit Administration (FTA) data, large bulldozers generate 0.089 PPV at 25 feet and small bulldozers generate 0.003 PPV at 25 feet. Loaded trucks generate 0.076 PPV at 25 feet, an impact pile driver generates 0.644 PPV at 25 feet, and a sonic pile driver generates 0.170 PPV at 25 feet. Except for the impact driver, these vibration levels would not be expected to cause damage to residential buildings of typical northern California construction.

As stated in the TASP FEIR, the proposed project would develop residential uses and therefore could expose sensitive receptors to unacceptable levels of groundborne vibration, specifically from operation of the VTA light rail line and BART trains along the proposed BART expansion into the TASP Area. The nearest proposed residential uses would be approximately 750 feet from the future BART/VTA light rail line.

The Santa Clara Valley Transit Authority's BART Expansion SEIR indicated that vibration impacts at existing receptors in the Planning Area and within 100 feet of the proposed tracks would be mitigated to a less-than-significant level (less than the 72 VdB significance threshold for frequent events affecting Category 2 land uses) by either using a floating slab track or by using tire derived aggregate under ballasted track.[37] As this mitigation would reduce vibration at the source, future residential uses proposed along the BART alignment would also experience less than significant vibration impacts. In addition, TASP Policies 5.13 and 5.14 would ensure that vibration levels within buildings would be less than the FTA criteria.

Therefore, the proposed project would not result in any new or more significant groundborne vibration impacts than were described in the TASP FEIR. In addition, implementation of TASP policies would reduce potential groundborne vibration impacts on future or existing sensitive receptors to less-than-significant levels.

Land Use Compatibility

The TASP FEIR requires implementation of TASP Policy 5.10 which requires new development in the TASP Area to adhere to the standards and guidelines in the Milpitas General Plan that govern noise levels, which would include implementation of General Plan Policies 6-I-2 through 6-I-16. Policy 6-1-2 requires an acoustical analysis for projects located within a "conditionally acceptable" or "normally unacceptable" exterior noise exposure area and require mitigation measures to reduce noise to acceptable levels.

The proposed project would result in an increase in people living close to transit stations which could expose sensitive receptors to higher noise levels from train and future BART activity. The noise environment at the project site is dominated by vehicle traffic noise on Trade Zone Boulevard and rail noise associated with the future BART/VTA light rail and Union Pacific Railroad. Figure 3.7-3 of the TASP FEIR shows the projected noise levels at plan buildout. Based on Figure 3.7-3, the project site is not within the 60 dB noise contours for BART or roadway noise and is within the 60 dB noise contours for the Union Pacific Railroad noise.

Based on the City's noise and land use compatibility standards, as shown in Figure 3.7-2 of the TASP FEIR, this noise level would be considered normally acceptable for multi-family residential land uses, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements. Therefore, the proposed project would meet the City's land use compatibility standards for multi-family residential land uses. The proposed project would be required to install mechanical ventilation under General Plan Policy 6-I-5 so that windows can remain closed, which would ensure the project would comply with interior noise standards. Based on standard exterior to interior noise attenuation rates, with windows closed the interior noise level of 45 dBA DNL would be met. Therefore, the proposed project would not result in any impacts that would be more severe than those analyzed in the TASP FEIR.

[37] Transportation Authority, Santa Clara Valley, 2010. *BART Silicon Valley Environmental Impact Report.* November.

Stationary Noise Source Impacts

The City of Milpitas prohibits disturbing noise that increases the noise exposure level by three dB over the local daytime ambient noise level measured from the property line of the noise source, or more than 65 dB measured from the property line of the noise source, whichever is more restrictive. At night, the City of Milpitas prohibits any disturbing noise that is audible during the hours of 10:00 p.m. to 7:00 a.m. from a distance of 50 feet from the property line of the noise source or from a distance of 100 feet from any nonstationary noise source. It shall also be prima facie violation if any disturbing noise is audible during the hours of 7:01 a.m. to 9:59 p.m. from a distance of 100 feet from the property line of the noise source or any nonstationary noise source.

The intent of the Code is to regulate noise produced by noise-generating land uses on noise-sensitive land uses, not to regulate sounds produced by one noise-sensitive residential property upon another noise-sensitive residential property. The project site is currently developed with an office/light-industrial building. Residential land uses typically generate lower noise levels than industrial and commercial land uses. The proposed project is a residential land use and would not be considered as a significant source of noise within the community that could adversely affect other nearby residential land uses. Intermittent audible sounds produced by the proposed residential project would primarily be associated with human voices, vehicles, and mechanical ventilation equipment. Such intermittent sounds would be expected in a residential area and would result in a less-than-significant impact. Therefore, the proposed project would not increase stationary source noise impacts above those analyzed in the TASP FEIR.

Aircraft Noise Source Impacts

According to the City's current and projected noise contours for San José International Airport, the project site is not within an area exposed to aircraft noise levels greater than 60 dB CNEL. Therefore, per TASP FEIR analysis, aircraft noise would have no impact on the project site.

Traffic Noise Impacts

A significant noise impact would occur if traffic generated by the project would substantially increase noise levels at sensitive receptors in the project vicinity. A substantial increase would occur if the DNL exposure at residential land uses increases by more than 3 dB or exceeds 65 dB at the residential property line, whichever is more restrictive.

Impact 3.7-1 of the Milpitas Transit Area Specific Plan identified a less-than-significant traffic noise impact upon existing and future residential land uses assuming the buildout of the Specific Plan project. The proposed project is a small subset of the Specific Plan project; therefore, the proposed project would also result in a less-than-significant impact with regard to traffic noise increases in the community. The project would not result in a doubling of traffic volumes, which would be required for existing noise levels to increase by more than 3 dBA DNL. Further, the relatively low number of project trips would not be expected to produce traffic noise levels exceeding 65 dBA DNL at nearby residential receptors; therefore, the impact is considered less than significant.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy 6-G-1: Maintain land use compatibility with noise levels similar to those set by State guidelines.*
- *Policy 6-G-2: Minimize unnecessary, annoying, or injurious noise.*
- *Policy 6-I-2: Require an acoustical analysis for projects located within a conditionally acceptable or normally unacceptable exterior noise exposure area. Require mitigation measures to reduce noise to acceptable levels.*
- *Policy 6-I-3: Prohibit new construction where the exterior noise exposure is considered clearly unacceptable for the use proposed.*
- *Policy 6-I-4: Where actual or projected rear yard and exterior common open space noise exposure exceeds the normally acceptable levels for new single-family and multifamily residential projects, use mitigation measures to reduce sound levels in those areas to acceptable levels.*
- *Policy 6-I-5: All new residential development (single family and multifamily) and lodging facilities must have interior noise levels of 45 dB DNL or less. Mechanical ventilation will be required where use of windows for ventilation will result in higher than 45 dB DNL interior noise levels.*
- *Policy 6-I-6: Assist in enforcing compliance with noise emissions standards for all types of vehicles, established by the California Vehicle Code and by federal regulations, through coordination with the Milpitas Police Department, Santa Clara County Sheriff's Department, and the California Highway Patrol.*
- *Policy 6-I-9: Enforce the provisions of the City of Milpitas Noise Ordinance and the use of established truck routes.*
- *Policy 6-I-13: Restrict the hours of operation, technique, and equipment used in all public and private construction activities to minimize noise impact. Include noise specifications in requests for bids and equipment information.*

TASP Policies

- *Policy 5.10: New development in the Transit Area shall adhere to the standards and guidelines in the Milpitas General Plan that govern noise levels. The particular policies of note are Policies 6-I-1 through 6-I-16.*

- *Policy 5.11: Construct masonry walls to buffer residential uses from BART and UPRR train tracks. These walls will be constructed by residential developers. They may be located within the landscaped buffer along the tracks*

- *Policy 5.13: Apply the FTA groundborne vibration criteria (presented in Table 5-5) as review criteria for development projects in the vicinity of vibration sources such as BART trains and heavy rail trains.*

- *Policy 5.14: Project applicants shall conduct a vibration impact analysis for any sites adjacent to or within 300 feet of active UPRR and BART alignments to demonstrate that interior vibration levels within all new residential development (single family and multifamily) and lodging facilities would be at acceptable levels. If needed, require mitigation measure to reduce vibration to acceptable levels.*

- *Policy 5.15: Prior to issuance of building permits, applicants shall demonstrate that noise exposure to sensitive receptors from construction activities has been mitigated to the extent feasible pursuant to the City's Noise Abatement Ordinance. Mitigation may include a combination of techniques that reduce noise generated at the source, increase the noise insulation of the receptor or increase the noise attenuation rate as noise travels from the source to the receptor.*

- *Policy 5.17: In all rental and sale agreements, provide disclosures to future residents about all surrounding industrial uses, including UPRR train tracks and operations, and permanent rights of such industrial uses to remain. Describe potential impacts including but not limited to: noise, groundborne and airborne vibration, odors, and use of hazardous materials.*

- *Policy 5.18: Day care facilities, schools, nursing homes, and other similar sensitive receptors shall be located away from sites which store or use hazardous materials, in accordance with State and City standards. Adequate buffers to protect occupants of these sensitive uses shall be provided, including but not limited to walls, fences, landscaping, large building setbacks, and additional exit routes over and above minimum code requirements.*

- *Policy 5.19: Require the installation of temporary buffers—fences, walls, or vegetation—when residential uses are developed adjacent to existing industrial uses. The type of buffer must be reviewed and approved by the City Planning Department. The temporary buffers may be removed if and when an adjacent site is redeveloped as a non-industrial use.*

Conclusion

The TASP FEIR adequately evaluated the potential noise impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

14. POPULATION AND HOUSING

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

The proposed land use changes and policy revisions under the TASP (which includes the project site) were initiated in order to develop high-intensity, transit-oriented residential and commercial redevelopment on under-utilized industrial land around existing light rail stations and the future BART station in Milpitas. Promoting such high intensity development around transit stations is a key transportation goal for the Bay Area and would meet regional objectives.

The TASP FEIR evaluated potential environmental impacts associated with approximately 7,100 residential units and 18,000 new residents within the TASP Area. The TASP FEIR assumes that the population growth is concentrated in this area and that the TASP would increase the City's housing stock by 39 percent and its population by 28 percent based on 2006 estimates from the California Department of Finance.[38]

The proposed project would include the development of the project site with a high-density residential building with up to 40 residential apartment units. The proposed project would directly generate a permanent population increase in the area. The proposed project would not displace a residential population or existing housing, as the existing structure on the project site contains light-industrial uses. Similarly, the proposed project would not result in an expansion of urban services, nor would it open additional undeveloped land for future growth. The proposed project would facilitate the reuse of underutilized land in an existing urban setting that is well served by transit facilities and services. In addition, the population and housing units included in the proposed project would fall within the total development anticipated by the TASP FEIR, as mentioned in Section 10, Land Use and Planning. Therefore, the proposed project would not result in new or more significant population growth and/or housing impacts than were analyzed and described in the TASP FEIR.

[38] Milpitas, City of, 2008b, op. cit.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Conclusion

The TASP FEIR adequately evaluated the potential population and housing impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

15. PUBLIC SERVICES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒

Discussion

Fire and Police Protection

The project applicant would construct the proposed project in conformance with current building codes, which require features to reduce potential fire hazards. The Milpitas Police Department would also review project design to ensure that it incorporates appropriate safety features to minimize criminal activity.

As discussed in the TASP FEIR, full buildout of the development approved in the TASP Area, including the proposed project, would incrementally increase the need for fire and police protection services, which would create the need for additional staffing or resources, and a new fire station in the TASP Area. The TASP FEIR states that given that the TASP Area anticipated population of 18,000 new residents, there would be a need for at least one and possibly two new fire companies. Future development of new fire or police facilities in the TASP Area would require supplemental project-specific environmental review.

The TASP presents unique operational issues for the Milpitas Fire Department due to its high density residential and mixed-use structures. The increase in population, business, and vehicular traffic resulting from the buildout of the TASP Area will increase the demand in service levels and has the potential to impact response times, as well as presenting challenges to Fire Department vehicle access and firefighting operations. To maintain current levels of service, an increase in staffing and equipment will be necessary. A "standards-of-cover" analysis should be conducted to determine the precise impact on the Fire Department's staffing, equipment, and any required facility enhancements. In addition, the Milpitas Fire Department would need to write an addendum to the City's emergency management plan to address the development of the TASP Area.

As the TASP FEIR states, the buildout of the TASP Area, including the project site would require an increase in Police Department staffing to maintain current levels of service. The City currently provides a ratio of 0.9 police officers per 1,000 residents. The City estimates that an additional 0.5 police officers would be needed to maintain service levels.

The proposed project would follow policies that would reduce Fire and Police Department impacts due to TASP development to less-than-significant levels. The proposed project would not result in any new or more significant impacts to fire or police protection service beyond those identified in the TASP FEIR.

Schools

The proposed project would develop 40 residential units within the TASP Area, which would directly increase the demand for school facilities. The closest schools to the project site are Northwood Elementary and Morrill Middle School within the Berryessa Union School District and Independence High School within the East Side Union High School District. The TASP FEIR determined that buildout of the TASP, including the project site, would contribute significantly to an exceedance of school district capacity for Milpitas Unified School District and East Side Union High School District, but that Berryessa Union School District has adequate capacity for future students generated as a result of the TASP. As such, the TASP FEIR determined that the impacts of the TASP Area buildout on school facilities would be significant and unavoidable.

Polices in the General Plan and TASP would reduce the impact and include coordination with the school districts to update their comprehensive facilities plans, update school fees for developers, and consider joining use agreements for potential shared facilities. The proposed project would conform to the above policies, including TASP Policy 4.76. Impacts to schools are significant and unavoidable and the proposed project would not affect this conclusion as the number of proposed residential units and resulting students is within the amount evaluated in the TASP FEIR. The proposed project would not result in any new or more significant school impacts beyond those identified in the TASP FEIR.

Parks

Given that the TASP Area is transitioning from industrial to residential and that there are no public parks located nearby, new parks would need to be developed in the TASP Area. Since Milpitas is largely built out, no large new parks are likely to be established. Public parks in the TASP Area come

in three forms: Parks/Plazas, Linear Parks, and Landscape Buffers. The City has previously adopted a public park ratio of 2.0 acres per 1,000 residents for the Midtown Specific Plan. The TASP FEIR states that while this ratio already applies to all but 12 percent of the TASP Area, the application of this ratio can be considered to provide an adequate level of parks and open space for its residents. This policy would require approximately 35.8 acres of public park space in the TASP Area.

The TASP FEIR identifies several policies and standards that require parks to be built as designated – thereby ensuring that impacts on parkland and facilities would be less than significant.

The proposed project would conform to the TASP policies. The proposed project would provide a total of 0.44 acres of private common open space for use by project residents. As described in Attachment A, Project Description, a total of approximately 0.30 acres of private common open space for use by project residents would be provided. This would consist of the interior courtyard on the ground level of the proposed building and a walking path and landscaping along the southern portion of the building, including within the existing public utility easement. The interior courtyard would include seating areas and landscaping that would be screened from the parking garage by a dense row of columnar bamboo around each side. A designated walkway would connect the interior courtyard with the walking path and landscaping mentioned above. The remaining 0.14 acres of open space on the project site would consist of landscaped areas generally located in the northern portion of the site. Therefore, the proposed project would not result in any new or more significant impacts to park facilities beyond those identified in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy 2.c-I-1: Continue working with Milpitas Unified School District (MUSD), Berryessa Union High School District, and East Side Union School District in its update of the comprehensive facilities plan and to ensure adequate provision of school facilities.*

- *Policy 2.c-I-3: Work with MUSD, Berryessa Union High School District, and East Side Union School District to monitor statutory changes and modify school fees when necessary to comply with statutory changes. Following this policy will permit the MUSD to update school fees for developers to cover the cost of constructing a new school and expanding Milpitas High School.*

- *Policy 5.c-I-1 Maintain a response time of four minutes or less for all urban service areas.*

TASP Policies

- *Policy 3.38: See policy in Section 10, Land Use and Planning.*
- *Policy 3.41: Park land dedication and in-lieu fees required of new development.*
- *Policy 3.43: New development must pay for the construction of public parks and streets surrounding the parks (or half streets if bordering an adjacent development site).*
- *Policy 3.55: Complete a Trail Loop connecting the whole Transit area.*
- *Policy 3.56: Connections shall be created along Montague Expressway with overhead bridges or undercrossings to create a continuous trail network; allow pedestrians and bicyclists to cross safely; and connect neighborhoods, schools, and parks.*
- *Policy 5.3: All streets (private and public) shall be consistent with the street sections in Chapter 5 of the TASP and shall meet any additional Milpitas Fire Department fire apparatus design requirement for access and firefighting operations.*
- *Policy 6.43: Coordinate with the affected school districts on facilities needed to accommodate new students and define actions the City can take to assist or support them in their efforts.*
- *Policy 6.46: The City and the school districts located in the Specific Plan area should consider entering into a joint use agreement, allowing public use of a new school's playfields when not in use by students, and public use of rooms in the school building for community meetings and events. Any new school site should include outdoor active recreation facilities, which would be counted toward the TASP's public parks requirement. The school building should include facilities that can be accessed and used for community events.*
- *Policy 6.50: The Fire Department shall conduct a 'standards of cover" analysis to determine the Transit Plan's precise impact on the department's staffing and equipment, and any required facility needs. Identify and evaluate potential sites for an expanded or new fire station near the Transit Area if the standards of cover analysis determines it is warranted.*
- *Policy 6.51: Additional fire department staff will be hired, equipment purchased and facilities built to provide an adequate level of service – as determined by City Council – for the residents, workers, and visitors of the Transit Area. New equipment and facilities shall be funded by the Community Facilities District fee and new staff paid from the City's General Fund.*
- *Policy 6.52: If a new fire station is built to meet the service needs of the Transit Area, it must be sited and developed in such a way to not create substantial adverse physical impacts or significant environmental impacts.*
- *Policy 6.53: The Fire Department shall update the City's emergency and disaster response plans to take the location and type of new development and future traffic levels, into account.*

- *Policy 6.54: Additional police staff will be hired and equipment purchased to provide an adequate level of service – as determined by City Council – for residents, workers and visitors of the of the Transit Area. New equipment shall be funded by the Community Facilities District fee and new staff paid from the City's General Fund.*

Conclusion

The TASP FEIR adequately evaluated the potential public services impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

16. RECREATION

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

As discussed above in Section 15, Public Services, the proposed project would provide a total of 0.44 acres of private common open space for use by project residents. These spaces would consist of consist of the interior courtyard on the ground level of the proposed building and a walking path and landscaping along the southern portion of the building, including within the existing public utility easement. The interior courtyard would include seating areas and landscaping that would be screened from the parking garage by a dense row of columnar bamboo around each side. A designated walkway would connect the interior courtyard with the walking path and landscaping mentioned above. The remaining 0.14 acres of open space on the project site would consist of landscaped areas generally located in the northern portion of the site. Therefore, the proposed project would not result in any new or more significant impacts to existing neighborhood or regional park facilities beyond those identified in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

TASP Policies

- *Policy 3.38: See policy in Section X, Land Use and Planning.*
- *Policy 3.40: Locate and size parks as shown on Figure 3-6, Parks, Public Spaces, and Trails [of the Specific Plan]. Minor adjustments to the location of parks may be necessary to facilitate a better site plan, respond to site specific constraints, or to accommodate phasing of a project. Smaller parks may be combined to form a larger neighborhood park within the same subdistrict as long as there is no reduction in park area. Complete elimination or relocation of a park outside of a subdistrict requires an amendment to the Specific Plan. If a school is located on a site designated as a park, it may be counted as a park if a joint use agreement is established to allow public use of open space and buildings for recreation purposes after school hours and on weekends. If no such joint use agreement is established, an alternative park site shall be designated.*
- *Policy 3.41 and 3.43: See policies in Section 15, Public Services.*
- *Policy 3.45: Private development within the Transit Area must meet the private open space requirements on a project-by-project basis.*
- *Policies 3.55 and 3.56: See policies in Section 15, Public Services.*

Conclusion

The TASP FEIR adequately evaluated the potential recreation impacts of the proposed project. Therefore, potential impacts would be less-than-significant and additional mitigation is not required.

17. TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No New Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☐	☒

Discussion

This section compares traffic impacts from the proposed project with impacts identified in the TASP FEIR. A Traffic Operations Report (Traffic Study) was conducted for the proposed project, and is

included in Appendix B.[39] Unless otherwise noted, the analysis in this section is based on the findings of the Traffic Study.

Trip Generation

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 entering and exiting the site was estimated for the AM and PM peak hours. As part of the project trip distribution step, an estimate was made of the directions to and from which the project trips would travel. In the project trip assignment step, the project trips were assigned to specific streets and intersections in the study area.

Through empirical research, data has been collected that correlate to common land uses and their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The trip generation estimates for the proposed project are based on rates obtained from the Institute of Transportation Engineers' (ITE) publication Trip Generation, 10th Edition.[40]

As stated previously, the project site is occupied by an office/industrial building that is currently in operation. Trips generated by existing uses on site can be credited against the proposed residential development. Based on AM and PM peak hour driveway counts conducted in May 2019, the existing land uses generate 11 AM peak hour trips and 12 PM peak hour trips. After applying these existing trip credits, the proposed project would generate 9 net AM peak hour trips and 14 net PM peak hour trips, as shown in Table BE.

Table BE: Project Trip Generation Estimates

	Size	Unit [a]	AM Peak Hour				PM Peak Hour			
			Rate	In	Out	Total	Rate	In	Out	Total
Proposed Use										
Multi-Family Housing [b]	40	DU	0.50	5	15	20	0.65	17	9	26
Existing Use										
Office/Light-Industrial [c]	16	ksf	–	9	2	11	–	3	9	12
Overall Net Project Trips				**-4**	**13**	**9**	**–**	**14**	**0**	**14**

Source: Hexagon Transportation Consultants, Inc. (2019).
[a] DU = dwelling units; ksf = 1,000 square feet
[b] Based on Fitted Curved Equations for Multifamily Housing (Low-Rise, Land Use Code 220), ITE, Trip Generation, 10th Edition.
[c] Based on AM and PM peak hour driveway counts conducted on May 2, 2019.

The trip distribution pattern for the proposed project was estimated based on the TASP, of which the proposed development would be a part of. Trips were assigned to the roadway network in

[39] Hexagon Transportation Consultants, Inc., 2019. *Traffic Operations Report for 2001 Tarob Court, Milpitas, CA*. May 28.
[40] Institute of Transportation Engineers, 2017. *Trip Generation Manual, 10th Edition.*

accordance with the TASP trip distribution for residential uses. Existing Plus Project traffic conditions are represented by existing traffic volumes plus project trips on the existing roadway network.

Background condition traffic volumes were estimated based on a list of approved and pending developments obtained from the City of Milpitas and the City of San Jose. Approved and pending project-generated traffic volumes were added to existing traffic volumes to estimate background conditions. Project trips from the site were added to background traffic volumes to estimate background plus project conditions.

Intersection Level of Service Impacts

The Traffic Study includes an analysis of AM and PM peak hour traffic conditions at the following study intersections and site driveway:

1. Lundy Avenue and Trade Zone Boulevard;
2. Lundy Avenue and Tarob Court (unsignalized); and
3. Project Driveway and Tarob Court.

Traffic conditions at the study intersections were evaluated using level of service (LOS). LOS 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 signalized intersection of Lundy Avenue and Trade Zone Boulevard is under the jurisdiction of City of San Jose. The City of San Jose utilizes TRAFFIX software and the Highway Capacity Manual (HCM) 2000 methodology to evaluate intersection operations. The HCM methodology evaluates intersection operations on the basis of average delay time for all vehicles at the intersection. This average delay can then be correlated to a level of service. In San Jose, the minimum acceptable level of service is LOS D, and project impacts at signalized intersections occur when:

1. The level of service at an intersection drops below its LOS standard when project traffic is added; or

2. An intersection that is operating worse than its level of service standard under no project conditions has an increase in critical delay of four or more seconds AND the demand-to-capacity ratio (V/C) is increased by more than 0.01 when project traffic is added.

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

A significant impact at a signalized intersection is said to be satisfactorily mitigated when measures are implemented that would restore intersection levels of service to an acceptable LOS or restore the intersection to operating levels that are better than no project conditions.

The Traffic Study calculated intersection LOS with net new traffic generated by the proposed project. The result of the intersection LOS calculations for Existing Conditions and Existing Plus

Project are shown in Table BF, and the results of the Background No Project, and Background Plus Project conditions are presented in Table BG.

Table BF: Existing Plus Project Intersection Level of Service Summary

Intersection	Control	Peak Hour	Count Date	LOS Standard	Existing		Existing Plus Project			
					Avg Delay[a] (sec/veh)	LOS	Avg Delay[a] (sec/veh)	LOS	Increase in	
									Delay [c]	V/C
1. Lundy Ave and Trade Zone Blvd	Signal	AM	5/2/19	D	30.3	C	32.2	C	3.5	0.045
		PM	5/2/19	D	41.8	D	44.0	D	4.10	0.048
2. Lundy Ave and Tarob Ct	SSSC [b]	AM	5/2/19	N/A	4.8/8.9	A	5.2/8.7	A	N/A	N/A
		PM	5/2/19	N/A	6.2/8.6	A	6.4/8.6	A	N/A	N/A
3. Project Driveway and Tarob Ct	SSSC [b]	AM	5/2/19	N/A	1.2/8.4	A	2.1/8.4	A	N/A	N/A
		PM	5/2/19	N/A	1.3/8.5	A	2.3/8.5	A	N/A	N/A

Source: Hexagon Transportation Consultants, Inc. (2019).

[a] Signalized intersection level of service is based on the Highway Capacity Manual (HCM) methodology, using average control delay for the entire intersection.

[b] Side Street Stop Controlled intersection. Delays are reported for both the overall average delay/the approach with highest delay.

[c] For the signalized intersection at Lundy Ave and Trade Zone Boulevard, the increase in delay shown here represents increase in critical delay

Table BG: Background Plus Project Intersection Level of Service Summary

Intersection	Control	Peak Hour	Count Date	LOS Standard	Background		Background Plus Project			
					Avg Delay[a] (sec/veh)	LOS	Avg Delay[a] (sec/veh)	LOS	Increase in	
									Delay [c]	V/C
1. Lundy Ave and Trade Zone Blvd	Signal	AM	5/2/19	D	35.4	D	35.6	D	0.0	0.001
		PM	5/2/19	D	44.7	D	44.7	D	0.0	0.000
2. Lundy Ave and Tarob Ct	SSSC [b]	AM	5/2/19	N/A	4.9/8.9	A	5.1/8.9	A	N/A	N/A
		PM	5/2/19	N/A	57/8.8	A	5.9/8.8	A	N/A	N/A
3. Project Driveway and Tarob Ct	SSSC [b]	AM	5/2/19	N/A	0.7/8.6	A	1.3/8.6	A	N/A	N/A
		PM	5/2/19	N/A	0.8/8.7	A	1.4/8.7	A	N/A	N/A

Source: Hexagon Transportation Consultants, Inc. (2019).

[a] Signalized intersection level of service is based on the Highway Capacity Manual (HCM) methodology, using average control delay for the entire intersection.

[b] Side Street Stop Controlled intersection. Delays are reported for both the overall average delay/the approach with highest delay.

[c] For the signalized intersection at Lundy Ave and Trade Zone Boulevard, the increase in delay shown here represents increase in critical delay

As shown in Tables BE and BG above, the results of the LOS analysis show that the signalized intersection at Trade Zone Boulevard and Lundy Avenue would operate at LOS D or better under existing and background conditions with or without the proposed project. According to the City of San Jose LOS standards, the proposed project would therefore have no impacts on intersection LOS.

The study intersections of Lundy Avenue/Tarob Court and Project Driveway/Tarob Court are unsignalized and under the jurisdiction of City of Milpitas. Unlike signalized intersections, which

typically represent constraint points for the roadway network, unsignalized intersections rarely limit the potential capacity of a roadway. The determination of appropriate improvements to unsignalized intersections typically includes a qualitative and quantitative analysis of movement delay, traffic signal warrants, movement traffic volumes, availability of alternate routes, and intersection safety. For this reason, improvements to unsignalized intersections are frequently determined on the basis of professional judgment. The City of Milpitas does not apply significance thresholds to unsignalized intersections. Both unsignalized study intersections are projected to operate at LOS A under existing and background conditions, with or without the proposed project.

An assessment was conducted to determine whether the traffic volumes at the Lundy Avenue/Tarob Court intersection would warrant the installation of a traffic signal. This assessment was based on the Peak Hour Volume Signal Warrant (Warrant #3) described in the California Manual on Uniform Traffic Control Devices (CA MUTCD). This method makes no evaluation of intersection level of service, but simply provides an indication whether peak hour traffic volumes would be sufficient to justify installation of a traffic signal. The signal warrant analysis sheets are included in the Appendix to the Traffic Study. The analysis showed that the peak hour volume warrant would not be satisfied at the Lundy Avenue/Tarob Court intersection under any study scenarios during the AM and PM peak hours.

Vehicle Queuing

A vehicle queuing analysis was conducted for the eastbound left-turn movement at the Trade Zone Boulevard/Lundy Avenue intersection and the northbound left-turn at the Tarob Court/Lundy Avenue intersection. The queuing analysis was conducted for both background and background plus project conditions. Vehicle queues were estimated using a Poisson probability distribution. The basis of the analysis is as follows: 1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; 2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and 3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections. The analysis, which is summarized in Table 3 in the Traffic Study, indicates that, with the addition of project traffic, the 95th percentile vehicle queues could be accommodated by the storage provided at the subject locations.

Site Circulation and Access

The project site would be accessed by one driveway on Tarob Court on the west end of the site, about 200 feet west of the intersection at Lundy Place and Tarob Court. The proposed driveway would be located at approximately the same location as the existing driveway on Tarob Court for the existing building at the project site. The width of the driveway entry would be 22 feet, which meets the minimum City standard for driveways. Under project conditions, it is anticipated that this driveway would serve approximately 20 AM peak hour project trips and 26 PM peak hour project trips.

There are existing driveways serving other parcels on Tarob Court adjacent to and opposite of the project frontage. The site driveway does not align with the existing driveway on the opposite side of

Tarob Court, but is offset about 25 feet. There is also another existing driveway beside the site driveway on Tarob Court about 50 feet to the west. The spacing of the site driveway, and its location relative to existing driveways, would be acceptable given the relatively low traffic volumes at the nearby driveways and Tarob Court.

According to the LOS and queuing calculations, the site driveway would operate at LOS A with queues rarely exceeding one or two vehicles during the AM and PM peak hours. The vehicle queues at the site driveway could be accommodated in the storage space provided, and the onsite queues would generally not interfere with traffic operations on Tarob Court and Lundy Avenue.

Pedestrian access to the project site is provided at locations along the frontage on Tarob Court and Lundy Place. Primary pedestrian access is provided via the main entry facing the sidewalks on Tarob Court. Besides the primary access on Tarob Court, there would be walking paths connecting the parking garage with the existing sidewalks on Lundy Place on the east side of the property. New sidewalks with curb extensions would also be installed on the project frontage on Tarob Court, providing a continuous pedestrian pathway to existing sidewalks on Trade Zone Boulevard via Lundy Place. Overall, the network of pedestrian paths and the sidewalk improvements on the project frontages would provide adequate access to the existing sidewalk network in the project vicinity.

In order to accommodate pedestrians, the following would be incorporated into the project via conditions of approval:

- One new ADA-compliant curb ramp should be added at the existing northwest curb return at Tarob Court and Lundy Place (along the project frontage). A striped crosswalk should also be provided when the opposite side of the curb return is upgraded along with the redevelopment of the parcel at 1996 Tarob Court.

The sight distance at the project driveway on Tarob Court was checked and determined to be adequate. Because the project would install a curb extension, which includes adding sidewalks on the Tarob Court frontage, the site driveway would be shifted closer to the centerline of Tarob Court, thereby further improving the sight distance for vehicles exiting the site driveway. As part of the project improvements, the radius of the existing curb return along the project frontage at the Lundy Place/Tarob Court intersection would be reduced. This improvement would help reduce vehicle speeds on Tarob Court, and therefore, improve the sight distance required for vehicles entering and exiting the driveways.

Circulation on-site would consist of an open parking lot and a parking garage on the ground level. Onsite parking areas would be accessed by one site driveway on Tarob Court. Both the open parking lot and parking garage follow a standard 90-degree parking layout. The main parking aisle and the two east-west feeder parking aisles inside the garage would be 26 and 24 feet wide, respectively, which meets the City's standard for 90-degree parking. However, the north-south parking aisle connecting the two east-west parking aisle is not dimensioned. The dimensions of the regular and compact parking spaces are 9 feet by 18 feet and 8 feet by 15 feet, respectively. Both parking space dimensions meet the minimum City standards. However, the widths of the parking garage entrances are not dimensioned.

Upon entering the garage, vehicles would follow the main drive aisle through the open parking lot and arrive at a roundabout at the southern end of the aisle. The two feeder drive aisles, which are connected at right angles to the main drive aisle, would provide access to the parking garage east of the main drive aisle. The ends of the two feeder drive aisles are connected by another drive aisle, forming a U-shape circulation pattern which makes a complete loop around of the parking garage. The layout shows no dead-end aisles.

The last two parking spaces (numbered 67 and 68) in the open parking lot located off the main drive aisle are approximately 20 feet south of the sidewalk on Tarob Court, and approximately 30 feet south of the beginning of the site driveway. Vehicles parked in these spaces would have to back out directly into the main site access aisle, potentially into the line of incoming traffic on the aisle just turning into the site driveway. However, given the low traffic volumes at the site driveway and on Tarob Court, the design would be acceptable.

The site plan shows one elevator at the front lobby that would provide residents access to the parking garage. The sidewalk on Tarob Court would be accessed directly from the front lobby while the sidewalk on Lundy Avenue would be accessed from pedestrian pathways connecting with the parking garage.

A trash collection room would be located adjacent to the roundabout at the southern entrance of the parking garage. The roundabout would have an 80-foot outside diameter and a 26-foot wide lane that would allow turnaround maneuvers of garbage trucks as noted on the site plan. Therefore, garbage trucks would perform their operations onsite within the development.

Given the above, the proposed project would not result in any new or more significant impacts beyond those identified in the TASP FEIR.

Pedestrian, Bicycle, and Transit Facilities

According to the Valley Transit Authority (who administers the Santa Clara County Congestion Management Plan) Transportation Impact Analysis Technical Guidelines, a project would create an impact on pedestrian and bike circulation if: 1) it would reduce, sever or eliminate existing or planned bike/pedestrian access and circulation in the area; 2) it would preclude, modify, or otherwise affect proposed bicycle and pedestrian projects and/or policies identified in the Lead Agency's adopted bicycle/pedestrian plan, or the plans of other agencies such as the Countywide Bicycle Plan or adjacent Cities' bicycle/pedestrian plans; or 3) it would cause a change to existing bike paths such as alignment, width of the trail right of way, or length of the trail.

The project site is located within the TASP. The TASP facilitates the redevelopment of the southern portion of the City that transforms a low-density industrial area to an urban residential and mixed-use district with an emphasis on walkability and bicycling. The plan includes a new street system that promotes walking and biking as the dominant modes for short internal trips, especially with the future Milpitas BART station and VTA light rail system within close proximity to the project site. As part of the Milpitas TASP, a future street connection and pedestrian bridge across Capitol Avenue are planned to connect Tarob Court to Milpitas Boulevard and the new BART station. A proposed

Class III bike route is also planned on Tarob Court to serve this new bicycle access route to the transit center.

As part of project improvements, curb extensions with new sidewalks would be installed along the Tarob Court and Lundy Place project frontages. In addition, the two existing driveways at the project site would be reduced into one new site driveway on Tarob Court, which would reduce the number of potential vehicle-pedestrian conflict points.

The proposed project would generate pedestrian trips to/from transit stops, recreation areas, and employment centers. Overall, the volume of pedestrian trips generated by the project is expected to be relatively low and not exceed the carrying capacity of the sidewalks and crosswalks nearby. U.S. Census data indicate that bicycle trips comprise less than one percent of the total commute mode share in the City of Milpitas. For the proposed project, this would equate to approximately one new bike trip during each of the AM and PM peak hours. The low volume of bicycle trips generated by the project would not exceed the bicycle-carrying capacity of streets surrounding the site, and the increase in bicycle trips would not by itself require new off-site bicycle facilities.

The addition of the project would not remove any existing bike/pedestrian facilities, nor would it preclude any future planned improvements. Because most intersections around the project site are signalized and have very few bike/pedestrian activities, the addition of project traffic would have a negligible effect on walking and biking in the project vicinity. Therefore, the proposed project would not create an adverse impact to bike/pedestrian circulation in the area.

According to the VTA TIA Technical Guidelines, a project would create an impact on transit if: 1) it would generate a demand for additional transit services; or 2) it would cause a permanent or temporary reduction of transit availability or interference with existing transit users, e.g., relocation/closure of a transit stop or vacation of a roadway utilized by transit.

According to the TASP, transit trips would comprise approximately 9 percent of all peak hour trips. For the proposed project, assuming 9 percent of total commute trips would be transit trips, this would generate approximately one new transit trip during the AM peak hour and two new transit trips during the PM peak hour. In addition to commute trips, there would be additional transit trips to nearby schools, parks, and shopping areas. The volume of transit trips generated by the project would not exceed the carrying capacity of the existing transit service to the site.

The addition of the project would not remove any existing transit facilities, nor would it preclude any future planned improvements. As shown in the LOS calculations, the addition of project traffic would have a negligible effect on bus delays the project vicinity. Therefore, based on the VTA Technical Guidelines, the proposed project would not create an adverse impact to transit operations in the area and no improvements to existing transit service frequencies would be necessary in conjunction with the proposed project. Therefore, the proposed project would not result in any new or more significant impacts beyond those identified in the TASP FEIR.

CEQA Guidelines §15064.3

Effective December 28, 2018, the CEQA Guidelines were updated and require the evaluation of vehicle miles transportation (VMT) as the criteria for analyzing transportation impacts for land use projects. As noted in CEQA Guidelines Section 15064.3(c), the provisions of CEQA Guidelines Section 15064.3 shall apply prospectively as described in CEQA Guidelines Section 15007. A lead agency may elect to be governed by the provisions of CEQA Guidelines Section 15064.3 immediately; however, beginning on July 1, 2020, the provisions of this section shall apply Statewide. The City of Milpitas, as lead agency, has not yet elected to be governed by the provisions of CEQA Guidelines Section 15064.3. Therefore, the proposed project would neither conflict nor be inconsistent with CEQA Guidelines Section 15064.3, and there would be no new impact.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

TASP Policies

- *Policy 3.12: Preserve adequate right-of-way along Capitol Avenue, Great Mall Parkway, and Montague Expressway to accommodate future regional roadway improvements. Final dimensions of right-of-way acquisition are not yet known. The detailed street sections in Chapter 5 [of the Specific Plan] include notes about right-of-way acquisition, to the extent that information is currently available.*

- *Policy 3.15: Review individual development applications to ensure that adequate street right-of-way, bicycle facilities, pedestrian facilities and landscaping are provided and are consistent with the Transit Area Plan circulation policies and street design standards in Chapter 5 [of the Specific Plan].*

- *Policy 3.16: Establish and implement a travel demand management (TDM) program in order to encourage alternate modes of travel and thereby reduce automobile trips. Establish a funding mechanism to pay for the costs of the program, including the cost of a transportation coordinator to administer the program. The program would include a ride-matching program, coordination with regional ride-sharing organizations, and provision of transit information; and could also include sale of discounted transit passes and provision of shuttle service to major destinations.*

- *Policy 3.17: New streets shall be located as generally shown on the Street System Map, Figure 3-2.*

- *Policy 3.18: New development must dedicate land for new public streets and pay for their construction.*

- *Policy 3.21: Provide continuous pedestrian sidewalks and safe bike travel routes throughout the entire Transit Area and within development projects.*

- *Policy 3.22: Private development shall provide direct walking and biking routes to schools and major destinations, such as parks and shopping, through their property.*

- *Policy 3.28: Provide continuous bicycle circulation through the project site and to adjacent areas by closing existing gaps in bicycle lanes and bicycle routes, per Figure 3-5 [of the Specific Plan]. Gaps exist on Capitol Avenue between Montague Expressway and Trimble Road, and on Trade Zone Boulevard between Montague Expressway and Lundy Place. Capitol Avenue only needs to be re-striped to add a bike lane. Trade Zone Boulevard generally contains sufficient width to accommodate two travel lanes and bike lanes in each direction; however, the westbound lanes on Trade Zone jog south slightly, so right-of-way acquisition will likely be required to push the curb further north to maintain a consistent section and to add bike lanes. Bike routes should be upgraded to bike lanes as part of any Montague widening project.*

- *Policy 3.29: A Class III bicycle route shall be created on the internal roadways (from the Milpitas Boulevard Extension/Capitol Avenue intersection to Tarob Court) to provide a continuous bicycle connection between Milpitas Boulevard and the existing bicycle lanes on Lundy Street, as indicated on Figure 3-5 [of the Specific Plan].*

- *Policy 3.32: Coordinate with VTA to provide sufficient amenities (such as transit shelters) at all transit stops within the Transit Area.*

- *Policy 6.32: The City shall establish and assess a transportation impact fee program, known as the Regional Traffic Fee, to contribute toward traffic improvements to be undertaken in whole or in part by the County of Santa Clara or City of San Jose. This fee will go toward the East/West Corridor Study, Montague Expressway Widening project, and Calaveras Boulevard (SR 237) Overpass Widening project, as well as other local and regional improvements.*

- *Policy 6.33: The City shall establish and assess a transportation impact fee program to provide improvements to mitigate future traffic operations on the roadway segments within the City of Milpitas. All projects within the Transit Area Plan will be required to pay this fee.*

- *Policy 6.34: The new traffic impact fee program should include fair-share payments toward the following improvement: At the West Calaveras Boulevard/I-880 northbound ramps, convert the northbound center left turn lane to a shared left-turn/right-turn lane. The City of Milpitas will coordinate with Caltrans to implement this improvement.*

- *Policy 6.35: The new traffic impact fee program should include fair-share payments toward the following improvement: At the intersection of Tasman Drive/McCarthy Boulevard, the southbound (McCarthy Boulevard) shared through/right-turn lane will be converted to an exclusive right-turn lane with overlap signal phasing. The southbound right-turn will have a green arrow and enter the intersection at the same time as the eastbound left-turn movement. Eastbound left-turns will be prohibited. The City of Milpitas will implement this improvement.*

- *Policy 6.36: The new traffic impact fee program should include fair-share payments toward the following improvement: Coordinate the traffic signals at the Tasman Drive / I-880 southbound ramps and the Great Mall Parkway/I-880 northbound ramps with one another as well as adjacent intersections, particularly Tasman Drive/Alder Drive, in order to improve operations in the Great Mall Parkway/Tasman Drive corridor north of the Transit Area. The City of Milpitas will coordinate with Caltrans to implement this improvement.*

Conclusion

The TASP FEIR adequately evaluated the transportation impacts of the proposed project. The proposed project would be required to comply with TASP policies related to transportation including traffic impact fees and City of Milpitas 2008 CFD (TASP Area) tax rates. Therefore, the proposed project would not create any new impacts related to transportation and additional mitigation is not required.

18. TRIBAL CULTURAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	☐	☐	☐	☒
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Discussion

The only site within the TASP Area that the TASP FEIR identified as potentially eligible for the California Register of Historic Resources is the Great Mall, which is not located within the project site. General Plan Policy 4.f-G-1 would reduce any potential impact to historical and cultural resources to a less-than-significant level. As previously discussed in Section 5, Cultural Resources of this checklist, the TASP FEIR determined that impacts to cultural and historic resources would be reduced to less-than-significant levels with implementation of Policy 5.34 to reduce potential impacts to previously unidentified archeological resources to a less-than-significant level through construction monitoring, and if remains are found, temporary halting of construction until development of a mitigation plan and its implementation. This finding applies to tribal cultural resources. Therefore, the proposed project would not result in any new or more severe impacts to tribal cultural resources than were identified in the TASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy 4.f-G-1: Preserve existing historical and cultural resources, especially those site where an Historical Park may prove feasible.*

Conclusion

The TASP FEIR adequately evaluated the potential tribal cultural resources impacts for the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

19. UTILITIES AND SERVICE SYSTEMS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion

Wastewater Treatment Requirements

As the TASP FEIR describes, the City's Main Pump Station has a wet weather capacity between 42 and 45 million gallons per day (mgd) and the City does not expect buildout of the TASP, including the project site, to cause the City's overall wet weather flow to exceed this capacity (TASP Impact 3.11-3).[41] The City plans to make improvements to the Main Sewage Pump Station, not as a result of the buildout of the TASP, but as a result of overdue maintenance and seismic deficiencies. The TASP

[41] Milpitas, City of, 2008b, op. cit.

FEIR determined that the buildout of the TASP would result in an increase in wastewater flow and several new improvement projects to sewer pipelines would be required.

The TASP FEIR also determined buildout of the TASP would create sewer flows that when combined with other cumulative growth and development within the City would exceed the City's contracted capacity at the Water Pollution Control Plant. However, because the proposed project is within the level of development evaluated in the TASP FEIR, it would not result in any new or more severe impacts related to wastewater capacity and infrastructure than those previously analyzed.

Stormwater Drainage Facilities

The TASP would require the development of new storm drainage infrastructure as outlined in the 2001 Storm Drain Master Plan.[42] The majority of existing utilities within the boundary of the project site, aside from those within the public utility easement, would be removed. The proposed project would include the installation of new storm drain lines on the project site and would connect to the existing 12-inch municipal storm drain located at the northwest corner of the project site. The potential impacts associated with storm drainage facilities from the proposed project would not be greater or more severe than those identified in the TASP FEIR.

Water Supply

The TASP FEIR determined that the buildout of the TASP, including the project site, would increase water demand at buildout by 1.1 mgd. The buildout of the TASP would exceed capacity of the existing turnout delivering water from the SCVWD system during the peak hour demand period. This increase in demand would require improvements to the existing water infrastructure both within the TASP Area and affected pressure zones.

TASP Policy 6.22 would ensure that less-than-significant impacts associated with water supply would occur. The TASP FEIR concluded that this water demand will be adequately served by water supplies from current sources in addition to offsets by the supplies available from the SCVWD, the ability to run emergency wells, and an increased use of recycled water. The TASP provides policies which require the use of recycled water.

The proposed project would conform to TASP policies that would reduce the impact to a less-than-significant level and would not result in greater growth on the project site than anticipated by the TASP FEIR. Impacts of the proposed project would not result in any greater impacts than those identified by the TASP FEIR.

Solid Waste

Buildout of the TASP Area would result in an increase in the amount of solid waste due mainly to the increase in residential uses. The TASP FEIR concluded that there is sufficient capacity in the existing solid waste disposal facilities serving the TASP Area, including the project site, for at least 30 more years. The proposed project would conform to TASP policies and would not result in any new or more severe impacts beyond those identified in the TASP FEIR.

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42 Milpitas, City of, 2001. *Storm Drain Master Plan*. July.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Applicable Policies

TASP Policies

- *Policy 6.6: Construct the improvements within the Transit Area that were identified in the 2001 Storm Drainage Master Plan, and any other improvements identified in updates to the Master Plan.*
- *Policy 6.13: Provide water supply for the Specific Plan area from the Santa Clara Valley Water District.*
- *Policy 6.16: Reduce water consumption through a program of water conservation measures, such as use of recycled water, water-saving features, and drought-tolerant landscaping.*
- *Policy 6.17: The City of Milpitas will require that water saving devices, as required by the California Plumbing Code, be installed in all residential, commercial, industrial and institutional facilities within the Transit Area. Such devices are capable of reducing the amount of water used indoors, resulting in substantial wastewater flow reductions.*
- *Policy 6.19: Per the Midtown Specific Plan, require new development to include recycled water lines for irrigation.*
- *Policy 6.20: The City of Milpitas will require that recycled water be used to irrigate all parks, plazas, community facilities, linear parks, landscaped front yards and buffer zones. Recycled water may also be used for landscape irrigation on vegetated setbacks and private common areas. The City shall also require, where reasonable and feasible, that commercial uses, schools and non-residential mixed use developments be provided with dual plumbing to enable indoor recycled water use for non-potable uses to the extent feasible.*
- *Policy 6.21: Require existing irrigation users to convert to recycled water when it becomes available.*
- *Policy 6.23: All new development shall participate to the maximum extent practical in solid waste source reduction and diversion programs.*

Conclusion

The TASP FEIR adequately evaluated the potential utilities impacts for the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

20. WILDFIRE

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Discussion

Since certification of the TASP FEIR, Appendix G of the CEQA Guidelines has been revised to include a separate section for Wildfire. Effective December 28, 2018, CEQA requires the evaluation of wildfire hazards, among other changes. Because the TASP FEIR was certified prior to December 28, 2018, a separate evaluation of wildfire impacts was not included.

However, the Hazards and Hazardous Materials section of the TASP FEIR did determine that there were no Very High Fire Hazard Severity Zones within the TASP Area. In addition, the project site is not located in or near any State responsibility areas. Therefore, the proposed project would not result in any new impacts related to wildfire hazards.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

Conclusion

The TASP FEIR adequately evaluated the potential impacts related to hazards (and by extension, wildfire) of the proposed project and no new impacts would result.

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APPENDIX A

CALEEMOD OUTPUT SHEETS

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2001 Tarob Court

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	40.00	Dwelling Unit	0.77	40,000.00	114
Unenclosed Parking with Elevator	60.00	Space	0.00	24,000.00	0
Parking Lot	14.00	Space	0.10	5,600.00	0
City Park	0.44	Acre	0.44	19,166.40	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity based on 5-year average, PG&E, 2015

Land Use - The project would include 40 residential units, a parking garage with 60 spaces, an additional 14 onstreet parking spaces, and 0.44 acres of open space/landscaped areas.

Construction Phase - Construction of the proposed project is anticipated to occur over approximately 16 months, starting in April 2020 and ending in August 2021.

Grading - approximately 1,410 cubic yards of soils would be excavated and exported

Demolition - The project would demolish the existing 16,463-square-foot office/light-industrial building

Vehicle Trips - Based on ITE Trip Generation Rates for land use code 220 and 9% transit trip rediction per VTA's Transportation Impact Analysis Guidelines

Water Mitigation -

Energy Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	200.00	250.00
tblConstructionPhase	NumDays	4.00	20.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	PhaseEndDate	3/15/2021	8/6/2021
tblConstructionPhase	PhaseEndDate	2/15/2021	6/11/2021
tblConstructionPhase	PhaseEndDate	5/11/2020	6/26/2020
tblConstructionPhase	PhaseEndDate	3/1/2021	7/9/2021
tblConstructionPhase	PhaseEndDate	5/5/2020	5/29/2020
tblConstructionPhase	PhaseStartDate	3/2/2021	7/12/2021
tblConstructionPhase	PhaseStartDate	5/12/2020	6/29/2020
tblConstructionPhase	PhaseStartDate	5/6/2020	6/1/2020
tblConstructionPhase	PhaseStartDate	2/16/2021	6/14/2021

tblGrading	AcresOfGrading	7.50	1.22
tblGrading	AcresOfGrading	10.00	1.22
tblGrading	MaterialExported	0.00	1,410.00
tblLandUse	LotAcreage	1.05	0.77
tblLandUse	LotAcreage	0.54	0.00
tblLandUse	LotAcreage	0.13	0.10
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblVehicleTrips	ST_TR	6.39	6.05
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	SU_TR	5.86	6.05
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	WD_TR	6.65	6.05
tblVehicleTrips	WD_TR	1.89	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.2031	1.6725	1.2903	2.6200e-003	0.1430	0.0807	0.2236	0.0648	0.0768	0.1416	0.0000	225.6204	225.6204	0.0391	0.0000	226.5973
2021	0.4146	0.9628	0.9420	1.8600e-003	0.0288	0.0451	0.0739	7.7800e-003	0.0434	0.0512	0.0000	158.1868	158.1868	0.0241	0.0000	158.7881
Maximum	**0.4146**	**1.6725**	**1.2903**	**2.6200e-003**	**0.1430**	**0.0807**	**0.2236**	**0.0648**	**0.0768**	**0.1416**	**0.0000**	**225.6204**	**225.6204**	**0.0391**	**0.0000**	**226.5973**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.2031	1.6725	1.2903	2.6200e-003	0.1430	0.0807	0.2236	0.0648	0.0768	0.1416	0.0000	225.6202	225.6202	0.0391	0.0000	226.5971
2021	0.4146	0.9628	0.9420	1.8600e-003	0.0288	0.0451	0.0739	7.7800e-003	0.0434	0.0512	0.0000	158.1867	158.1867	0.0241	0.0000	158.7880
Maximum	**0.4146**	**1.6725**	**1.2903**	**2.6200e-003**	**0.1430**	**0.0807**	**0.2236**	**0.0648**	**0.0768**	**0.1416**	**0.0000**	**225.6202**	**225.6202**	**0.0391**	**0.0000**	**226.5971**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-6-2020	7-5-2020	0.6488	0.6488
2	7-6-2020	10-5-2020	0.6081	0.6081
3	10-6-2020	1-5-2021	0.6070	0.6070
4	1-6-2021	4-5-2021	0.5470	0.5470
5	4-6-2021	7-5-2021	0.4737	0.4737
6	7-6-2021	9-30-2021	0.2962	0.2962
		Highest	0.6488	0.6488

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2885	5.5700e-003	0.4254	2.7000e-004		0.0198	0.0198		0.0198	0.0198	1.8236	1.2355	3.0591	3.4000e-003	1.2000e-004	3.1799
Energy	1.8600e-003	0.0159	6.7800e-003	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	50.3060	50.3060	3.1600e-003	9.2000e-004	50.6591
Mobile	0.0646	0.3124	0.7294	2.4800e-003	0.2080	2.3100e-003	0.2103	0.0558	2.1600e-003	0.0580	0.0000	227.1256	227.1256	8.6500e-003	0.0000	227.3418
Waste						0.0000	0.0000		0.0000	0.0000	3.7432	0.0000	3.7432	0.2212	0.0000	9.2735
Water						0.0000	0.0000		0.0000	0.0000	0.8268	3.2345	4.0613	0.0852	2.0600e-003	6.8066
Total	**0.3550**	**0.3339**	**1.1616**	**2.8500e-003**	**0.2080**	**0.0234**	**0.2314**	**0.0558**	**0.0233**	**0.0791**	**6.3936**	**281.9016**	**288.2951**	**0.3216**	**3.1000e-003**	**297.2609**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1962	3.4400e-003	0.2983	2.0000e-005		1.6400e-003	1.6400e-003		1.6400e-003	1.6400e-003	0.0000	0.4865	0.4865	4.7000e-004	0.0000	0.4983
Energy	1.8600e-003	0.0159	6.7800e-003	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	50.2800	50.2800	3.1600e-003	9.2000e-004	50.6329
Mobile	0.0514	0.2139	0.4253	1.1500e-003	0.0881	1.1400e-003	0.0892	0.0236	1.0600e-003	0.0247	0.0000	105.6893	105.6893	5.1700e-003	0.0000	105.8186
Waste						0.0000	0.0000		0.0000	0.0000	3.7432	0.0000	3.7432	0.2212	0.0000	9.2735
Water						0.0000	0.0000		0.0000	0.0000	0.6615	2.7023	3.3638	0.0682	1.6500e-003	5.5609
Total	**0.2495**	**0.2333**	**0.7304**	**1.2700e-003**	**0.0881**	**4.0700e-003**	**0.0922**	**0.0236**	**3.9900e-003**	**0.0276**	**4.4046**	**159.1581**	**163.5627**	**0.2982**	**2.5700e-003**	**171.7843**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**29.72**	**30.13**	**37.12**	**55.44**	**57.66**	**82.61**	**60.18**	**57.66**	**82.85**	**65.06**	**31.11**	**43.54**	**43.27**	**7.29**	**17.10**	**42.21**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/6/2020	5/1/2020	5	20	
2	Site Preparation	Site Preparation	5/2/2020	5/29/2020	5	20	
3	Grading	Grading	6/1/2020	6/26/2020	5	20	
4	Building Construction	Building Construction	6/29/2020	6/11/2021	5	250	
5	Paving	Paving	6/14/2021	7/9/2021	5	20	
6	Architectural Coating	Architectural Coating	7/12/2021	8/6/2021	5	20	

Acres of Grading (Site Preparation Phase): 1.22

Acres of Grading (Grading Phase): 1.22

Acres of Paving: 0.1

Residential Indoor: 81,000; Residential Outdoor: 27,000; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,776 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	75.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	176.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	49.00	12.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.1000e-003	0.0000	8.1000e-003	1.2300e-003	0.0000	1.2300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0213	0.2095	0.1466	2.4000e-004		0.0115	0.0115		0.0108	0.0108	0.0000	21.0677	21.0677	5.4200e-003	0.0000	21.2031
Total	**0.0213**	**0.2095**	**0.1466**	**2.4000e-004**	**8.1000e-003**	**0.0115**	**0.0196**	**1.2300e-003**	**0.0108**	**0.0120**	**0.0000**	**21.0677**	**21.0677**	**5.4200e-003**	**0.0000**	**21.2031**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.1000e-004	0.0110	2.2000e-003	3.0000e-005	6.3000e-004	4.0000e-005	6.7000e-004	1.7000e-004	3.0000e-005	2.1000e-004	0.0000	2.8739	2.8739	1.5000e-004	0.0000	2.8776
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	3.1000e-004	3.1900e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.9000	0.9000	2.0000e-005	0.0000	0.9005
Total	**7.4000e-004**	**0.0113**	**5.3900e-003**	**4.0000e-005**	**1.6600e-003**	**5.0000e-005**	**1.7000e-003**	**4.4000e-004**	**4.0000e-005**	**4.9000e-004**	**0.0000**	**3.7739**	**3.7739**	**1.7000e-004**	**0.0000**	**3.7781**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.1000e-003	0.0000	8.1000e-003	1.2300e-003	0.0000	1.2300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0213	0.2095	0.1466	2.4000e-004		0.0115	0.0115		0.0108	0.0108	0.0000	21.0676	21.0676	5.4200e-003	0.0000	21.2030
Total	**0.0213**	**0.2095**	**0.1466**	**2.4000e-004**	**8.1000e-003**	**0.0115**	**0.0196**	**1.2300e-003**	**0.0108**	**0.0120**	**0.0000**	**21.0676**	**21.0676**	**5.4200e-003**	**0.0000**	**21.2030**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.1000e-004	0.0110	2.2000e-003	3.0000e-005	6.3000e-004	4.0000e-005	6.7000e-004	1.7000e-004	3.0000e-005	2.1000e-004	0.0000	2.8739	2.8739	1.5000e-004	0.0000	2.8776
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	3.1000e-004	3.1900e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.9000	0.9000	2.0000e-005	0.0000	0.9005
Total	**7.4000e-004**	**0.0113**	**5.3900e-003**	**4.0000e-005**	**1.6600e-003**	**5.0000e-005**	**1.7000e-003**	**4.4000e-004**	**4.0000e-005**	**4.9000e-004**	**0.0000**	**3.7739**	**3.7739**	**1.7000e-004**	**0.0000**	**3.7781**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0533	0.0000	0.0533	0.0290	0.0000	0.0290	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0163	0.1835	0.0771	1.7000e-004		8.2100e-003	8.2100e-003		7.5500e-003	7.5500e-003	0.0000	15.1265	15.1265	4.8900e-003	0.0000	15.2488
Total	**0.0163**	**0.1835**	**0.0771**	**1.7000e-004**	**0.0533**	**8.2100e-003**	**0.0616**	**0.0290**	**7.5500e-003**	**0.0366**	**0.0000**	**15.1265**	**15.1265**	**4.8900e-003**	**0.0000**	**15.2488**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.9000e-004	1.9600e-003	1.0000e-005	6.3000e-004	0.0000	6.4000e-004	1.7000e-004	0.0000	1.7000e-004	0.0000	0.5538	0.5538	1.0000e-005	0.0000	0.5542
Total	**2.7000e-004**	**1.9000e-004**	**1.9600e-003**	**1.0000e-005**	**6.3000e-004**	**0.0000**	**6.4000e-004**	**1.7000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**0.5538**	**0.5538**	**1.0000e-005**	**0.0000**	**0.5542**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0533	0.0000	0.0533	0.0290	0.0000	0.0290	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0163	0.1835	0.0771	1.7000e-004		8.2100e-003	8.2100e-003		7.5500e-003	7.5500e-003	0.0000	15.1265	15.1265	4.8900e-003	0.0000	15.2488
Total	**0.0163**	**0.1835**	**0.0771**	**1.7000e-004**	**0.0533**	**8.2100e-003**	**0.0616**	**0.0290**	**7.5500e-003**	**0.0366**	**0.0000**	**15.1265**	**15.1265**	**4.8900e-003**	**0.0000**	**15.2488**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.9000e-004	1.9600e-003	1.0000e-005	6.3000e-004	0.0000	6.4000e-004	1.7000e-004	0.0000	1.7000e-004	0.0000	0.5538	0.5538	1.0000e-005	0.0000	0.5542
Total	**2.7000e-004**	**1.9000e-004**	**1.9600e-003**	**1.0000e-005**	**6.3000e-004**	**0.0000**	**6.4000e-004**	**1.7000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**0.5538**	**0.5538**	**1.0000e-005**	**0.0000**	**0.5542**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0459	0.0000	0.0459	0.0249	0.0000	0.0249	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0135	0.1509	0.0645	1.4000e-004		6.8400e-003	6.8400e-003		6.3000e-003	6.3000e-003	0.0000	12.3896	12.3896	4.0100e-003	0.0000	12.4898
Total	**0.0135**	**0.1509**	**0.0645**	**1.4000e-004**	**0.0459**	**6.8400e-003**	**0.0527**	**0.0249**	**6.3000e-003**	**0.0312**	**0.0000**	**12.3896**	**12.3896**	**4.0100e-003**	**0.0000**	**12.4898**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.3000e-004	0.0257	5.1700e-003	7.0000e-005	1.4900e-003	8.0000e-005	1.5700e-003	4.1000e-004	8.0000e-005	4.9000e-004	0.0000	6.7441	6.7441	3.5000e-004	0.0000	6.7528
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.9000e-004	1.9600e-003	1.0000e-005	6.3000e-004	0.0000	6.4000e-004	1.7000e-004	0.0000	1.7000e-004	0.0000	0.5538	0.5538	1.0000e-005	0.0000	0.5542
Total	**1.0000e-003**	**0.0259**	**7.1300e-003**	**8.0000e-005**	**2.1200e-003**	**8.0000e-005**	**2.2100e-003**	**5.8000e-004**	**8.0000e-005**	**6.6000e-004**	**0.0000**	**7.2979**	**7.2979**	**3.6000e-004**	**0.0000**	**7.3069**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0459	0.0000	0.0459	0.0249	0.0000	0.0249	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0135	0.1509	0.0645	1.4000e-004		6.8400e-003	6.8400e-003		6.3000e-003	6.3000e-003	0.0000	12.3896	12.3896	4.0100e-003	0.0000	12.4898
Total	**0.0135**	**0.1509**	**0.0645**	**1.4000e-004**	**0.0459**	**6.8400e-003**	**0.0527**	**0.0249**	**6.3000e-003**	**0.0312**	**0.0000**	**12.3896**	**12.3896**	**4.0100e-003**	**0.0000**	**12.4898**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.3000e-004	0.0257	5.1700e-003	7.0000e-005	1.4900e-003	8.0000e-005	1.5700e-003	4.1000e-004	8.0000e-005	4.9000e-004	0.0000	6.7441	6.7441	3.5000e-004	0.0000	6.7528
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.9000e-004	1.9600e-003	1.0000e-005	6.3000e-004	0.0000	6.4000e-004	1.7000e-004	0.0000	1.7000e-004	0.0000	0.5538	0.5538	1.0000e-005	0.0000	0.5542
Total	**1.0000e-003**	**0.0259**	**7.1300e-003**	**8.0000e-005**	**2.1200e-003**	**8.0000e-005**	**2.2100e-003**	**5.8000e-004**	**8.0000e-005**	**6.6000e-004**	**0.0000**	**7.2979**	**7.2979**	**3.6000e-004**	**0.0000**	**7.3069**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1360	0.9908	0.8836	1.4800e-003		0.0533	0.0533		0.0515	0.0515	0.0000	121.6332	121.6332	0.0226	0.0000	122.1977
Total	**0.1360**	**0.9908**	**0.8836**	**1.4800e-003**		**0.0533**	**0.0533**		**0.0515**	**0.0515**	**0.0000**	**121.6332**	**121.6332**	**0.0226**	**0.0000**	**122.1977**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.1100e-003	0.0928	0.0233	2.2000e-004	5.2700e-003	4.5000e-004	5.7200e-003	1.5200e-003	4.3000e-004	1.9600e-003	0.0000	21.0503	21.0503	1.0900e-003	0.0000	21.0774
Worker	0.0109	7.7900e-003	0.0806	2.5000e-004	0.0259	1.7000e-004	0.0261	6.9000e-003	1.6000e-004	7.0600e-003	0.0000	22.7276	22.7276	5.5000e-004	0.0000	22.7413
Total	**0.0140**	**0.1006**	**0.1040**	**4.7000e-004**	**0.0312**	**6.2000e-004**	**0.0318**	**8.4200e-003**	**5.9000e-004**	**9.0200e-003**	**0.0000**	**43.7779**	**43.7779**	**1.6400e-003**	**0.0000**	**43.8188**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1360	0.9908	0.8836	1.4800e-003		0.0533	0.0533		0.0515	0.0515	0.0000	121.6331	121.6331	0.0226	0.0000	122.1976
Total	**0.1360**	**0.9908**	**0.8836**	**1.4800e-003**		**0.0533**	**0.0533**		**0.0515**	**0.0515**	**0.0000**	**121.6331**	**121.6331**	**0.0226**	**0.0000**	**122.1976**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.1100e-003	0.0928	0.0233	2.2000e-004	5.2700e-003	4.5000e-004	5.7200e-003	1.5200e-003	4.3000e-004	1.9600e-003	0.0000	21.0503	21.0503	1.0900e-003	0.0000	21.0774
Worker	0.0109	7.7900e-003	0.0806	2.5000e-004	0.0259	1.7000e-004	0.0261	6.9000e-003	1.6000e-004	7.0600e-003	0.0000	22.7276	22.7276	5.5000e-004	0.0000	22.7413
Total	**0.0140**	**0.1006**	**0.1040**	**4.7000e-004**	**0.0312**	**6.2000e-004**	**0.0318**	**8.4200e-003**	**5.9000e-004**	**9.0200e-003**	**0.0000**	**43.7779**	**43.7779**	**1.6400e-003**	**0.0000**	**43.8188**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1051	0.7909	0.7482	1.2800e-003		0.0397	0.0397		0.0383	0.0383	0.0000	105.2976	105.2976	0.0188	0.0000	105.7676
Total	**0.1051**	**0.7909**	**0.7482**	**1.2800e-003**		**0.0397**	**0.0397**		**0.0383**	**0.0383**	**0.0000**	**105.2976**	**105.2976**	**0.0188**	**0.0000**	**105.7676**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2100e-003	0.0727	0.0182	1.9000e-004	4.5600e-003	1.6000e-004	4.7200e-003	1.3200e-003	1.5000e-004	1.4700e-003	0.0000	18.0503	18.0503	8.9000e-004	0.0000	18.0725
Worker	8.7200e-003	6.0200e-003	0.0637	2.1000e-004	0.0225	1.5000e-004	0.0226	5.9700e-003	1.4000e-004	6.1100e-003	0.0000	18.9843	18.9843	4.3000e-004	0.0000	18.9949
Total	**0.0109**	**0.0787**	**0.0819**	**4.0000e-004**	**0.0270**	**3.1000e-004**	**0.0273**	**7.2900e-003**	**2.9000e-004**	**7.5800e-003**	**0.0000**	**37.0346**	**37.0346**	**1.3200e-003**	**0.0000**	**37.0674**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1051	0.7909	0.7482	1.2800e-003		0.0397	0.0397		0.0383	0.0383	0.0000	105.2975	105.2975	0.0188	0.0000	105.7675
Total	**0.1051**	**0.7909**	**0.7482**	**1.2800e-003**		**0.0397**	**0.0397**		**0.0383**	**0.0383**	**0.0000**	**105.2975**	**105.2975**	**0.0188**	**0.0000**	**105.7675**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2100e-003	0.0727	0.0182	1.9000e-004	4.5600e-003	1.6000e-004	4.7200e-003	1.3200e-003	1.5000e-004	1.4700e-003	0.0000	18.0503	18.0503	8.9000e-004	0.0000	18.0725
Worker	8.7200e-003	6.0200e-003	0.0637	2.1000e-004	0.0225	1.5000e-004	0.0226	5.9700e-003	1.4000e-004	6.1100e-003	0.0000	18.9843	18.9843	4.3000e-004	0.0000	18.9949
Total	**0.0109**	**0.0787**	**0.0819**	**4.0000e-004**	**0.0270**	**3.1000e-004**	**0.0273**	**7.2900e-003**	**2.9000e-004**	**7.5800e-003**	**0.0000**	**37.0346**	**37.0346**	**1.3200e-003**	**0.0000**	**37.0674**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.7400e-003	0.0774	0.0886	1.4000e-004		4.1500e-003	4.1500e-003		3.8300e-003	3.8300e-003	0.0000	11.7650	11.7650	3.7300e-003	0.0000	11.8582
Paving	1.3000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.8700e-003**	**0.0774**	**0.0886**	**1.4000e-004**		**4.1500e-003**	**4.1500e-003**		**3.8300e-003**	**3.8300e-003**	**0.0000**	**11.7650**	**11.7650**	**3.7300e-003**	**0.0000**	**11.8582**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	2.8000e-004	2.9200e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8684	0.8684	2.0000e-005	0.0000	0.8689
Total	**4.0000e-004**	**2.8000e-004**	**2.9200e-003**	**1.0000e-005**	**1.0300e-003**	**1.0000e-005**	**1.0300e-003**	**2.7000e-004**	**1.0000e-005**	**2.8000e-004**	**0.0000**	**0.8684**	**0.8684**	**2.0000e-005**	**0.0000**	**0.8689**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.7400e-003	0.0774	0.0886	1.4000e-004		4.1500e-003	4.1500e-003		3.8300e-003	3.8300e-003	0.0000	11.7650	11.7650	3.7300e-003	0.0000	11.8582
Paving	1.3000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.8700e-003**	**0.0774**	**0.0886**	**1.4000e-004**		**4.1500e-003**	**4.1500e-003**		**3.8300e-003**	**3.8300e-003**	**0.0000**	**11.7650**	**11.7650**	**3.7300e-003**	**0.0000**	**11.8582**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	2.8000e-004	2.9200e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8684	0.8684	2.0000e-005	0.0000	0.8689
Total	**4.0000e-004**	**2.8000e-004**	**2.9200e-003**	**1.0000e-005**	**1.0300e-003**	**1.0000e-005**	**1.0300e-003**	**2.7000e-004**	**1.0000e-005**	**2.8000e-004**	**0.0000**	**0.8684**	**0.8684**	**2.0000e-005**	**0.0000**	**0.8689**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2878					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1900e-003	0.0153	0.0182	3.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004	0.0000	2.5533	2.5533	1.8000e-004	0.0000	2.5576
Total	**0.2899**	**0.0153**	**0.0182**	**3.0000e-005**		**9.4000e-004**	**9.4000e-004**		**9.4000e-004**	**9.4000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.8000e-004**	**0.0000**	**2.5576**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.1000e-004	2.2400e-003	1.0000e-005	7.9000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6680	0.6680	1.0000e-005	0.0000	0.6684
Total	**3.1000e-004**	**2.1000e-004**	**2.2400e-003**	**1.0000e-005**	**7.9000e-004**	**1.0000e-005**	**8.0000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.6680**	**0.6680**	**1.0000e-005**	**0.0000**	**0.6684**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2878					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1900e-003	0.0153	0.0182	3.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004	0.0000	2.5533	2.5533	1.8000e-004	0.0000	2.5576
Total	**0.2899**	**0.0153**	**0.0182**	**3.0000e-005**		**9.4000e-004**	**9.4000e-004**		**9.4000e-004**	**9.4000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.8000e-004**	**0.0000**	**2.5576**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	2.1000e-004	2.2400e-003	1.0000e-005	7.9000e-004	1.0000e-005	8.0000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6680	0.6680	1.0000e-005	0.0000	0.6684
Total	**3.1000e-004**	**2.1000e-004**	**2.2400e-003**	**1.0000e-005**	**7.9000e-004**	**1.0000e-005**	**8.0000e-004**	**2.1000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.6680**	**0.6680**	**1.0000e-005**	**0.0000**	**0.6684**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0514	0.2139	0.4253	1.1500e-003	0.0881	1.1400e-003	0.0892	0.0236	1.0600e-003	0.0247	0.0000	105.6893	105.6893	5.1700e-003	0.0000	105.8186
Unmitigated	0.0646	0.3124	0.7294	2.4800e-003	0.2080	2.3100e-003	0.2103	0.0558	2.1600e-003	0.0580	0.0000	227.1256	227.1256	8.6500e-003	0.0000	227.3418

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	242.00	242.00	242.00	558,925	236,657
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	242.00	242.00	242.00	558,925	236,657

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unenclosed Parking with	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
City Park	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
Parking Lot	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
Unenclosed Parking with Elevator	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	31.8387	31.8387	2.8100e-003	5.8000e-004	32.0820
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	31.8646	31.8646	2.8100e-003	5.8000e-004	32.1082
NaturalGas Mitigated	1.8600e-003	0.0159	6.7800e-003	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4414	18.4414	3.5000e-004	3.4000e-004	18.5510
NaturalGas Unmitigated	1.8600e-003	0.0159	6.7800e-003	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4414	18.4414	3.5000e-004	3.4000e-004	18.5510

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	345578	1.8600e-003	0.0159	6.7800e-003	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4414	18.4414	3.5000e-004	3.4000e-004	18.5510
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.8600e-003**	**0.0159**	**6.7800e-003**	**1.0000e-004**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**18.4414**	**18.4414**	**3.5000e-004**	**3.4000e-004**	**18.5510**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	345578	1.8600e-003	0.0159	6.7800e-003	1.0000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	18.4414	18.4414	3.5000e-004	3.4000e-004	18.5510
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.8600e-003**	**0.0159**	**6.7800e-003**	**1.0000e-004**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**18.4414**	**18.4414**	**3.5000e-004**	**3.4000e-004**	**18.5510**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	165134	24.6283	2.1700e-003	4.5000e-004	24.8165
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	1960	0.2923	3.0000e-005	1.0000e-005	0.2946
Unenclosed Parking with Elevator	46560	6.9440	6.1000e-004	1.3000e-004	6.9971
Total		**31.8646**	**2.8100e-003**	**5.9000e-004**	**32.1082**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	164960	24.6023	2.1700e-003	4.5000e-004	24.7904
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	1960	0.2923	3.0000e-005	1.0000e-005	0.2946
Unenclosed Parking with Elevator	46560	6.9440	6.1000e-004	1.3000e-004	6.9971
Total		**31.8387**	**2.8100e-003**	**5.9000e-004**	**32.0820**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1962	3.4400e-003	0.2983	2.0000e-005		1.6400e-003	1.6400e-003		1.6400e-003	1.6400e-003	0.0000	0.4865	0.4865	4.7000e-004	0.0000	0.4983
Unmitigated	0.2885	5.5700e-003	0.4254	2.7000e-004		0.0198	0.0198		0.0198	0.0198	1.8236	1.2355	3.0591	3.4000e-003	1.2000e-004	3.1799

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0288					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1583					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0923	2.1200e-003	0.1271	2.5000e-004		0.0182	0.0182		0.0182	0.0182	1.8236	0.7490	2.5726	2.9300e-003	1.2000e-004	2.6815
Landscaping	9.0800e-003	3.4400e-003	0.2983	2.0000e-005		1.6400e-003	1.6400e-003		1.6400e-003	1.6400e-003	0.0000	0.4865	0.4865	4.7000e-004	0.0000	0.4983
Total	**0.2885**	**5.5600e-003**	**0.4254**	**2.7000e-004**		**0.0198**	**0.0198**		**0.0198**	**0.0198**	**1.8236**	**1.2355**	**3.0591**	**3.4000e-003**	**1.2000e-004**	**3.1799**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0288					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1583					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.0800e-003	3.4400e-003	0.2983	2.0000e-005		1.6400e-003	1.6400e-003		1.6400e-003	1.6400e-003	0.0000	0.4865	0.4865	4.7000e-004	0.0000	0.4983
Total	**0.1962**	**3.4400e-003**	**0.2983**	**2.0000e-005**		**1.6400e-003**	**1.6400e-003**		**1.6400e-003**	**1.6400e-003**	**0.0000**	**0.4865**	**0.4865**	**4.7000e-004**	**0.0000**	**0.4983**

7.0 Water Detail

7.1 Mitigation Measures Water

Use Reclaimed Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.3638	0.0682	1.6500e-003	5.5609
Unmitigated	4.0613	0.0852	2.0600e-003	6.8066

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.60616 / 1.64301	3.7876	0.0852	2.0600e-003	6.5309
City Park	0 / 0.524252	0.2737	2.0000e-005	0.0000	0.2758
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**4.0613**	**0.0852**	**2.0600e-003**	**6.8066**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.08493 / 1.48108	3.1171	0.0682	1.6500e-003	5.3124
City Park	0 / 0.472582	0.2467	2.0000e-005	0.0000	0.2486
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**3.3638**	**0.0682**	**1.6500e-003**	**5.5609**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.7432	0.2212	0.0000	9.2735
Unmitigated	3.7432	0.2212	0.0000	9.2735

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	18.4	3.7350	0.2207	0.0000	9.2534
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**3.7432**	**0.2212**	**0.0000**	**9.2735**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	18.4	3.7350	0.2207	0.0000	9.2534
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**3.7432**	**0.2212**	**0.0000**	**9.2735**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2001 Tarob Court

Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	40.00	Dwelling Unit	0.77	40,000.00	114
Unenclosed Parking with Elevator	60.00	Space	0.00	24,000.00	0
Parking Lot	14.00	Space	0.10	5,600.00	0
City Park	0.44	Acre	0.44	19,166.40	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity based on 5-year average, PG&E, 2015

Land Use - The project would include 40 residential units, a parking garage with 60 spaces, an additional 14 onstreet parking spaces, and 0.44 acres of open space/landscaped areas.

Construction Phase - Construction of the proposed project is anticipated to occur over approximately 16 months, starting in April 2020 and ending in August 2021.

Grading - approximately 1,410 cubic yards of soils would be excavated and exported

Demolition - The project would demolish the existing 16,463-square-foot office/light-industrial building

Vehicle Trips - Based on ITE Trip Generation Rates for land use code 220 and 9% transit trip rediction per VTA's Transportation Impact Analysis Guidelines

Water Mitigation -

Energy Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	200.00	250.00
tblConstructionPhase	NumDays	4.00	20.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	PhaseEndDate	3/15/2021	8/6/2021
tblConstructionPhase	PhaseEndDate	2/15/2021	6/11/2021
tblConstructionPhase	PhaseEndDate	5/11/2020	6/26/2020
tblConstructionPhase	PhaseEndDate	3/1/2021	7/9/2021
tblConstructionPhase	PhaseEndDate	5/5/2020	5/29/2020
tblConstructionPhase	PhaseStartDate	3/2/2021	7/12/2021
tblConstructionPhase	PhaseStartDate	5/12/2020	6/29/2020
tblConstructionPhase	PhaseStartDate	5/6/2020	6/1/2020
tblConstructionPhase	PhaseStartDate	2/16/2021	6/14/2021

tblGrading	AcresOfGrading	7.50	1.22
tblGrading	AcresOfGrading	10.00	1.22
tblGrading	MaterialExported	0.00	1,410.00
tblLandUse	LotAcreage	1.05	0.77
tblLandUse	LotAcreage	0.54	0.00
tblLandUse	LotAcreage	0.13	0.10
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblVehicleTrips	ST_TR	6.39	6.05
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	SU_TR	5.86	6.05
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	WD_TR	6.65	6.05
tblVehicleTrips	WD_TR	1.89	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2463	22.0478	15.2195	0.0294	5.3997	1.1567	6.2211	2.9209	1.0801	3.6765	0.0000	2,753.3897	2,753.3897	0.6155	0.0000	2,763.4444
2021	29.0261	14.9682	14.3954	0.0292	0.4838	0.6896	1.1733	0.1302	0.6657	0.7959	0.0000	2,736.0304	2,736.0304	0.4134	0.0000	2,745.5858
Maximum	**29.0261**	**22.0478**	**15.2195**	**0.0294**	**5.3997**	**1.1567**	**6.2211**	**2.9209**	**1.0801**	**3.6765**	**0.0000**	**2,753.3897**	**2,753.3897**	**0.6155**	**0.0000**	**2,763.4444**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2463	22.0478	15.2195	0.0294	5.3997	1.1567	6.2211	2.9209	1.0801	3.6765	0.0000	2,753.3897	2,753.3897	0.6155	0.0000	2,763.4444
2021	29.0261	14.9682	14.3954	0.0292	0.4838	0.6896	1.1733	0.1302	0.6657	0.7959	0.0000	2,736.0304	2,736.0304	0.4134	0.0000	2,745.5858
Maximum	**29.0261**	**22.0478**	**15.2195**	**0.0294**	**5.3997**	**1.1567**	**6.2211**	**2.9209**	**1.0801**	**3.6765**	**0.0000**	**2,753.3897**	**2,753.3897**	**0.6155**	**0.0000**	**2,763.4444**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.5765	0.4019	25.0491	0.0421		3.1038	3.1038		3.1038	3.1038	334.8339	154.1937	489.0275	0.4640	0.0237	507.6804
Energy	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
Mobile	0.4063	1.6623	4.1560	0.0144	1.1875	0.0127	1.2002	0.3177	0.0119	0.3296		1,456.2190	1,456.2190	0.0527		1,457.5362
Total	**17.9930**	**2.1515**	**29.2422**	**0.0570**	**1.1875**	**3.1235**	**4.3110**	**0.3177**	**3.1227**	**3.4404**	**334.8339**	**1,721.7997**	**2,056.6335**	**0.5188**	**0.0257**	**2,077.2654**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1261	0.0383	3.3149	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9584	5.9584	5.8000e-003	0.0000	6.1034
Energy	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
Mobile	0.3321	1.1530	2.2721	6.6800e-003	0.5028	6.2000e-003	0.5090	0.1345	5.8000e-003	0.1403		676.4867	676.4867	0.0306		677.2518
Total	**1.4683**	**1.2785**	**5.6241**	**7.4100e-003**	**0.5028**	**0.0315**	**0.5343**	**0.1345**	**0.0311**	**0.1657**	**0.0000**	**793.8320**	**793.8320**	**0.0385**	**2.0400e-003**	**795.4041**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**91.84**	**40.58**	**80.77**	**87.00**	**57.66**	**98.99**	**87.61**	**57.66**	**99.00**	**95.19**	**100.00**	**53.90**	**61.40**	**92.57**	**92.07**	**61.71**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/6/2020	5/1/2020	5	20	
2	Site Preparation	Site Preparation	5/2/2020	5/29/2020	5	20	
3	Grading	Grading	6/1/2020	6/26/2020	5	20	
4	Building Construction	Building Construction	6/29/2020	6/11/2021	5	250	
5	Paving	Paving	6/14/2021	7/9/2021	5	20	
6	Architectural Coating	Architectural Coating	7/12/2021	8/6/2021	5	20	

Acres of Grading (Site Preparation Phase): 1.22

Acres of Grading (Grading Phase): 1.22

Acres of Paving: 0.1

Residential Indoor: 81,000; Residential Outdoor: 27,000; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,776 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	75.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	176.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	49.00	12.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8103	0.0000	0.8103	0.1227	0.0000	0.1227			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761		2,322.3127	2,322.3127	0.5970		2,337.2363
Total	**2.1262**	**20.9463**	**14.6573**	**0.0241**	**0.8103**	**1.1525**	**1.9628**	**0.1227**	**1.0761**	**1.1988**		**2,322.3127**	**2,322.3127**	**0.5970**		**2,337.2363**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0309	1.0742	0.2135	2.9800e-003	0.0655	3.5100e-003	0.0690	0.0180	3.3600e-003	0.0213		319.0438	319.0438	0.0160		319.4428
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0452	0.0274	0.3488	1.0700e-003	0.1068	6.9000e-004	0.1075	0.0283	6.4000e-004	0.0290		106.7010	106.7010	2.5700e-003		106.7652
Total	**0.0761**	**1.1015**	**0.5623**	**4.0500e-003**	**0.1723**	**4.2000e-003**	**0.1765**	**0.0463**	**4.0000e-003**	**0.0503**		**425.7448**	**425.7448**	**0.0185**		**426.2081**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8103	0.0000	0.8103	0.1227	0.0000	0.1227			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761	0.0000	2,322.3127	2,322.3127	0.5970		2,337.2363
Total	**2.1262**	**20.9463**	**14.6573**	**0.0241**	**0.8103**	**1.1525**	**1.9628**	**0.1227**	**1.0761**	**1.1988**	**0.0000**	**2,322.3127**	**2,322.3127**	**0.5970**		**2,337.2363**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0309	1.0742	0.2135	2.9800e-003	0.0655	3.5100e-003	0.0690	0.0180	3.3600e-003	0.0213		319.0438	319.0438	0.0160		319.4428
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0452	0.0274	0.3488	1.0700e-003	0.1068	6.9000e-004	0.1075	0.0283	6.4000e-004	0.0290		106.7010	106.7010	2.5700e-003		106.7652
Total	**0.0761**	**1.1015**	**0.5623**	**4.0500e-003**	**0.1723**	**4.2000e-003**	**0.1765**	**0.0463**	**4.0000e-003**	**0.0503**		**425.7448**	**425.7448**	**0.0185**		**426.2081**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3340	0.0000	5.3340	2.9034	0.0000	2.9034			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553		1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**5.3340**	**0.8210**	**6.1550**	**2.9034**	**0.7553**	**3.6587**		**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0278	0.0168	0.2146	6.6000e-004	0.0657	4.3000e-004	0.0661	0.0174	3.9000e-004	0.0178		65.6621	65.6621	1.5800e-003		65.7017
Total	**0.0278**	**0.0168**	**0.2146**	**6.6000e-004**	**0.0657**	**4.3000e-004**	**0.0661**	**0.0174**	**3.9000e-004**	**0.0178**		**65.6621**	**65.6621**	**1.5800e-003**		**65.7017**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3340	0.0000	5.3340	2.9034	0.0000	2.9034			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553	0.0000	1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**5.3340**	**0.8210**	**6.1550**	**2.9034**	**0.7553**	**3.6587**	**0.0000**	**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0278	0.0168	0.2146	6.6000e-004	0.0657	4.3000e-004	0.0661	0.0174	3.9000e-004	0.0178		65.6621	65.6621	1.5800e-003		65.7017
Total	**0.0278**	**0.0168**	**0.2146**	**6.6000e-004**	**0.0657**	**4.3000e-004**	**0.0661**	**0.0174**	**3.9000e-004**	**0.0178**		**65.6621**	**65.6621**	**1.5800e-003**		**65.7017**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5892	0.0000	4.5892	2.4909	0.0000	2.4909			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296		1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**4.5892**	**0.6844**	**5.2736**	**2.4909**	**0.6296**	**3.1205**		**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0726	2.5207	0.5010	7.0000e-003	0.1537	8.2400e-003	0.1620	0.0421	7.8800e-003	0.0500		748.6895	748.6895	0.0375		749.6259
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0278	0.0168	0.2146	6.6000e-004	0.0657	4.3000e-004	0.0661	0.0174	3.9000e-004	0.0178		65.6621	65.6621	1.5800e-003		65.7017
Total	**0.1004**	**2.5375**	**0.7156**	**7.6600e-003**	**0.2195**	**8.6700e-003**	**0.2281**	**0.0596**	**8.2700e-003**	**0.0678**		**814.3516**	**814.3516**	**0.0390**		**815.3275**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5892	0.0000	4.5892	2.4909	0.0000	2.4909			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296	0.0000	1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**4.5892**	**0.6844**	**5.2736**	**2.4909**	**0.6296**	**3.1205**	**0.0000**	**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0726	2.5207	0.5010	7.0000e-003	0.1537	8.2400e-003	0.1620	0.0421	7.8800e-003	0.0500		748.6895	748.6895	0.0375		749.6259
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0278	0.0168	0.2146	6.6000e-004	0.0657	4.3000e-004	0.0661	0.0174	3.9000e-004	0.0178		65.6621	65.6621	1.5800e-003		65.7017
Total	**0.1004**	**2.5375**	**0.7156**	**7.6600e-003**	**0.2195**	**8.6700e-003**	**0.2281**	**0.0596**	**8.2700e-003**	**0.0678**		**814.3516**	**814.3516**	**0.0390**		**815.3275**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688		2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**		**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0455	1.3676	0.3262	3.3100e-003	0.0812	6.7000e-003	0.0879	0.0234	6.4100e-003	0.0298		350.0497	350.0497	0.0172		350.4806
Worker	0.1703	0.1031	1.3147	4.0400e-003	0.4025	2.6100e-003	0.4051	0.1068	2.4000e-003	0.1092		402.1805	402.1805	9.6900e-003		402.4228
Total	**0.2158**	**1.4707**	**1.6409**	**7.3500e-003**	**0.4838**	**9.3100e-003**	**0.4931**	**0.1302**	**8.8100e-003**	**0.1390**		**752.2302**	**752.2302**	**0.0269**		**752.9034**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**	**0.0000**	**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0455	1.3676	0.3262	3.3100e-003	0.0812	6.7000e-003	0.0879	0.0234	6.4100e-003	0.0298		350.0497	350.0497	0.0172		350.4806
Worker	0.1703	0.1031	1.3147	4.0400e-003	0.4025	2.6100e-003	0.4051	0.1068	2.4000e-003	0.1092		402.1805	402.1805	9.6900e-003		402.4228
Total	**0.2158**	**1.4707**	**1.6409**	**7.3500e-003**	**0.4838**	**9.3100e-003**	**0.4931**	**0.1302**	**8.8100e-003**	**0.1390**		**752.2302**	**752.2302**	**0.0269**		**752.9034**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0372	1.2401	0.2924	3.2700e-003	0.0812	2.6900e-003	0.0839	0.0234	2.5700e-003	0.0260		346.7503	346.7503	0.0163		347.1571
Worker	0.1576	0.0921	1.2036	3.8900e-003	0.4025	2.5300e-003	0.4051	0.1068	2.3300e-003	0.1091		388.0602	388.0602	8.6700e-003		388.2770
Total	**0.1948**	**1.3322**	**1.4960**	**7.1600e-003**	**0.4838**	**5.2200e-003**	**0.4890**	**0.1302**	**4.9000e-003**	**0.1351**		**734.8104**	**734.8104**	**0.0249**		**735.4341**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0372	1.2401	0.2924	3.2700e-003	0.0812	2.6900e-003	0.0839	0.0234	2.5700e-003	0.0260		346.7503	346.7503	0.0163		347.1571
Worker	0.1576	0.0921	1.2036	3.8900e-003	0.4025	2.5300e-003	0.4051	0.1068	2.3300e-003	0.1091		388.0602	388.0602	8.6700e-003		388.2770
Total	**0.1948**	**1.3322**	**1.4960**	**7.1600e-003**	**0.4838**	**5.2200e-003**	**0.4890**	**0.1302**	**4.9000e-003**	**0.1351**		**734.8104**	**734.8104**	**0.0249**		**735.4341**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830		1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0131					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7870**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**		**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0418	0.0244	0.3193	1.0300e-003	0.1068	6.7000e-004	0.1075	0.0283	6.2000e-004	0.0290		102.9547	102.9547	2.3000e-003		103.0123
Total	**0.0418**	**0.0244**	**0.3193**	**1.0300e-003**	**0.1068**	**6.7000e-004**	**0.1075**	**0.0283**	**6.2000e-004**	**0.0290**		**102.9547**	**102.9547**	**2.3000e-003**		**103.0123**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830	0.0000	1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0131					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7870**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**	**0.0000**	**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0418	0.0244	0.3193	1.0300e-003	0.1068	6.7000e-004	0.1075	0.0283	6.2000e-004	0.0290		102.9547	102.9547	2.3000e-003		103.0123
Total	**0.0418**	**0.0244**	**0.3193**	**1.0300e-003**	**0.1068**	**6.7000e-004**	**0.1075**	**0.0283**	**6.2000e-004**	**0.0290**		**102.9547**	**102.9547**	**2.3000e-003**		**103.0123**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	28.7750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**28.9939**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0322	0.0188	0.2456	7.9000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		79.1960	79.1960	1.7700e-003		79.2402
Total	**0.0322**	**0.0188**	**0.2456**	**7.9000e-004**	**0.0822**	**5.2000e-004**	**0.0827**	**0.0218**	**4.8000e-004**	**0.0223**		**79.1960**	**79.1960**	**1.7700e-003**		**79.2402**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	28.7750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**28.9939**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0322	0.0188	0.2456	7.9000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		79.1960	79.1960	1.7700e-003		79.2402
Total	**0.0322**	**0.0188**	**0.2456**	**7.9000e-004**	**0.0822**	**5.2000e-004**	**0.0827**	**0.0218**	**4.8000e-004**	**0.0223**		**79.1960**	**79.1960**	**1.7700e-003**		**79.2402**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3321	1.1530	2.2721	6.6800e-003	0.5028	6.2000e-003	0.5090	0.1345	5.8000e-003	0.1403		676.4867	676.4867	0.0306		677.2518
Unmitigated	0.4063	1.6623	4.1560	0.0144	1.1875	0.0127	1.2002	0.3177	0.0119	0.3296		1,456.2190	1,456.2190	0.0527		1,457.5362

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	242.00	242.00	242.00	558,925	236,657
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	242.00	242.00	242.00	558,925	236,657

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unenclosed Parking with	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
City Park	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
Parking Lot	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
Unenclosed Parking with Elevator	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
NaturalGas Unmitigated	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	946.789	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0102**	**0.0873**	**0.0371**	**5.6000e-004**		**7.0500e-003**	**7.0500e-003**		**7.0500e-003**	**7.0500e-003**		**111.3870**	**111.3870**	**2.1300e-003**	**2.0400e-003**	**112.0489**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.946789	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0102**	**0.0873**	**0.0371**	**5.6000e-004**		**7.0500e-003**	**7.0500e-003**		**7.0500e-003**	**7.0500e-003**		**111.3870**	**111.3870**	**2.1300e-003**	**2.0400e-003**	**112.0489**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1261	0.0383	3.3149	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9584	5.9584	5.8000e-003	0.0000	6.1034
Unmitigated	17.5765	0.4019	25.0491	0.0421		3.1038	3.1038		3.1038	3.1038	334.8339	154.1937	489.0275	0.4640	0.0237	507.6804

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8675					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	16.4504	0.3637	21.7342	0.0419		3.0855	3.0855		3.0855	3.0855	334.8339	148.2353	483.0691	0.4582	0.0237	501.5770
Landscaping	0.1009	0.0383	3.3149	1.7000e-004		0.0183	0.0183		0.0183	0.0183		5.9584	5.9584	5.8000e-003		6.1034
Total	**17.5765**	**0.4019**	**25.0491**	**0.0420**		**3.1038**	**3.1038**		**3.1038**	**3.1038**	**334.8339**	**154.1937**	**489.0275**	**0.4640**	**0.0237**	**507.6804**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8675					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1009	0.0383	3.3149	1.7000e-004		0.0183	0.0183		0.0183	0.0183		5.9584	5.9584	5.8000e-003		6.1034
Total	**1.1261**	**0.0383**	**3.3149**	**1.7000e-004**		**0.0183**	**0.0183**		**0.0183**	**0.0183**	**0.0000**	**5.9584**	**5.9584**	**5.8000e-003**	**0.0000**	**6.1034**

7.0 Water Detail

7.1 Mitigation Measures Water

Use Reclaimed Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2001 Tarob Court

Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	40.00	Dwelling Unit	0.77	40,000.00	114
Unenclosed Parking with Elevator	60.00	Space	0.00	24,000.00	0
Parking Lot	14.00	Space	0.10	5,600.00	0
City Park	0.44	Acre	0.44	19,166.40	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	4			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity based on 5-year average, PG&E, 2015

Land Use - The project would include 40 residential units, a parking garage with 60 spaces, an additional 14 onstreet parking spaces, and 0.44 acres of open space/landscaped areas.

Construction Phase - Construction of the proposed project is anticipated to occur over approximately 16 months, starting in April 2020 and ending in August 2021.

Grading - approximately 1,410 cubic yards of soils would be excavated and exported

Demolition - The project would demolish the existing 16,463-square-foot office/light-industrial building

Vehicle Trips - Based on ITE Trip Generation Rates for land use code 220 and 9% transit trip rediction per VTA's Transportation Impact Analysis Guidelines

Water Mitigation -

Energy Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	200.00	250.00
tblConstructionPhase	NumDays	4.00	20.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	PhaseEndDate	3/15/2021	8/6/2021
tblConstructionPhase	PhaseEndDate	2/15/2021	6/11/2021
tblConstructionPhase	PhaseEndDate	5/11/2020	6/26/2020
tblConstructionPhase	PhaseEndDate	3/1/2021	7/9/2021
tblConstructionPhase	PhaseEndDate	5/5/2020	5/29/2020
tblConstructionPhase	PhaseStartDate	3/2/2021	7/12/2021
tblConstructionPhase	PhaseStartDate	5/12/2020	6/29/2020
tblConstructionPhase	PhaseStartDate	5/6/2020	6/1/2020
tblConstructionPhase	PhaseStartDate	2/16/2021	6/14/2021

tblGrading	AcresOfGrading	7.50	1.22
tblGrading	AcresOfGrading	10.00	1.22
tblGrading	MaterialExported	0.00	1,410.00
tblLandUse	LotAcreage	1.05	0.77
tblLandUse	LotAcreage	0.54	0.00
tblLandUse	LotAcreage	0.13	0.10
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblVehicleTrips	ST_TR	6.39	6.05
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	SU_TR	5.86	6.05
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	WD_TR	6.65	6.05
tblVehicleTrips	WD_TR	1.89	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2585	22.0806	15.2147	0.0290	5.3997	1.1568	6.2211	2.9209	1.0802	3.6765	0.0000	2,734.2863	2,734.2863	0.6161	0.0000	2,749.6891
2021	29.0280	15.0006	14.3616	0.0288	0.4838	0.6897	1.1734	0.1302	0.6658	0.7959	0.0000	2,696.6455	2,696.6455	0.4133	0.0000	2,706.2196
Maximum	**29.0280**	**22.0806**	**15.2147**	**0.0290**	**5.3997**	**1.1568**	**6.2211**	**2.9209**	**1.0802**	**3.6765**	**0.0000**	**2,734.2863**	**2,734.2863**	**0.6161**	**0.0000**	**2,749.6891**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2585	22.0806	15.2147	0.0290	5.3997	1.1568	6.2211	2.9209	1.0802	3.6765	0.0000	2,734.2863	2,734.2863	0.6161	0.0000	2,749.6891
2021	29.0280	15.0006	14.3616	0.0288	0.4838	0.6897	1.1734	0.1302	0.6658	0.7959	0.0000	2,696.6455	2,696.6455	0.4133	0.0000	2,706.2196
Maximum	**29.0280**	**22.0806**	**15.2147**	**0.0290**	**5.3997**	**1.1568**	**6.2211**	**2.9209**	**1.0802**	**3.6765**	**0.0000**	**2,734.2863**	**2,734.2863**	**0.6161**	**0.0000**	**2,749.6891**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.5765	0.4019	25.0491	0.0421		3.1038	3.1038		3.1038	3.1038	334.8339	154.1937	489.0275	0.4640	0.0237	507.6804
Energy	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
Mobile	0.3529	1.7486	4.2060	0.0135	1.1875	0.0128	1.2003	0.3177	0.0120	0.3297		1,362.8204	1,362.8204	0.0538		1,364.1653
Total	**17.9396**	**2.2377**	**29.2922**	**0.0561**	**1.1875**	**3.1236**	**4.3111**	**0.3177**	**3.1228**	**3.4405**	**334.8339**	**1,628.4010**	**1,963.2349**	**0.5199**	**0.0257**	**1,983.8945**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1261	0.0383	3.3149	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9584	5.9584	5.8000e-003	0.0000	6.1034
Energy	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
Mobile	0.2798	1.1859	2.5269	6.2500e-003	0.5028	6.3000e-003	0.5091	0.1345	5.9000e-003	0.1404		631.7799	631.7799	0.0328		632.5994
Total	**1.4160**	**1.3114**	**5.8788**	**6.9800e-003**	**0.5028**	**0.0316**	**0.5344**	**0.1345**	**0.0312**	**0.1657**	**0.0000**	**749.1252**	**749.1252**	**0.0407**	**2.0400e-003**	**750.7517**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**92.11**	**41.40**	**79.93**	**87.56**	**57.66**	**98.99**	**87.60**	**57.66**	**99.00**	**95.18**	**100.00**	**54.00**	**61.84**	**92.17**	**92.07**	**62.16**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/6/2020	5/1/2020	5	20	
2	Site Preparation	Site Preparation	5/2/2020	5/29/2020	5	20	
3	Grading	Grading	6/1/2020	6/26/2020	5	20	
4	Building Construction	Building Construction	6/29/2020	6/11/2021	5	250	
5	Paving	Paving	6/14/2021	7/9/2021	5	20	
6	Architectural Coating	Architectural Coating	7/12/2021	8/6/2021	5	20	

Acres of Grading (Site Preparation Phase): 1.22

Acres of Grading (Grading Phase): 1.22

Acres of Paving: 0.1

Residential Indoor: 81,000; Residential Outdoor: 27,000; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,776 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	75.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	176.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	49.00	12.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8103	0.0000	0.8103	0.1227	0.0000	0.1227			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761		2,322.3127	2,322.3127	0.5970		2,337.2363
Total	**2.1262**	**20.9463**	**14.6573**	**0.0241**	**0.8103**	**1.1525**	**1.9628**	**0.1227**	**1.0761**	**1.1988**		**2,322.3127**	**2,322.3127**	**0.5970**		**2,337.2363**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0318	1.1005	0.2298	2.9300e-003	0.0655	3.5700e-003	0.0691	0.0180	3.4200e-003	0.0214		313.6851	313.6851	0.0168		314.1042
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0478	0.0338	0.3276	9.9000e-004	0.1068	6.9000e-004	0.1075	0.0283	6.4000e-004	0.0290		98.2885	98.2885	2.4000e-003		98.3486
Total	**0.0796**	**1.1343**	**0.5574**	**3.9200e-003**	**0.1723**	**4.2600e-003**	**0.1766**	**0.0463**	**4.0600e-003**	**0.0503**		**411.9736**	**411.9736**	**0.0192**		**412.4528**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8103	0.0000	0.8103	0.1227	0.0000	0.1227			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761	0.0000	2,322.3127	2,322.3127	0.5970		2,337.2363
Total	**2.1262**	**20.9463**	**14.6573**	**0.0241**	**0.8103**	**1.1525**	**1.9628**	**0.1227**	**1.0761**	**1.1988**	**0.0000**	**2,322.3127**	**2,322.3127**	**0.5970**		**2,337.2363**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0318	1.1005	0.2298	2.9300e-003	0.0655	3.5700e-003	0.0691	0.0180	3.4200e-003	0.0214		313.6851	313.6851	0.0168		314.1042
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0478	0.0338	0.3276	9.9000e-004	0.1068	6.9000e-004	0.1075	0.0283	6.4000e-004	0.0290		98.2885	98.2885	2.4000e-003		98.3486
Total	**0.0796**	**1.1343**	**0.5574**	**3.9200e-003**	**0.1723**	**4.2600e-003**	**0.1766**	**0.0463**	**4.0600e-003**	**0.0503**		**411.9736**	**411.9736**	**0.0192**		**412.4528**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3340	0.0000	5.3340	2.9034	0.0000	2.9034			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553		1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**5.3340**	**0.8210**	**6.1550**	**2.9034**	**0.7553**	**3.6587**		**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0294	0.0208	0.2016	6.1000e-004	0.0657	4.3000e-004	0.0661	0.0174	3.9000e-004	0.0178		60.4852	60.4852	1.4800e-003		60.5222
Total	**0.0294**	**0.0208**	**0.2016**	**6.1000e-004**	**0.0657**	**4.3000e-004**	**0.0661**	**0.0174**	**3.9000e-004**	**0.0178**		**60.4852**	**60.4852**	**1.4800e-003**		**60.5222**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3340	0.0000	5.3340	2.9034	0.0000	2.9034			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553	0.0000	1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**5.3340**	**0.8210**	**6.1550**	**2.9034**	**0.7553**	**3.6587**	**0.0000**	**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0294	0.0208	0.2016	6.1000e-004	0.0657	4.3000e-004	0.0661	0.0174	3.9000e-004	0.0178		60.4852	60.4852	1.4800e-003		60.5222
Total	**0.0294**	**0.0208**	**0.2016**	**6.1000e-004**	**0.0657**	**4.3000e-004**	**0.0661**	**0.0174**	**3.9000e-004**	**0.0178**		**60.4852**	**60.4852**	**1.4800e-003**		**60.5222**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5892	0.0000	4.5892	2.4909	0.0000	2.4909			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296		1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**4.5892**	**0.6844**	**5.2736**	**2.4909**	**0.6296**	**3.1205**		**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0746	2.5826	0.5393	6.8800e-003	0.1537	8.3800e-003	0.1621	0.0421	8.0200e-003	0.0502		736.1144	736.1144	0.0393		737.0978
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0294	0.0208	0.2016	6.1000e-004	0.0657	4.3000e-004	0.0661	0.0174	3.9000e-004	0.0178		60.4852	60.4852	1.4800e-003		60.5222
Total	**0.1040**	**2.6034**	**0.7409**	**7.4900e-003**	**0.2195**	**8.8100e-003**	**0.2283**	**0.0596**	**8.4100e-003**	**0.0680**		**796.5996**	**796.5996**	**0.0408**		**797.6200**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5892	0.0000	4.5892	2.4909	0.0000	2.4909			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296	0.0000	1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**4.5892**	**0.6844**	**5.2736**	**2.4909**	**0.6296**	**3.1205**	**0.0000**	**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0746	2.5826	0.5393	6.8800e-003	0.1537	8.3800e-003	0.1621	0.0421	8.0200e-003	0.0502		736.1144	736.1144	0.0393		737.0978
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0294	0.0208	0.2016	6.1000e-004	0.0657	4.3000e-004	0.0661	0.0174	3.9000e-004	0.0178		60.4852	60.4852	1.4800e-003		60.5222
Total	**0.1040**	**2.6034**	**0.7409**	**7.4900e-003**	**0.2195**	**8.8100e-003**	**0.2283**	**0.0596**	**8.4100e-003**	**0.0680**		**796.5996**	**796.5996**	**0.0408**		**797.6200**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688		2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**		**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0479	1.3829	0.3732	3.2200e-003	0.0812	6.8200e-003	0.0880	0.0234	6.5200e-003	0.0299		341.1927	341.1927	0.0187		341.6588
Worker	0.1802	0.1274	1.2347	3.7200e-003	0.4025	2.6100e-003	0.4051	0.1068	2.4000e-003	0.1092		370.4721	370.4721	9.0600e-003		370.6986
Total	**0.2280**	**1.5103**	**1.6079**	**6.9400e-003**	**0.4838**	**9.4300e-003**	**0.4932**	**0.1302**	**8.9200e-003**	**0.1391**		**711.6647**	**711.6647**	**0.0277**		**712.3574**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**	**0.0000**	**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0479	1.3829	0.3732	3.2200e-003	0.0812	6.8200e-003	0.0880	0.0234	6.5200e-003	0.0299		341.1927	341.1927	0.0187		341.6588
Worker	0.1802	0.1274	1.2347	3.7200e-003	0.4025	2.6100e-003	0.4051	0.1068	2.4000e-003	0.1092		370.4721	370.4721	9.0600e-003		370.6986
Total	**0.2280**	**1.5103**	**1.6079**	**6.9400e-003**	**0.4838**	**9.4300e-003**	**0.4932**	**0.1302**	**8.9200e-003**	**0.1391**		**711.6647**	**711.6647**	**0.0277**		**712.3574**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0394	1.2508	0.3361	3.1900e-003	0.0812	2.7800e-003	0.0840	0.0234	2.6600e-003	0.0260		337.9526	337.9526	0.0176		338.3928
Worker	0.1669	0.1137	1.1261	3.5900e-003	0.4025	2.5300e-003	0.4051	0.1068	2.3300e-003	0.1091		357.4730	357.4730	8.0900e-003		357.6752
Total	**0.2063**	**1.3645**	**1.4622**	**6.7800e-003**	**0.4838**	**5.3100e-003**	**0.4891**	**0.1302**	**4.9900e-003**	**0.1351**		**695.4255**	**695.4255**	**0.0257**		**696.0679**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0394	1.2508	0.3361	3.1900e-003	0.0812	2.7800e-003	0.0840	0.0234	2.6600e-003	0.0260		337.9526	337.9526	0.0176		338.3928
Worker	0.1669	0.1137	1.1261	3.5900e-003	0.4025	2.5300e-003	0.4051	0.1068	2.3300e-003	0.1091		357.4730	357.4730	8.0900e-003		357.6752
Total	**0.2063**	**1.3645**	**1.4622**	**6.7800e-003**	**0.4838**	**5.3100e-003**	**0.4891**	**0.1302**	**4.9900e-003**	**0.1351**		**695.4255**	**695.4255**	**0.0257**		**696.0679**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830		1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0131					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7870**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**		**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0443	0.0302	0.2988	9.5000e-004	0.1068	6.7000e-004	0.1075	0.0283	6.2000e-004	0.0290		94.8398	94.8398	2.1500e-003		94.8934
Total	**0.0443**	**0.0302**	**0.2988**	**9.5000e-004**	**0.1068**	**6.7000e-004**	**0.1075**	**0.0283**	**6.2000e-004**	**0.0290**		**94.8398**	**94.8398**	**2.1500e-003**		**94.8934**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830	0.0000	1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0131					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7870**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**	**0.0000**	**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0443	0.0302	0.2988	9.5000e-004	0.1068	6.7000e-004	0.1075	0.0283	6.2000e-004	0.0290		94.8398	94.8398	2.1500e-003		94.8934
Total	**0.0443**	**0.0302**	**0.2988**	**9.5000e-004**	**0.1068**	**6.7000e-004**	**0.1075**	**0.0283**	**6.2000e-004**	**0.0290**		**94.8398**	**94.8398**	**2.1500e-003**		**94.8934**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	28.7750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**28.9939**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0341	0.0232	0.2298	7.3000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		72.9537	72.9537	1.6500e-003		72.9949
Total	**0.0341**	**0.0232**	**0.2298**	**7.3000e-004**	**0.0822**	**5.2000e-004**	**0.0827**	**0.0218**	**4.8000e-004**	**0.0223**		**72.9537**	**72.9537**	**1.6500e-003**		**72.9949**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	28.7750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**28.9939**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0341	0.0232	0.2298	7.3000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		72.9537	72.9537	1.6500e-003		72.9949
Total	**0.0341**	**0.0232**	**0.2298**	**7.3000e-004**	**0.0822**	**5.2000e-004**	**0.0827**	**0.0218**	**4.8000e-004**	**0.0223**		**72.9537**	**72.9537**	**1.6500e-003**		**72.9949**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2798	1.1859	2.5269	6.2500e-003	0.5028	6.3000e-003	0.5091	0.1345	5.9000e-003	0.1404		631.7799	631.7799	0.0328		632.5994
Unmitigated	0.3529	1.7486	4.2060	0.0135	1.1875	0.0128	1.2003	0.3177	0.0120	0.3297		1,362.8204	1,362.8204	0.0538		1,364.1653

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	242.00	242.00	242.00	558,925	236,657
City Park	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	242.00	242.00	242.00	558,925	236,657

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unenclosed Parking with	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
City Park	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
Parking Lot	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789
Unenclosed Parking with Elevator	0.575198	0.040076	0.193827	0.113296	0.016988	0.005361	0.017552	0.025197	0.002581	0.002349	0.005904	0.000881	0.000789

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
NaturalGas Unmitigated	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	946.789	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0102**	**0.0873**	**0.0371**	**5.6000e-004**		**7.0500e-003**	**7.0500e-003**		**7.0500e-003**	**7.0500e-003**		**111.3870**	**111.3870**	**2.1300e-003**	**2.0400e-003**	**112.0489**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.946789	0.0102	0.0873	0.0371	5.6000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003		111.3870	111.3870	2.1300e-003	2.0400e-003	112.0489
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0102**	**0.0873**	**0.0371**	**5.6000e-004**		**7.0500e-003**	**7.0500e-003**		**7.0500e-003**	**7.0500e-003**		**111.3870**	**111.3870**	**2.1300e-003**	**2.0400e-003**	**112.0489**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1261	0.0383	3.3149	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9584	5.9584	5.8000e-003	0.0000	6.1034
Unmitigated	17.5765	0.4019	25.0491	0.0421		3.1038	3.1038		3.1038	3.1038	334.8339	154.1937	489.0275	0.4640	0.0237	507.6804

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8675					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	16.4504	0.3637	21.7342	0.0419		3.0855	3.0855		3.0855	3.0855	334.8339	148.2353	483.0691	0.4582	0.0237	501.5770
Landscaping	0.1009	0.0383	3.3149	1.7000e-004		0.0183	0.0183		0.0183	0.0183		5.9584	5.9584	5.8000e-003		6.1034
Total	**17.5765**	**0.4019**	**25.0491**	**0.0420**		**3.1038**	**3.1038**		**3.1038**	**3.1038**	**334.8339**	**154.1937**	**489.0275**	**0.4640**	**0.0237**	**507.6804**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.8675					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1009	0.0383	3.3149	1.7000e-004		0.0183	0.0183		0.0183	0.0183		5.9584	5.9584	5.8000e-003		6.1034
Total	**1.1261**	**0.0383**	**3.3149**	**1.7000e-004**		**0.0183**	**0.0183**		**0.0183**	**0.0183**	**0.0000**	**5.9584**	**5.9584**	**5.8000e-003**	**0.0000**	**6.1034**

7.0 Water Detail

7.1 Mitigation Measures Water

Use Reclaimed Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

Use Water Efficient Landscaping

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX B

TRAFFIC OPERATIONS REPORT

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Memorandum

Date: May 28, 2019

To: Mr. Steve Chan, P.E.

From: Brett Walinski, T.E.
Eric Tse, P.E.

Subject: Traffic Operations Report for 2001 Tarob Court, Milpitas, CA

Hexagon Transportation Consultants, Inc. has completed this traffic operations report for the proposed residential development located at 2001 Tarob Court in Milpitas, California. The site location is shown on Figure 1. The existing site is occupied by a 16,463 sq. ft. office/industrial building. The project proposes to demolish the existing building and construct 40 condominium units. Primary access to the site would be provided via a single driveway on the northern portion of the site on Tarob Court. The site plan is shown on Figure 2.

Scope of Study

The purpose of this study is to evaluate the operations at the site driveway and at key intersections near the site. The traffic study includes an analysis of AM and PM peak hour traffic conditions at the following study intersections and site driveway (See Figure 1).

1. Lundy Avenue and Trade Zone Boulevard
2. Lundy Avenue and Tarob Court (unsignalized)
3. Project Driveway and Tarob Court (unsignalized)

The impacts of the project were evaluated during the weekday AM and PM peak hours. The AM peak hour of traffic is typically between 7:00 AM and 9:00 AM and the PM peak hour is typically between 4:00 PM and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average weekday. Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing conditions are represented by existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from recent traffic counts conducted in May 2019.

Scenario 2: *Existing Plus Project Conditions*. Project trips from the site were added to existing traffic volumes to estimate existing plus project conditions. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

Scenario 3: *Background Conditions.* A list of approved and pending developments was obtained from the Cities of Milpitas and San Jose (described in greater detail in the subsequent *Intersection Level of Service Analysis* section). Approved and pending project-generated traffic volumes were added to existing traffic volumes to estimate background conditions. The roadway network was assumed to be unchanged from existing conditions for this scenario.

Scenario 4: *Background Plus Project Conditions*. Project trips from the site were added to background traffic volumes to estimate background plus project conditions. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

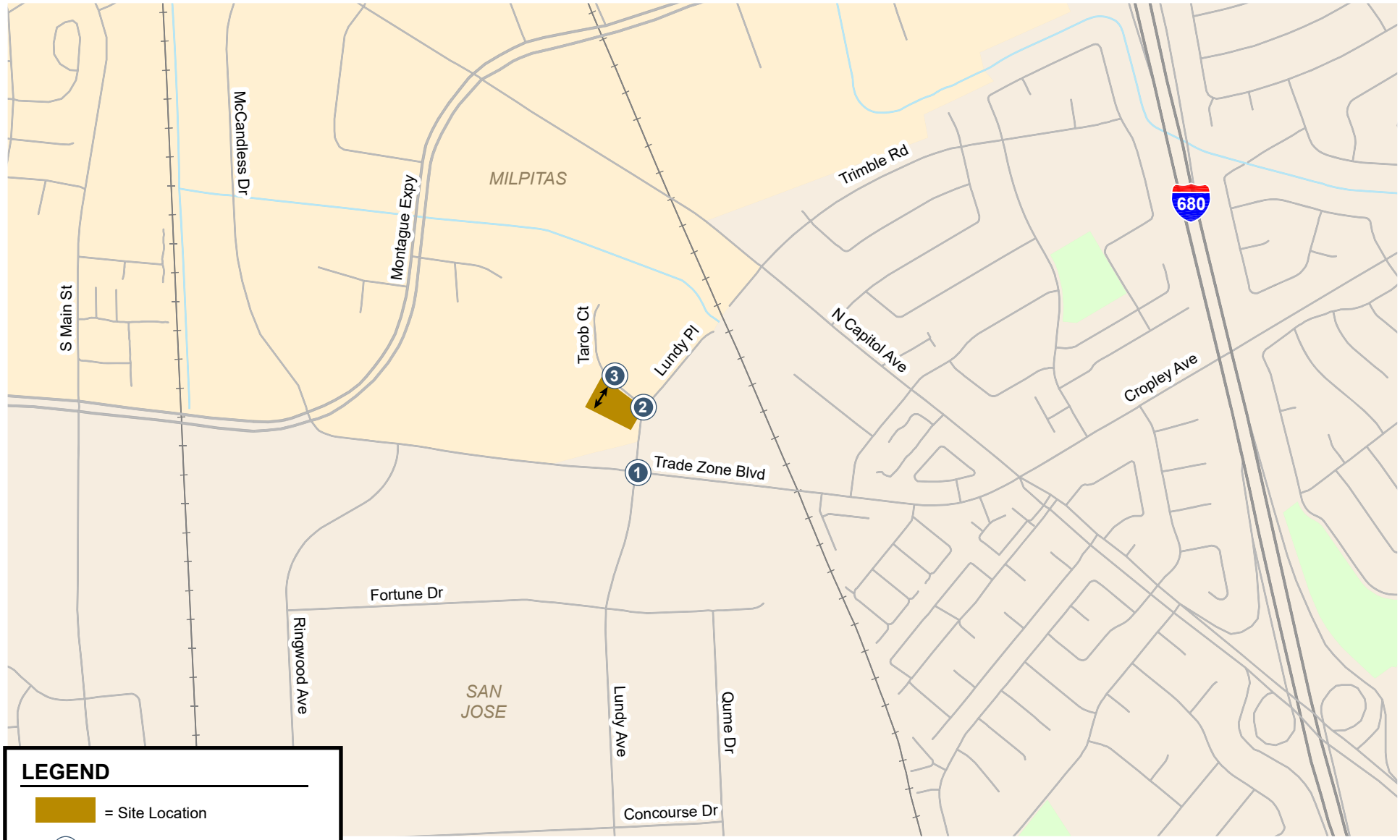

Figure 1
Site Location

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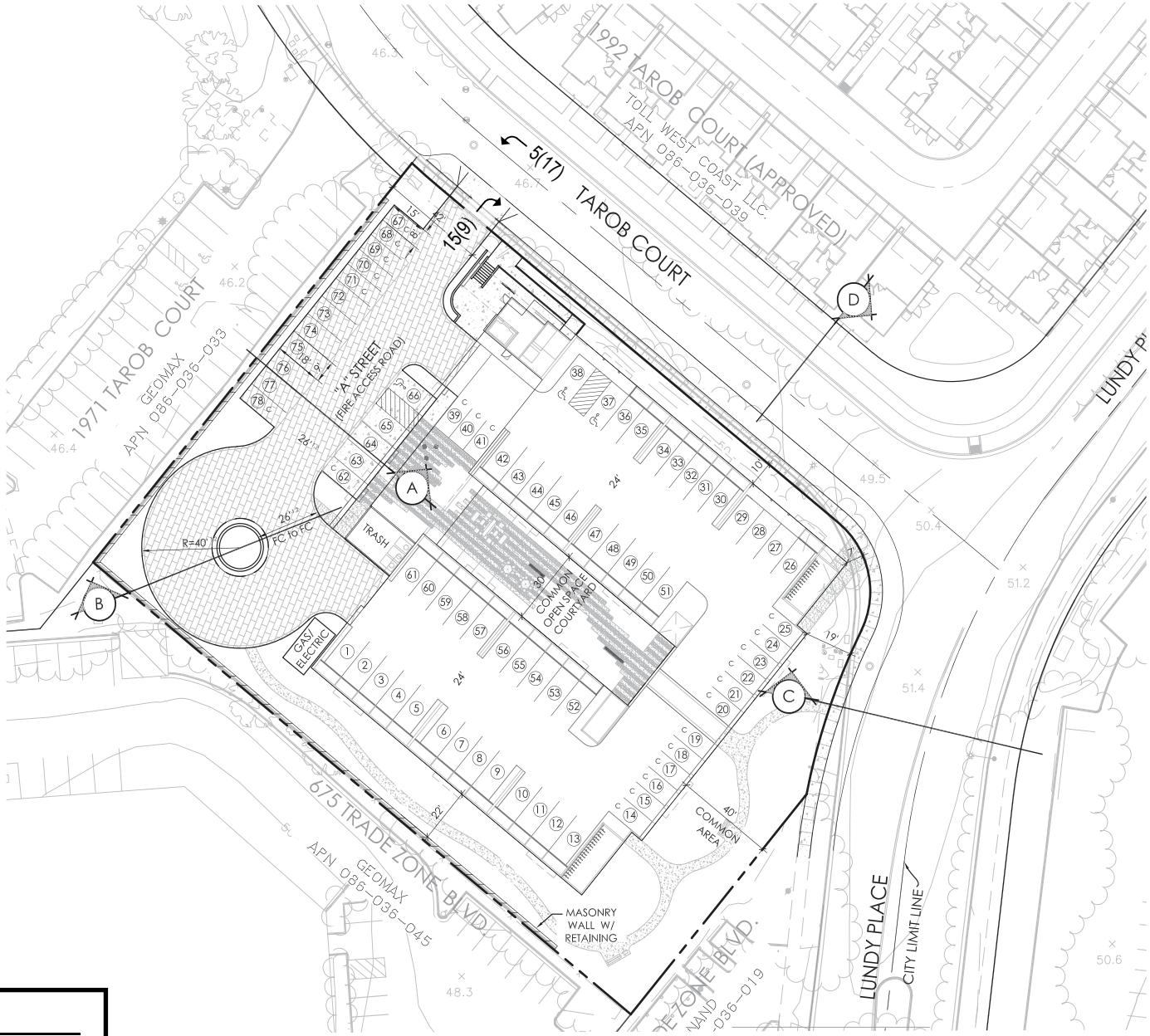

LEGEND

XX(XX) = AM(PM) Peak-Hour Gross Trips

Figure 2
Site Plan

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A Congestion Management Program (CMP) analysis was not required because the project is estimated to generate fewer than 100 peak-hour trips. This report also includes the following analyses:

- Vehicle queuing analysis at high demand turn movements
- Project site access and circulation evaluation
- Impacts to transit, bikes, and pedestrians

Intersection operations were evaluated using the Highway Capacity Manual (HCM) level of service methodology during the peak hours.

Existing Transportation Setting

Regional access to the project site is provided via Montague Expressway and North Capitol Avenue. Local acces to the project site is provided by Lundy Place, Trade Zone Boulevard, and Tarob Court. These roadways are described below.

> *Lundy Place* is a north-south, two-lane roadway extending from the Union Pacific Railroad tracks in the north to Trade Zone Avenue in the south, where it becomes Lundy Avenue. Lundy Place terminates in a cul-de-sac approximately 650 feet north of Tarob Court.
>
> *Trade Zone Boulevard* is an east-west, four-lane collector street extending from Montague Expressway in the west to Capitol Avenue in the east.
>
> *Tarob Court* is a two-lane roadway extending west from Lundy Place. It provides access to the office/industrial buildings located to the west of Lundy Place and terminates in a cul-de-sac approximately 800 feet west of Lundy Place. Tarob Court provides direct access to the project site via a single driveway.

Existing bicycle access to the project vicinity is provided primarily via a network of nearby Class II bike lanes and Class III bike routes which are shared with vehicular traffic. Buffered Class II bike lanes are provided along Trade Zone Boulevard from Ringwood Avenue to Lundy Avenue. Conventional Class II bike lanes are present on Lundy Avenue south of Trade Zone Boulevard, McCandless Drive, and East Capitol Avenue. Currently, there are no bike facilities on Lundy Place or on Trade Zone Boulevard between Lundy Avenue and East Capitol Avenue. Existing Class III bike routes are present on Montague Expressway and Trade Zone Boulevard between Montague Expressway and Lundy Avenue.

Majority of the streets in the project vicinity have sidewalks, except the following street sections:

- South side of Trade Zone Boulevard between Montague Expressway and Ringwood Avenue
- Both sides of Trade Zone Boulevard between Lundy Avenue and Autumnvale Drive
- West side of Lundy Place
- Both sides of Tarob Court

The signalized intersection of Trade zone Boulevard and Lundy Avenue has crosswalks on all approaches. There are no crosswalks at the unsignalized intersection of Lundy Place and Tarob Court.

Existing transit service in the area includes VTA buses and VTA light rail. One VTA bus stop is located about 500 feet south of the project site at the intersection of Trade Zone Boulevard and Lundy Avenue and is currently served by two bus routes: Route 77 and Route 831.

Route 77 is a VTA bus line that provides service between Eastridge Transit Center and Great Mall/Main Transit Center via King Road. Route 77 operates between 6:00 AM and 9:00 PM on weekdays, with headways between 15 and 20 minutes. Route 77 also provides weekend service.

Route 831 is an ACE line that provides service between the Great America ACE station and the Lundy Avenue/Commerce Drive intersection. Eastbound service is provided during weekday mornings between 6:00 AM and 9:00 AM with 45 to 60 minutes headways. Westbound service is provided during weekday afternoons between 3:00 PM and 6:00 PM with 45 to 60 minutes headways. No service is provided during weekends.

VTA light-rail runs in the median of Great Mall Parkway/North Capitol Avenue. The closest light rail station (Cropley Station) is located near the Trade Zone Boulevard and North Capitol Avenue intersection, which is only 0.6 miles east of the project site.

In the future, BART service will be provided to the study area. As part of the BART extension to the South Bay, BART will pass through Milpitas, with the Milpitas Station located at the southeast corner of the Great Mall Parkway and Montague Expressway intersection. The station will be located approximately one-half mile north of the project site.

Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field. The field observations revealed that the level of service analysis generally reflects actual existing traffic conditions. A summary of the observations is provided below.

Intersection at Lundy Avenue and Trade Zone Boulevard. During the AM peak hour, field observations showed that the queues for the westbound left-turn movement extended past the left-turn lane into the adjacent through lane on Trade Zone Boulevard. However, the long vehicular queues were able to clear in a single cycle. During the PM peak hour, long vehicular queues were observed on eastbound Trade Zone Boulevard. However, the eastbound through movement received adequate green time and all traffic was able to clear in one cycle. It should be noted that the proposed project would not add any trips to either of these movements.

Project Traffic 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 entering and exiting the site was estimated for the AM and PM peak hours. As part of the project trip distribution step, an estimate was made of the directions to and from which the project trips would travel. In the project trip assignment step, the project trips were assigned to specific streets and intersections in the study area. These procedures are described further in the following paragraphs.

Through empirical research, data has been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The trip generation estimates for the proposed project are based on rates obtained from the Institute of Transportation Engineers' (ITE) publication *Trip Generation*, 10th Edition. Based on trip generation rates for low-rise multi-family housing, the project would generate 20 trips during the AM peak hour and 26 trips during the PM peak hour. The project trip generation estimates are presented in Table 1.

As stated previously, the existing site is occupied by an office/industrial building that is currently in operation. Trips generated by existing uses on site can be credited against the proposed residential development. Based on AM and PM peak hour driveway counts conducted by Hexagon in May 2019, the existing land uses generate 11 AM peak hour trips and 12 PM peak hour trips. After applying these existing trip credits, the proposed project would generate 9 net AM peak hour trips and 14 net PM peak hour trips.

Table 1
Project Trip Generation Estimates

			AM Peak Hour				PM Peak Hour			
Land Use	**Size**	**Unit**	**Rate**	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**
Proposed Uses										
Multi-Family Housing[1]	40	DU	0.50	5	15	20	0.65	17	9	26
Existing Use										
Office/Light-Industrial [2]	16	ksf		9	2	11		3	9	12
Overall Net Project Trips				**-4**	**13**	**9**		**14**	**0**	**14**

Notes:
DU - Dwelling Units; ksf - 1,000 square feet
1. Based on Fitted Curved Equations for Multifamily Housing (Low-Rise, Land Use Code 220), Institute of Transportation Engineers, Trip Generation, 10th Edition.
2. Based on AM and PM peak hour driveway counts conducted on May 2, 2019.

The trip distribution pattern for the proposed project was estimated based on the City of Milpitas Transit Area Specific Plan (TASP), of which the proposed development would be a part of. Trips were assigned to the roadway network in accordance with the TASP trip distribution for residential uses. The project trip distribution and net project trip assignment are shown on Figure 3.

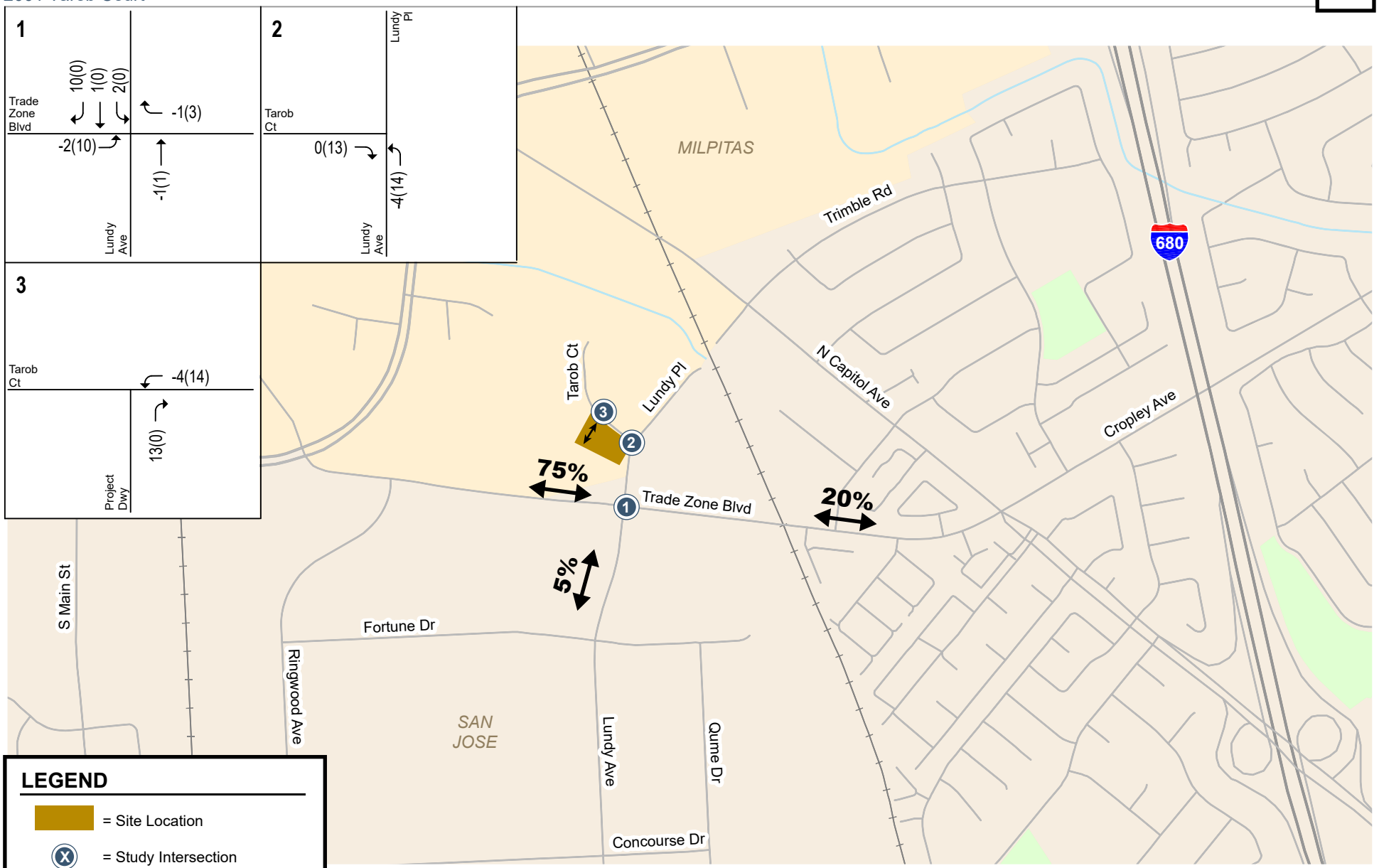

Figure 3
Project Trip Distribution and Net Project Trip Assignment

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Intersection Level of Service Analysis

Traffic volumes for existing conditions were determined from existing traffic counts conducted in May 2019. Traffic volumes for background conditions were estimated by adding to the existing traffic volumes the trips generated by approved and pending developments, which were estimated using the following three components:

1. Background growth traffic volumes used in the Tarob Master Plan[1],
2. Nearby development projects, and
3. City of San Jose Approved Trips Inventory.

The traffic volumes for the study scenarios are shown in Figures 4 through 7. The roadway geometries and traffic control at the study intersections were assumed to remain unchanged under all study scenarios.

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The signalized intersection of Lundy Avenue and Trade Zone Boulevard is under the jurisdiction of City of San Jose. The City of San Jose utilizes TRAFFIX software and the Highway Capacity Manual (HCM) 2000 methodology to evaluate intersection operations. The HCM methodology evaluates intersection operations on the basis of average delay time for all vehicles at the intersection. This average delay can then be correlated to a level of service. In San Jose, the minimum acceptable level of service is LOS D, and project impacts at signalized intersections occur when:

1. The level of service at an intersection drops below its LOS standard when project traffic is added; or

2. An intersection that is operating worse than its level of service standard under no project conditions has an increase in critical delay of four or more seconds AND the demand-to-capacity ratio (V/C) is increased by more than 0.01 when project traffic is added.

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

A significant impact at a signalized intersection is said to be satisfactorily mitigated when measures are implemented that would restore intersection levels of service to an acceptable LOS or restore the intersection to operating levels that are better than no project conditions

The results of the intersection level of service analysis are summarized in Table 2. The level of service calculation sheets are included in Appendix B. The results show that the signalized intersection at Trade Zone Boulevard and Lundy Avenue would operate at LOS D or better under existing and background conditions with or without the proposed project. According to City of San Jose level of service standards, the project would therefore have no impacts on intersection level of service.

[1] Focused Transportation Impact Analysis for the Tarob Master Plan in Milpitas, California, dated December 16, 2016 by Fehr and Peers.

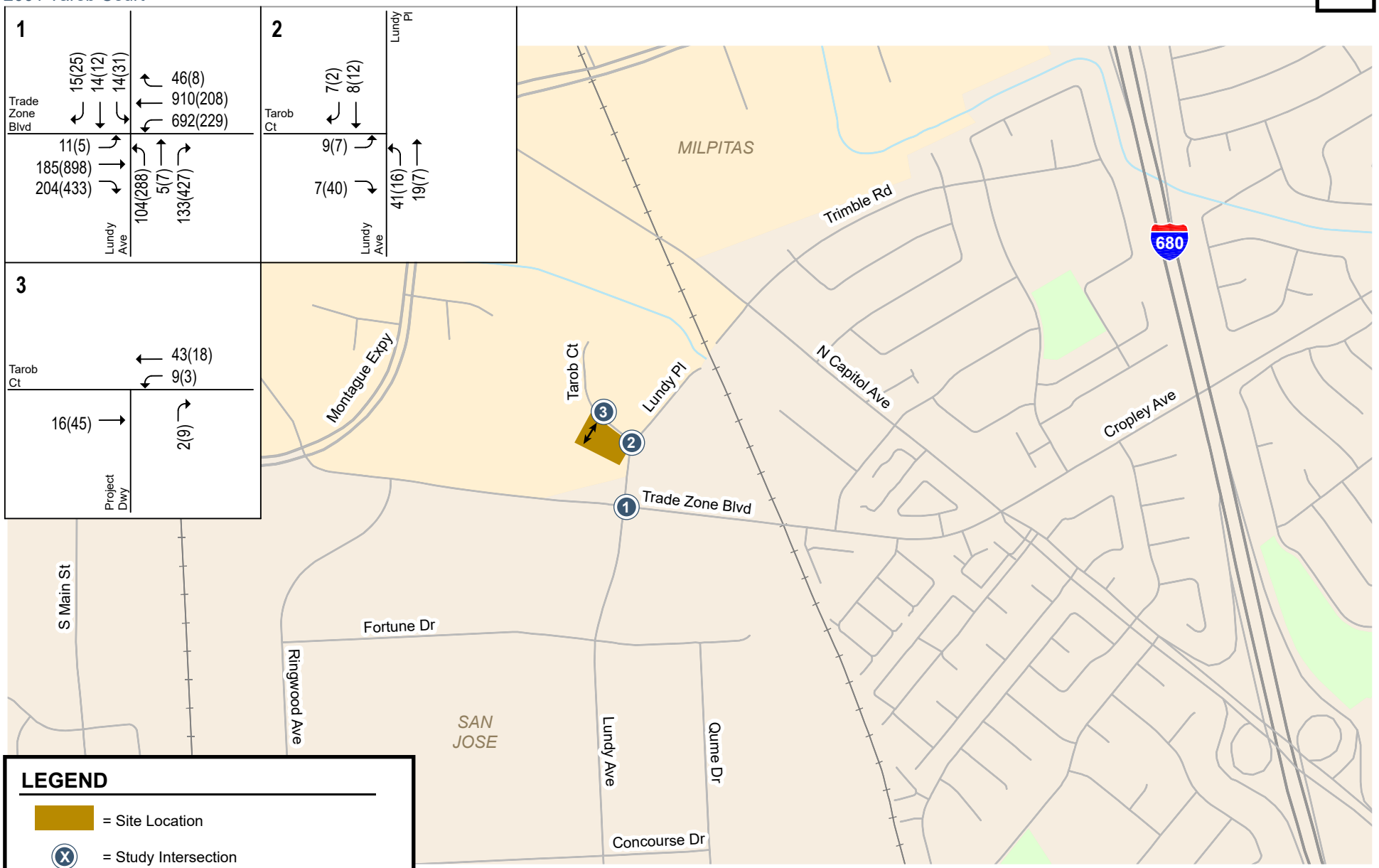

Figure 4
Existing Traffic Volumes

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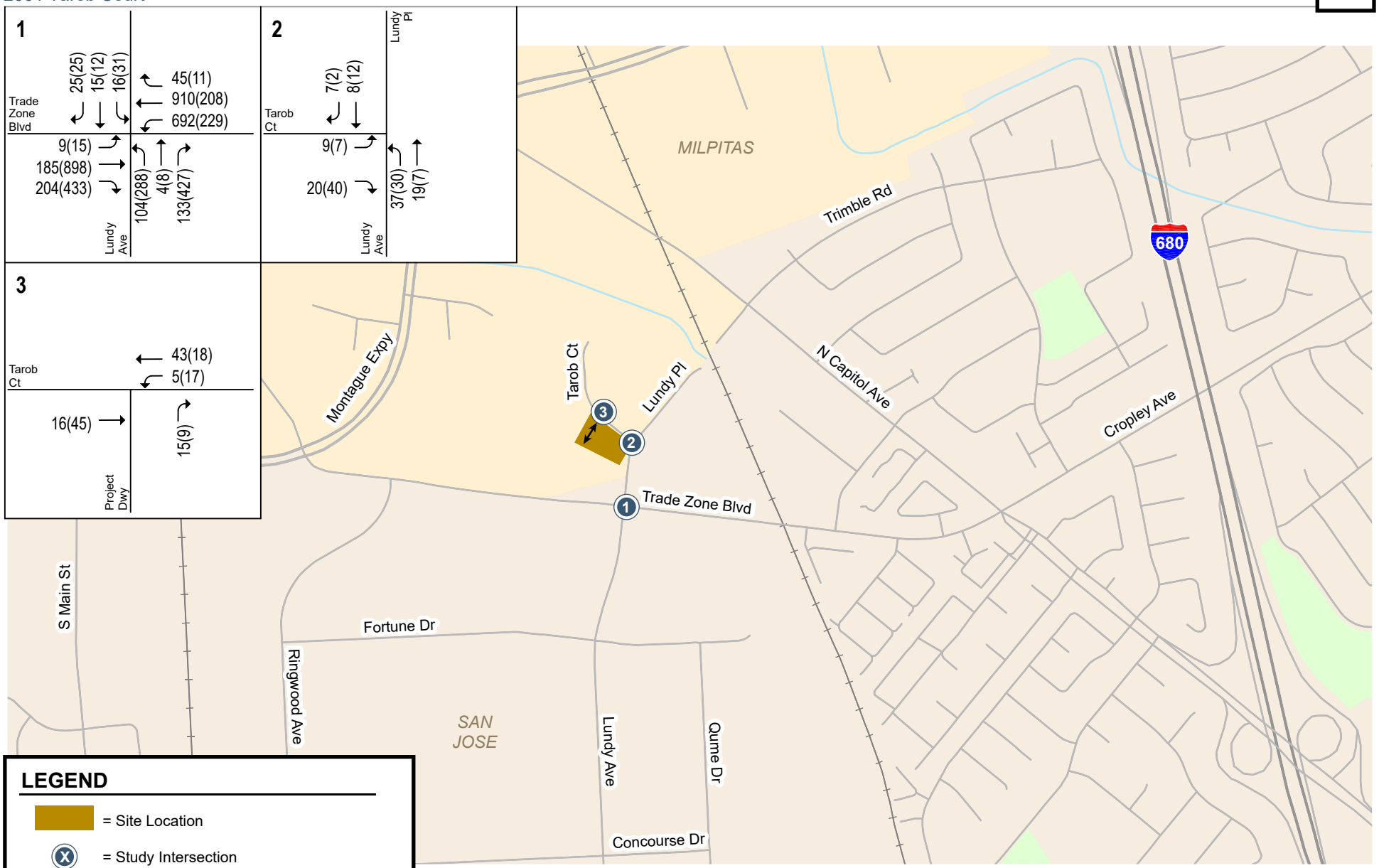

Figure 5
Existing Plus Project Traffic Volumes

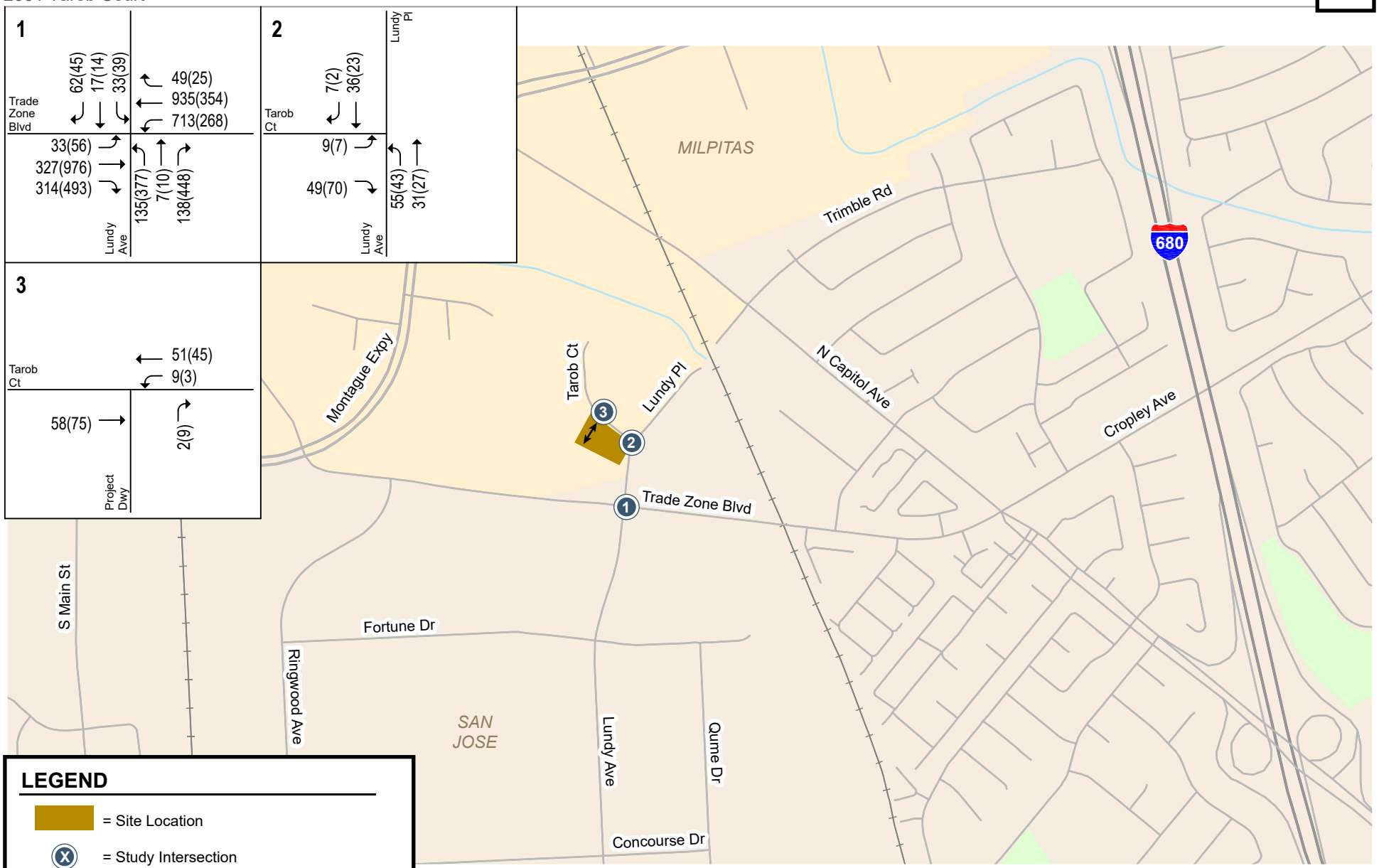

Figure 6
Background Traffic Volumes

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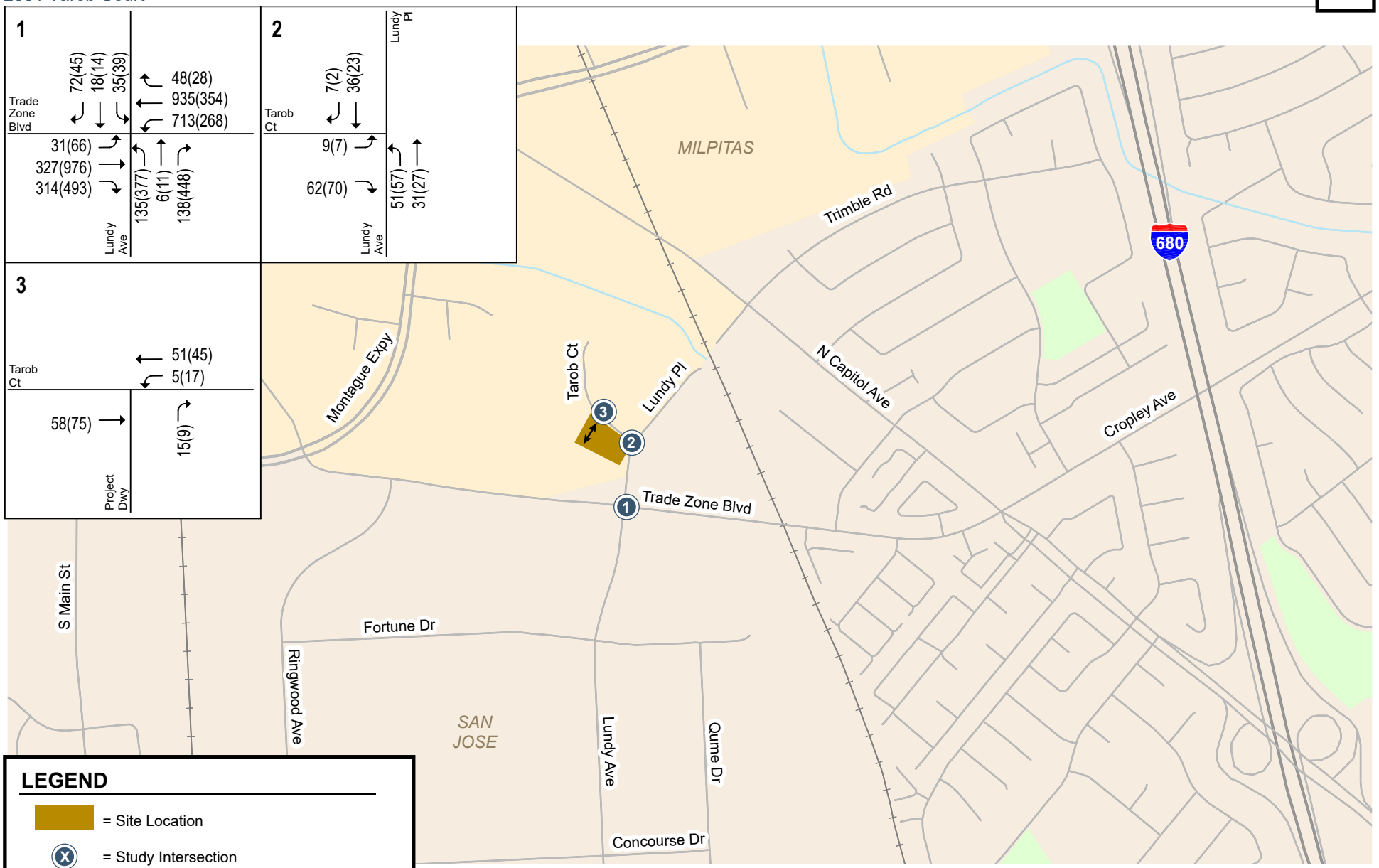

Figure 7
Background Plus Project Traffic Volumes

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Table 2
Intersection Level of Service Summary

Intersection	Control	Peak Hour	Count Date	LOS Standard	Existing Avg Delay[1] (sec/veh)	Existing LOS	Existing + Project Avg Delay[1] (sec/veh)	Existing + Project LOS	Increase in Delay[3]	Increase in V/C	Background Avg Delay[1] (sec/veh)	Background LOS	Background + Project Avg Delay[1] (sec/veh)	Background + Project LOS	Increase in Delay[3]	Increase in V/C
1. Lundy Ave and Trade Zone Blvd	Signal	AM	05/02/19	D	30.3	C	32.2	C	3.50	0.045	35.4	D	35.6	D	0.0	0.001
		PM	05/02/19	D	41.8	D	44.0	D	4.10	0.048	44.7	D	44.7	D	0.0	0.000
2. Lundy Ave and Tarob Ct	SSSC [2]	AM	05/02/19	N/A	4.8/8.9	A	5.2/8.7	A	N/A	N/A	4.9/8.9	A	5.1/8.9	A	N/A	N/A
		PM	05/02/19	N/A	6.2/8.6	A	6.4/8.6	A	N/A	N/A	5.7/8.8	A	5.9/8.8	A	N/A	N/A
3. Project Driveway and Tarob Ct	SSSC [2]	AM	05/02/19	N/A	1.2/8.4	A	2.1/8.4	A	N/A	N/A	0.7/8.6	A	1.3/8.6	A	N/A	N/A
		PM	05/02/19	N/A	1.3/8.5	A	2.3/8.5	A	N/A	N/A	0.8/8.7	A	1.4/8.7	A	N/A	N/A

[1] Signalized intersection level of service is based on the Highway Capacity Manual (HCM) methodology, using average control delay for the entire intersection.
[2] Side Street Stop Controlled intersection. Delays are reported for both the overall average delay / the approach with highest delay.
[3] For the signalized intersection at Lundy Ave. and Trade Zone Blvd., the increase in delay shown here represents increase in critical delay.

The study intersections of Lundy Avenue/Tarob Court and Project Driveway/Tarob Court are unsignalized and under the jurisdiction of City of Milpitas. Unlike signalized intersections, which typically represent constraint points for the roadway network, unsignalized intersections rarely limit the potential capacity of a roadway. The determination of appropriate improvements to unsignalized intersections typically includes a qualitative and quantitative analysis of movement delay, traffic signal warrants, movement traffic volumes, availability of alternate routes, and intersection safety. For this reason, improvements to unsignalized intersections are frequently determined on the basis of professional judgment. The City of Milpitas does not apply significance thresholds to unsignalized intersections. Both unsignalized study intersections are projected to operate at LOS A under existing and background conditions, with or without the proposed project.

An assessment was conducted to determine whether the traffic volumes at the Lundy Avenue/Tarob Court intersection would warrant the installation of a traffic signal. This assessment was based on the Peak Hour Volume Signal Warrant (Warrant #3) described in the *California Manual on Uniform Traffic Control Devices (CA MUTCD)*. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak hour traffic volumes would be sufficient to justify installation of a traffic signal. The signal warrant analysis sheets are included in the Appendix. The analysis showed that the peak hour volume warrant would not be satisfied at the Lundy Avenue/Tarob Court intersection under any study scenarios during the AM and PM peak hours.

Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the eastbound left-turn movement at the Trade Zone Boulevard/Lundy Avenue intersection and the northbound left-turn at the Tarob Court/Lundy Avenue intersection. The queuing analysis was conducted for both background and background plus project conditions. Vehicle queues were estimated using a Poisson probability distribution. The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections. The results of this analysis are summarized below and in Table 3 for the AM and PM peak hours. The analysis indicates that, with the addition of project traffic, the 95th percentile vehicle queues could be accommodated by the storage provided at the subject locations.

Table 3
Vehicle Queuing Analysis

Measurement	Trade Zone Blvd and Lundy Ave EB Left Turn	Lundy Place and Tarob Ct NB Left Turn
Background (AM)		
Cycle/Delay[1] (sec)	116	7.4
Volume (vph)	33	55
Avg. Queue (veh)	1.1	0.1
Avg. Queue (ft.) [2]	27	3
95th %. Queue (veh)	3	1
95th %. Queue (ft.) [2]	75	25
Storage	130	125
Adequate (Y/N)	Y	Y
Background (PM)		
Cycle/Delay[1] (sec)	116	7.3
Volume (vph)	56	43
Avg. Queue (veh)	1.8	0.1
Avg. Queue (ft.) [2]	45	2
95th %. Queue (veh)	4	1
95th %. Queue (ft.) [2]	100	25
Storage	130	125
Adequate (Y/N)	Y	Y
Background + Project (AM)		
Cycle/Delay[1] (sec)	116	7.4
Volume (vph)	31	51
Avg. Queue (veh)	1.0	0.1
Avg. Queue (ft.) [2]	25	3
95th %. Queue (veh)	3	1
95th %. Queue (ft.) [2]	75	25
Storage	130	125
Adequate (Y/N)	Y	Y
Background + Project (PM)		
Cycle/Delay[1] (sec)	116	7.3
Volume (vph)	66	57
Avg. Queue (veh)	2.1	0.1
Avg. Queue (ft.) [2]	53	3
95th %. Queue (veh)	5	1
95th %. Queue (ft.) [2]	125	25
Storage	130	125
Adequate (Y/N)	Y	Y

[1] Vehicle queue calculations based on signal cycle length for signalized intersections and average movement delay for unsignalized intersections.

[2] Assumes 25 feet per vehicle queued

Impacts to Transit, Bikes, and Pedestrians

According to the VTA (Santa Clara County CMP) Transportation Impact Analysis Technical Guidelines, a project would create an impact on pedestrian and bike circulation if: (1) it would reduce, sever or eliminate existing or planned bike/pedestrian access and circulation in the area; (2) it would preclude, modify, or otherwise affect proposed bicycle and pedestrian projects and/or policies identified in the Lead Agency's adopted bicycle/pedestrian plan, or the plans of other agencies such as the Countywide Bicycle Plan or adjacent Cities' bicycle/pedestrian plans; or (3) it would cause a change to existing bike paths such as alignment, width of the trail ROW, or length of the trail.

The project site is located within the City of Milpitas Transit Area Specific Plan (TASP). The plan oversees the redevelopment of the southern portion of the City that transforms a low-density industrial area to an urban residential and mixed-use district with an emphasis on walkability and bicycling. The plan includes a new street system that promotes walking and biking as the dominant modes for short internal trips, especially with the future Milpitas BART station and VTA light rail system within close proximity to the project site. As part of the Milpitas TASP, a future street connection and pedestrian bridge across Capitol Avenue are planned to connect Tarob Court to Milpitas Boulevard and the new BART station. A proposed Class III bike route is also planned on Tarob Court to serve this new bicycle access route to the transit center.

As part of project improvements, curb extensions with new sidewalks would be installed along the Tarob Court and Lundy Place project frontages. In addition, the two existing driveways at the project site will be reduced into one new site driveway on Tarob Court, which would reduce the number of potential vehicle-pedestrian conflict points.

The proposed project would generate pedestrian trips to/from transit stops, recreation areas, and employment centers. Overall, the volume of pedestrian trips generated by the project is expected to be relatively low and not exceed the carrying capacity of the sidewalks and crosswalks nearby. U.S. Census data indicate that bicycle trips comprise less than one percent of the total commute mode share in the City of Milpitas. For the proposed project, this would equate to approximately one new bike trip during each of the AM and PM peak hours. The low volume of bicycle trips generated by the project would not exceed the bicycle-carrying capacity of streets surrounding the site, and the increase in bicycle trips would not by itself require new off-site bicycle facilities.

The addition of the project would not remove any existing bike/pedestrian facilities, nor would it preclude any future planned improvements. Because most intersections around the project site are signalized and have very few bike/pedestrian activities, the addition of project traffic would have a negligible effect on walking and biking in the project vicinity. Therefore, the proposed project would not create an adverse impact to bike/pedestrian circulation in the area.

According to the VTA TIA Technical Guidelines, a project would create an impact on transit if: (1) it would generate a demand for additional transit services; or (2) it would cause a permanent or temporary reduction of transit availability or interference with existing transit users, e.g., relocation/closure of a transit stop or vacation of a roadway utilized by transit.

According to the Milpitas TASP, transit trips would comprise approximately 9% of all peak hour trips. For the proposed project, assuming 9 percent of total commute trips would be transit trips, this would generate approximately 1 new transit trip during the AM peak hour and 2 new transit trips during the PM peak hour. In addition to commute trips, there will be additional transit trips to nearby schools, parks, and shopping areas. The volume of transit trips generated by the project would not exceed the carrying capacity of the existing transit service to the site.

The addition of the project would not remove any existing transit facilities, nor would it preclude any future planned improvements. As shown in the LOS calculations, the addition of project traffic would have a negligible effect on bus delays the project vicinity. Therefore, based on the VTA Technical Guidelines, the proposed project would not create an adverse impact to transit operations in the area and no

improvements to existing transit service frequencies would be necessary in conjunction with the proposed project.

Site Access

This site access and circulation review is based on the site plan (dated October 2018) provided to Hexagon (see Figure 2). The site would be accessed by one driveway on Tarob Court on the west end of the property, about 200 feet west of the intersection at Lundy Place and Tarob Court. The proposed site driveway would be located at approximately the same location as the existing driveway on Tarob Court for the existing building at the project site. The width of the site driveway entry is 22 feet, which meets the minimum City standard for driveways. Under project conditions, it is anticipated that this driveway would serve approximately 20 AM peak hour project trips and 26 PM peak hour project trips. The project condition traffic volumes at the site driveway are shown on Figure 2.

There are existing driveways serving other parcels on Tarob Court adjacent to and opposite of the project frontage. The site driveway does not align with the existing driveway on the opposite side of Tarob Court, but is offset about 25 feet. There is also another existing driveway beside the site driveway on Tarob Court about 50 feet to the west. The spacing of the site driveway, and its location relative to existing driveways, are acceptable given the relatively low traffic volumes at the nearby driveways and Tarob Court.

According to the level of service and queuing calculations, the site driveway would operate at LOS A with queues rarely exceed one or two vehicles during the AM and PM peak hours. The vehicle queues at the site driveway could be accommodated in the storage space provided, and the onsite queues would generally not interfere with traffic operations on Tarob Court and Lundy Avenue.

Pedestrian access to the project site is provided at locations along the frontage on Tarob Court and Lundy Place. Primary pedestrian access is provided via the main entry facing the sidewalks on Tarob Court. Besides the primary access on Tarob Court, there would be walking paths connecting the parking garage with the existing sidewalks on Lundy Place on the east side of the property. As mentioned previously, new sidewalks with curb extensions will also be installed on the project frontage on Tarob Court, providing a continuous pedestrian pathway to existing sidewalks on Trade Zone Boulevard via Lundy Place. Overall, the network of pedestrian paths and the sidewalk improvements on the project frontages provide adequate access to the existing sidewalk network in the project vicinity.

> **Recommendation 1:** To accommodate pedestrians, the project should consider adding one new ADA-compliant curb ramp at the existing northwest curb return at Tarob Court and Lundy Place (along the project frontage). A striped crosswalk is also recommended when the opposite side of the curb return would be upgraded with a new curb ramp along with the redevelopment of the parcel at 1996 Tarob Court.

Currently, the Tarob Court approach at the Tarob Court/Lundy Place intersection is yield controlled. If the striped crosswalk described above were to be added, the Tarob Court approach should also be converted to a stop-controlled approach in order to improve safety for crossing pedestrians.

The sight distance at the project driveway on Tarob Court was checked and determined to be adequate. Because the project would install a curb extension, which includes adding sidewalks on the Tarob Court frontage, the site driveway would be shifted closer to the centerline of Tarob Court, thereby further improving the sight distance for vehicles exiting the site driveway. As part of the project improvements, the radius of the existing curb return along the project frontage at the Lundy Place/Tarob Court intersection would be reduced. This improvement would help reduce vehicle speeds on Tarob Court, and therefore, improve the sight distance required for vehicles entering and exiting the driveways.

> **Recommendation 2:** Prior to final design, the placement of any landscaping, monuments, and signs within the sight triangles of the site driveway should be reviewed by Public Works staff to ensure adequate corner sight distance.

Recommendation 3: As a result of the proposed curb extensions on Tarob Court and Lundy Avenue, the cross-section widths for both streets would be reduced and on-street parking would not be able to be accommodated. Therefore, on-street parking along the project frontages on Tarob Court and Lundy Avenue should be restricted.

Site Circulation

The project site includes an open parking lot and a parking garage on the ground level. Onsite parking areas would be accessed by one site driveway on Tarob Court. Both the open parking lot and parking garage follow a standard 90-degree parking layout. The main parking aisle and the two east-west feeder parking aisles inside the garage are 26 and 24 feet wide, respectively, which meets the City's standard for 90-degree parking. However, the north-south parking aisle connecting the two east-west parking aisle is not dimensioned. The dimensions of the regular and compact parking spaces are 9 feet by 18 feet and 8 feet by 15 feet, respectively. Both parking space dimensions meet the minimum City standards. However, the widths of the parking garage entrances are not dimensioned.

Upon entering the garage, vehicles would follow the main drive aisle through the open parking lot and arrive at a roundabout at the southern end of the aisle. The two feeder drive aisles, which are connected at right angles to the main drive aisle, would provide access to the parking garage east of the main drive aisle. The ends of the two feeder drive aisles are connected by another drive aisle, forming a U-shape circulation pattern which makes a complete loop around of the parking garage. The layout shows no dead-end aisles.

Recommendation 4: Because the proposed site plan is conceptual, prior to final design, the design and layout of the parking garage, drive aisles and driveways, should be reviewed by Public Works staff.

The last two parking spaces (numbered 67 and 68) in the open parking lot located off the main drive aisle are approximately 20 feet south of the sidewalk on Tarob Court, and approximately 30 feet south of the beginning of the site driveway. Vehicles parked in these spaces would have to back out directly into the main site access aisle, potentially into the line of incoming traffic on the aisle just turning into the site driveway. However, given the low traffic volumes at the site driveway and on Tarob Court, the design is acceptable.

The site plan shows one elevator at the front lobby that would provide residents access to the parking garage. The sidewalk on Tarob Court would be accessed directly from the front lobby while the sidewalk on Lundy Avenue would be accessed from pedestrian pathways connecting with the parking garage. No bicycle parking facilities are shown on the site plan.

Recommendation 5: The project applicant should demonstrate that adequate short term and long term bicycle parking is provided in accordance with City of Milpitas parking code requirements.

A trash collection room is located adjacent to the roundabout at the southern entrance of the parking garage. The roundabout has a 80-foot outside diameter and a 26 feet wide lane that would allow turnaround maneuvers of garbage trucks as noted on the site plan. Therefore, garbage trucks would perform their operations onsite within the development. The site plan does not show a designated loading area for delivery trucks.

Recommendation 6: The project should indicate on the site plan loading locations for delivery trucks.

Conclusions & Recommendations

The impacts of the proposed project were evaluated in accordance with the procedures and guidelines specified by the City of Milpitas. The analysis resulted in the following key findings:

- The proposed project would not result in any level of service impacts to the study intersections.
- The proposed project would not result in any queuing storage deficiencies at the study intersections.
- The project would not create any impacts on pedestrian, bike, or transit facilities.

The analysis also produced the following recommendations:

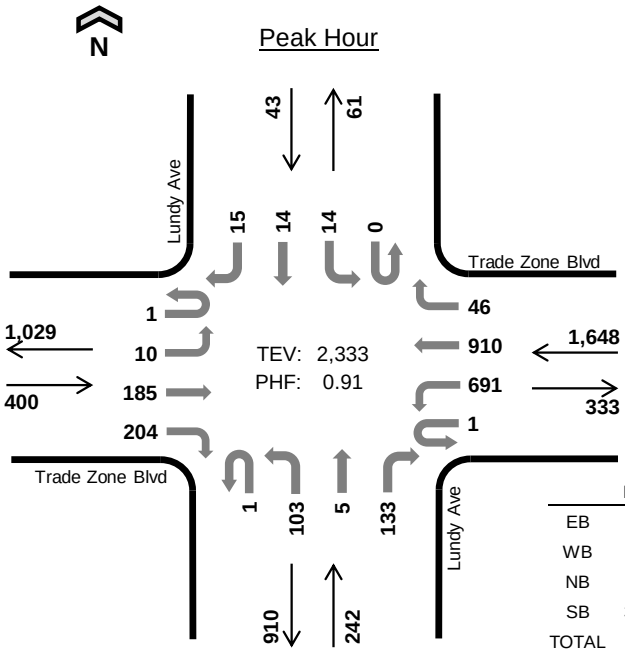
- To accommodate pedestrians, the project should consider adding one new ADA-compliant curb ramp along the project frontage curb return at the Tarob Court and Lundy Place intersection. A striped crosswalk is also recommended when the opposite side of the curb return would be upgraded with a new curb ramp along with the redevelopment of the parcel at 1996 Tarob Court.
- Prior to final design, the placement of any landscaping, monuments, and signs within the sight triangles of the site driveway should be reviewed by Public Works staff to ensure adequate corner sight distance.
- As a result of the proposed curb extensions on Tarob Court and Lundy Place, the cross-section widths for both streets would be reduced and on-street parking would not be able to be accommodated. Therefore, on-street parking along the project frontages on Tarob Court and Lundy Place should be restricted.
- Because the proposed site plan is conceptual, prior to final design, the design and layout of the parking garage, drive aisles and driveways, should be reviewed by Public Works staff.
- The project applicant should demonstrate that adequate short term and long term bicycle parking is provided in accordance with City of Milpitas parking code requirements.
- The project should indicate on the site plan loading locations for delivery trucks.

APPENDIX

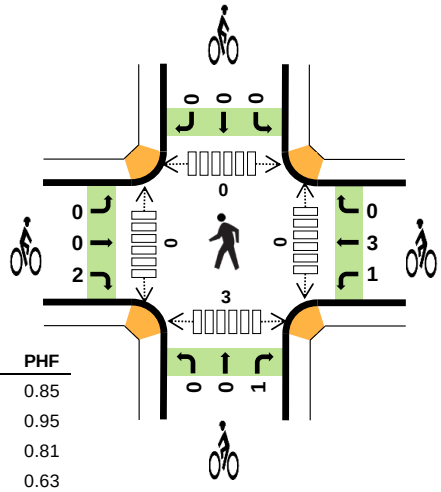
Traffic Counts

Lundy Ave
Trade Zone Blvd

Date: 05-02-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	4.0%	0.85
WB	1.5%	0.95
NB	5.0%	0.81
SB	34.9%	0.63
TOTAL	2.9%	0.91



Two-Hour Count Summaries

Interval Start		Trade Zone Blvd Eastbound				Trade Zone Blvd Westbound				Lundy Ave Northbound				Lundy Ave Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		1	2	43	27	0	46	207	9	0	27	3	29	0	1	1	3	399	0
7:15 AM		0	7	36	40	0	76	216	13	0	15	1	25	0	0	0	3	432	0
7:30 AM		0	5	46	39	0	102	207	7	0	36	0	34	0	0	0	3	479	0
7:45 AM		0	1	43	54	0	135	214	14	0	22	2	33	0	4	0	2	524	1,834
8:00 AM		**0**	**3**	**40**	**44**	**0**	**140**	**225**	**13**	**0**	**27**	**2**	**42**	**0**	**2**	**2**	**3**	**543**	1,978
8:15 AM		**0**	**2**	**41**	**45**	**1**	**176**	**249**	**9**	**1**	**21**	**0**	**25**	**0**	**3**	**3**	**3**	**579**	2,125
8:30 AM		**0**	**2**	**48**	**57**	**0**	**184**	**217**	**6**	**0**	**21**	**2**	**26**	**0**	**3**	**2**	**5**	**573**	2,219
8:45 AM		**1**	**3**	**56**	**58**	**0**	**191**	**219**	**18**	**0**	**34**	**1**	**40**	**0**	**6**	**7**	**4**	**638**	**2,333**
Count Total		2	25	353	364	1	1,050	1,754	89	1	203	11	254	0	19	15	26	4,167	0
Peak Hour	**All**	**1**	**10**	**185**	**204**	**1**	**691**	**910**	**46**	**1**	**103**	**5**	**133**	**0**	**14**	**14**	**15**	**2,333**	**0**
	HV	**0**	**2**	**2**	**12**	**0**	**4**	**10**	**11**	**0**	**8**	**1**	**3**	**0**	**7**	**1**	**7**	**68**	**0**
	HV%	**0%**	**20%**	**1%**	**6%**	**0%**	**1%**	**1%**	**24%**	**0%**	**8%**	**20%**	**2%**	**-**	**50%**	**7%**	**47%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	2	3	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	3	2	3	1	*9*	0	0	0	0	*0*	1	0	0	2	*3*
7:30 AM	4	5	5	1	*15*	1	0	0	0	*1*	0	1	1	0	*2*
7:45 AM	4	8	3	2	*17*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**4**	**7**	**1**	**2**	***14***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**3**	**4**	**3**	**3**	***13***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**1**	*1*
8:30 AM	**5**	**6**	**3**	**5**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	*2*
8:45 AM	**4**	**8**	**5**	**5**	***22***	**2**	**1**	**1**	**0**	***4***	**0**	**0**	**0**	**0**	***0***
Count Total	31	42	26	20	*119*	3	4	1	0	*8*	1	1	1	5	*8*
Peak Hour	**16**	**25**	**12**	**15**	***68***	**2**	**4**	**1**	**0**	***7***	**0**	**0**	**0**	**3**	***3***

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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Trade Zone Blvd				Trade Zone Blvd				Lundy Ave				Lundy Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	2	1	0	0	2	0	0	1	0	2	0	0	0	1	10	0
7:15 AM	0	2	0	1	0	0	1	1	0	1	0	2	0	0	0	1	9	0
7:30 AM	0	0	1	3	0	1	3	1	0	5	0	0	0	0	0	1	15	0
7:45 AM	0	0	3	1	0	1	3	4	0	1	0	2	0	2	0	0	17	51
8:00 AM	**0**	**0**	**1**	**3**	**0**	**2**	**1**	**4**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**14**	55
8:15 AM	**0**	**1**	**1**	**1**	**0**	**0**	**3**	**1**	**0**	**2**	**0**	**1**	**0**	**1**	**1**	**1**	**13**	59
8:30 AM	**0**	**1**	**0**	**4**	**0**	**1**	**3**	**2**	**0**	**1**	**1**	**1**	**0**	**2**	**0**	**3**	**19**	63
8:45 AM	**0**	**0**	**0**	**4**	**0**	**1**	**3**	**4**	**0**	**4**	**0**	**1**	**0**	**2**	**0**	**3**	**22**	**68**
Count Total	0	5	8	18	0	6	19	17	0	16	1	9	0	9	1	10	119	0
Peak Hour	**0**	**2**	**2**	**12**	**0**	**4**	**10**	**11**	**0**	**8**	**1**	**3**	**0**	**7**	**1**	**7**	**68**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Trade Zone Blvd			Trade Zone Blvd			Lundy Ave			Lundy Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
8:15 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	4
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:45 AM	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**7**
Count Total	0	0	3	1	3	0	0	0	1	0	0	0	8	0
Peak Hour	**0**	**0**	**2**	**1**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Project Manager: (415) 310-6469

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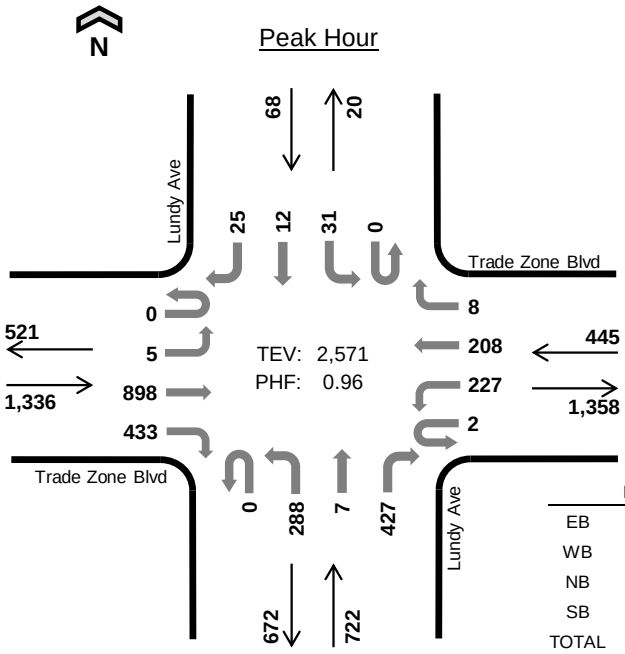
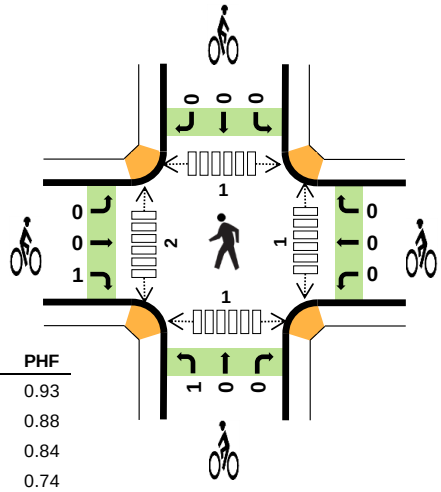
Lundy Ave
Trade Zone Blvd

Date: 05-02-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.2%	0.93
WB	0.9%	0.88
NB	1.2%	0.84
SB	2.9%	0.74
TOTAL	1.2%	0.96



Two-Hour Count Summaries

Interval Start	Trade Zone Blvd Eastbound				Trade Zone Blvd Westbound				Lundy Ave Northbound				Lundy Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	4	176	93	0	47	36	3	0	51	1	89	0	6	5	8	519	0
4:15 PM	0	4	214	100	0	49	42	2	0	63	3	91	0	4	4	8	584	0
4:30 PM	1	2	248	102	0	60	47	2	0	65	0	102	0	7	1	2	639	0
4:45 PM	1	4	230	106	0	41	58	1	1	64	0	102	0	6	1	4	619	2,361
5:00 PM	**0**	**1**	**186**	**105**	**0**	**54**	**47**	**3**	**0**	**97**	**2**	**117**	**0**	**15**	**3**	**4**	**634**	2,476
5:15 PM	**0**	**2**	**241**	**116**	**1**	**45**	**46**	**1**	**0**	**51**	**0**	**95**	**0**	**10**	**5**	**8**	**621**	2,513
5:30 PM	**0**	**0**	**226**	**118**	**0**	**63**	**62**	**1**	**0**	**80**	**2**	**104**	**0**	**4**	**2**	**7**	**669**	2,543
5:45 PM	**0**	**2**	**245**	**94**	**1**	**65**	**53**	**3**	**0**	**60**	**3**	**111**	**0**	**2**	**2**	**6**	**647**	**2,571**
Count Total	2	19	1,766	834	2	424	391	16	1	531	11	811	0	54	23	47	4,932	0
Peak Hour All	**0**	**5**	**898**	**433**	**2**	**227**	**208**	**8**	**0**	**288**	**7**	**427**	**0**	**31**	**12**	**25**	**2,571**	**0**
Peak Hour HV	**0**	**1**	**4**	**11**	**0**	**2**	**2**	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**2**	**31**	**0**
Peak Hour HV%	**-**	**20%**	**0%**	**3%**	**0%**	**1%**	**1%**	**0%**	**-**	**3%**	**0%**	**0%**	**-**	**0%**	**0%**	**8%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	1	7	1	*13*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	5	2	3	2	*12*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	7	4	2	0	*13*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	2	3	4	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	**6**	**2**	**2**	**0**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**5**	**2**	**3**	**0**	***10***	**1**	**0**	**0**	**0**	***1***	**1**	**1**	**0**	**0**	*2*
5:30 PM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**1**	**0**	***1***	**0**	**1**	**0**	**1**	*2*
5:45 PM	**5**	**0**	**3**	**1**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
Count Total	34	14	25	6	*79*	1	0	1	0	*2*	1	2	1	1	*5*
Peak Hour	**16**	**4**	**9**	**2**	***31***	**1**	**0**	**1**	**0**	***2***	**1**	**2**	**1**	**1**	***5***

Project Manager: (415) 310-6469
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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Trade Zone Blvd				Trade Zone Blvd				Lundy Ave				Lundy Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	4	0	0	0	1	0	6	0	1	0	0	0	1	13	0
4:15 PM	0	0	2	3	0	0	2	0	0	2	0	1	0	0	0	2	12	0
4:30 PM	0	1	2	4	0	3	0	1	0	1	0	1	0	0	0	0	13	0
4:45 PM	0	0	0	2	0	0	3	0	0	4	0	0	0	0	0	1	10	48
5:00 PM	**0**	**0**	**2**	**4**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	45
5:15 PM	**0**	**0**	**1**	**4**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**10**	43
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	32
5:45 PM	**0**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**31**
Count Total	0	2	8	24	0	5	7	2	0	21	0	4	0	0	0	6	79	0
Peak Hour	**0**	**1**	**4**	**11**	**0**	**2**	**2**	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**2**	**31**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Trade Zone Blvd			Trade Zone Blvd			Lundy Ave			Lundy Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	2
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Count Total	0	0	1	0	0	0	1	0	0	0	0	0	2	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Project Manager: (415) 310-6469

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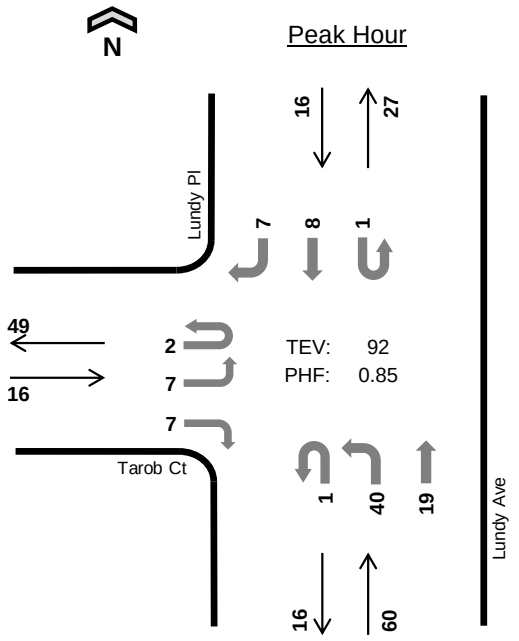
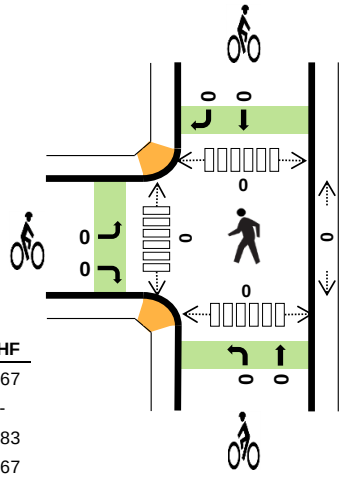
Lundy Ave
Tarob Ct

Peak Hour

Date: 05-02-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV %:	PHF
EB	37.5%	0.67
WB	-	-
NB	20.0%	0.83
SB	31.3%	0.67
TOTAL	25.0%	0.85

Two-Hour Count Summaries

Interval Start		Tarob Ct Eastbound				n/a Westbound				Lundy Ave Northbound				Lundy Pl Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	0	2	0	0	0	0	0	8	5	0	0	0	1	1	18	0
7:15 AM		**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**7**	**0**	**0**	**0**	**0**	**6**	**27**	0
7:30 AM		**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**4**	**0**	**0**	**0**	**1**	**1**	**16**	0
7:45 AM		**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**13**	**4**	**0**	**1**	**0**	**5**	**0**	**27**	88
8:00 AM		**1**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**9**	**4**	**0**	**0**	**0**	**2**	**0**	**22**	**92**
8:15 AM		0	0	0	2	0	0	0	0	0	3	3	0	0	0	5	0	13	78
8:30 AM		0	0	0	2	0	0	0	0	0	8	3	0	0	0	7	2	22	84
8:45 AM		0	1	0	3	0	0	0	0	0	5	6	0	0	0	3	0	18	75
Count Total		2	9	0	16	0	0	0	0	1	64	36	0	1	0	24	10	163	0
Peak Hour	**All**	**2**	**7**	**0**	**7**	**0**	**0**	**0**	**0**	**1**	**40**	**19**	**0**	**1**	**0**	**8**	**7**	**92**	**0**
	HV	**2**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**1**	**0**	**4**	**0**	**23**	**0**
	HV%	**100%**	**29%**	**-**	**29%**	**-**	**-**	**-**	**-**	**0%**	**15%**	**32%**	**-**	**100%**	**-**	**50%**	**0%**	**25%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	1	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**1**	**0**	**3**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**2**	**0**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**1**	**0**	**4**	**3**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**2**	**0**	**4**	**2**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	0	0	1	4	*5*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	0	5	8	*13*	0	0	0	0	*0*	1	0	0	0	*1*
8:45 AM	3	0	3	2	*8*	0	0	0	0	*0*	0	0	1	0	*1*
Count Total	10	0	22	21	*53*	0	0	0	0	*0*	1	0	1	0	*2*
Peak Hr	**6**	**0**	**12**	**5**	***23***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Project Manager: (415) 310-6469
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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Tarob Ct				n/a				Lundy Ave				Lundy Pl				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	4	0
7:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	0
7:30 AM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	0
7:45 AM	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**1**	**0**	**2**	**0**	**8**	19
8:00 AM	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**2**	**0**	**8**	**23**
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	24
8:30 AM	0	0	0	0	0	0	0	0	0	2	3	0	0	0	6	2	13	34
8:45 AM	0	1	0	2	0	0	0	0	0	0	3	0	0	0	2	0	8	34
Count Total	2	4	0	4	0	0	0	0	0	9	13	0	1	0	17	3	53	0
Peak Hour	**2**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**1**	**0**	**4**	**0**	**23**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Tarob Ct			0			Lundy Ave			Lundy Pl			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Project Manager: (415) 310-6469

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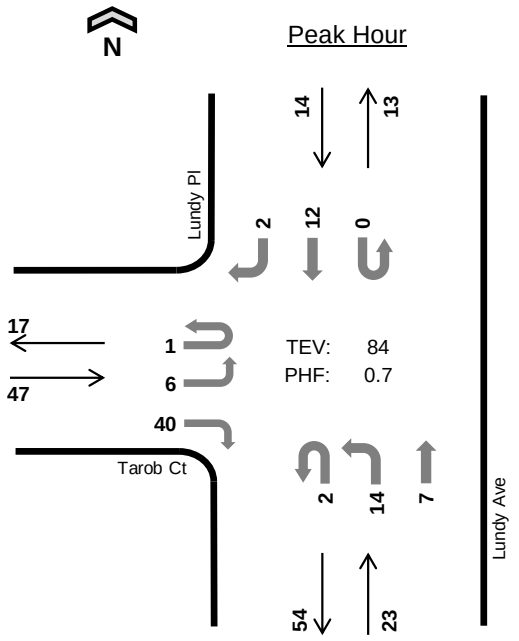
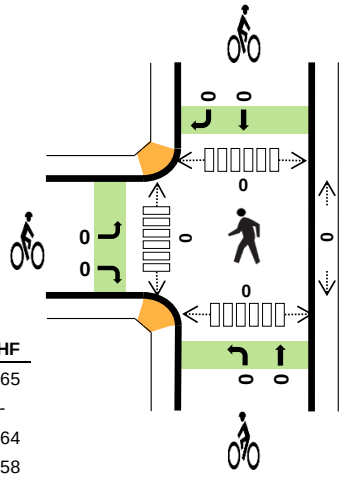
Lundy Ave
Tarob Ct

Peak Hour



Date: 05-02-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	10.6%	0.65
WB	-	-
NB	13.0%	0.64
SB	14.3%	0.58
TOTAL	11.9%	0.70

Two-Hour Count Summaries

Interval Start		Tarob Ct Eastbound				n/a Westbound				Lundy Ave Northbound				Lundy Pl Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**3**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**0**	**0**	**0**	**5**	**0**	**30**	0
4:15 PM		**0**	**1**	**0**	**11**	**0**	**0**	**0**	**0**	**1**	**7**	**1**	**0**	**0**	**0**	**2**	**0**	**23**	0
4:30 PM		**0**	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**2**	**17**	0
4:45 PM		**1**	**1**	**0**	**8**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**14**	**84**
5:00 PM		0	1	0	15	0	0	0	0	1	2	1	0	0	0	4	3	27	81
5:15 PM		1	1	0	13	0	0	0	0	0	3	0	0	0	0	5	1	24	82
5:30 PM		0	0	0	10	0	0	0	0	0	0	2	0	0	0	1	0	13	78
5:45 PM		0	1	0	8	0	0	0	0	1	4	2	0	0	0	1	1	18	82
Count Total		2	9	0	86	0	0	0	0	4	23	12	0	0	0	23	7	166	0
Peak Hour	**All**	**1**	**6**	**0**	**40**	**0**	**0**	**0**	**0**	**2**	**14**	**7**	**0**	**0**	**0**	**12**	**2**	**84**	**0**
	HV	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**1**	**10**	**0**
	HV%	**0%**	**33%**	**-**	**8%**	**-**	**-**	**-**	**-**	**0%**	**7%**	**29%**	**-**	**-**	**-**	**8%**	**50%**	**12%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**2**	**0**	**1**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**1**	**0**	**2**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	1	0	0	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
5:30 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	7	0	4	4	*15*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hr	**5**	**0**	**3**	**2**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Project Manager: (415) 310-6469
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Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Tarob Ct				n/a				Lundy Ave				Lundy Pl				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**4**	0
4:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:30 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**4**	0
4:45 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	8
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	5
Count Total	0	3	0	4	0	0	0	0	0	1	3	0	0	0	2	2	15	0
Peak Hour	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**1**	**10**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Tarob Ct			0			Lundy Ave			Lundy Pl			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Project Manager: (415) 310-6469

project.manager.ca@idaxdata.com

IDAX Data Solutions
19205 - Milpitas - Tarob Court Counts
5/2/2019

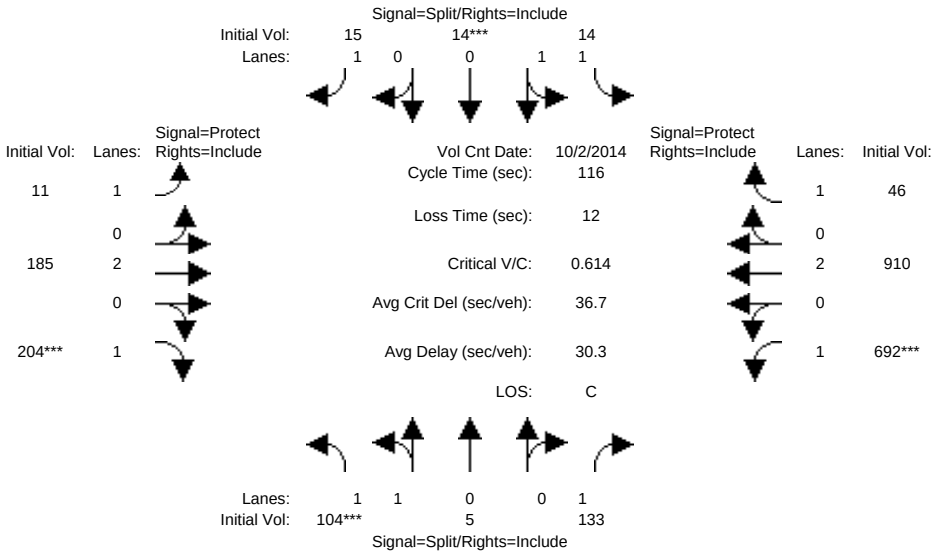
	Driveway 1: Lundy Ave			
	In		Out	
Time:	NB L	SB R	EB R	EB L
7:00	1	0	0	0
7:15	1	0	2	0
7:30	1	0	0	0
7:45	1	0	0	0
8:00	0	0	0	0
8:15	1	1	1	0
8:30	0	0	0	0
8:45	0	0	1	0
16:00	0	0	1	0
16:15	0	0	0	0
16:30	0	0	0	0
16:45	1	0	2	0
17:00	1	0	2	0
17:15	0	0	2	0
17:30	0	1	1	0
17:45	1	0	1	0
AM Peak	4	0	2	0
PM Peak	2	1	7	0
Total:	6	1	9	0

	Driveway 2: Tarob Ct			
	In		Out	
Time:	EB R	WB L	NB R	NB L
7:00	0	0	0	0
7:15	0	4	0	0
7:30	0	0	0	0
7:45	0	1	0	0
8:00	0	0	0	0
8:15	0	0	1	0
8:30	0	0	1	0
8:45	0	1	0	0
16:00	0	0	1	0
16:15	0	0	0	0
16:30	0	0	1	0
16:45	0	0	0	0
17:00	0	0	2	0
17:15	0	0	0	0
17:30	0	0	0	0
17:45	0	0	0	0
AM Peak	0	5	0	0
PM Peak	0	0	2	0
Total:	0	5	2	0

LOS Calculations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #1: LUNDY/TRADE ZONE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 << 7:50-8:50												
Base Vol:	104	5	133	14	14	15	11	185	204	692	910	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	5	133	14	14	15	11	185	204	692	910	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	5	133	14	14	15	11	185	204	692	910	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	5	133	14	14	15	11	185	204	692	910	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	5	133	14	14	15	11	185	204	692	910	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	5	133	14	14	15	11	185	204	692	910	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.92	0.08	1.00	1.04	0.96	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3352	161	1750	1822	1822	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.08	0.01	0.01	0.01	0.01	0.05	0.12	0.40	0.24	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.12	0.12	0.09	0.09	0.09	0.14	0.16	0.16	0.53	0.55	0.55
Volume/Cap:	0.25	0.25	0.61	0.09	0.09	0.10	0.05	0.31	0.75	0.75	0.44	0.05
Delay/Veh:	47.3	47.3	60.6	49.4	49.4	50.2	43.7	44.8	63.6	26.6	16.2	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	47.3	60.6	49.4	49.4	50.2	43.7	44.8	63.6	26.6	16.2	12.2
LOS by Move:	D	D	E	D	D	D	D	D	E	C	B	B
HCM2kAvgQ:	2	2	6	1	1	1	0	3	9	22	9	1

Note: Queue reported is the number of cars per lane.

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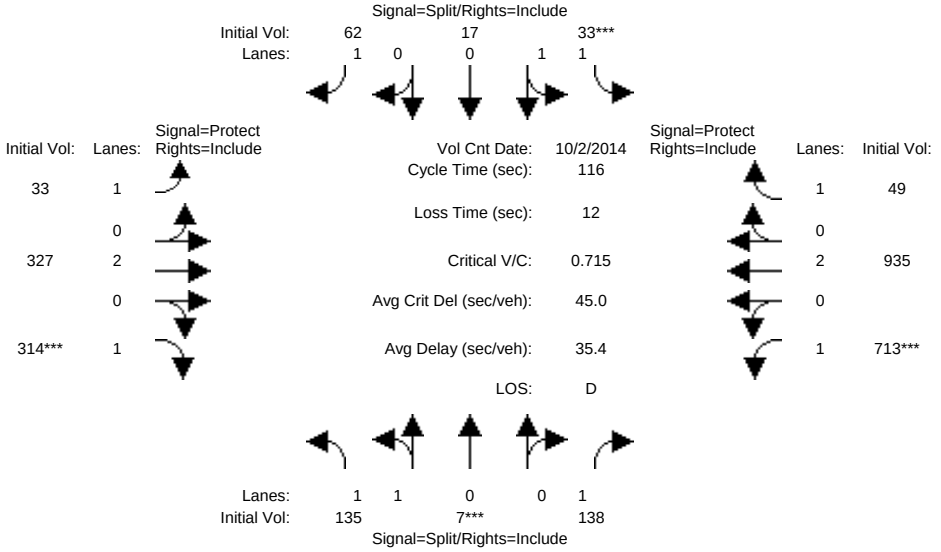
2001 Tarob Court

12.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #1: LUNDY/TRADE ZONE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 << 7:50-8:50												
Base Vol:	135	7	138	33	17	62	33	327	314	713	935	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	7	138	33	17	62	33	327	314	713	935	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	7	138	33	17	62	33	327	314	713	935	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	7	138	33	17	62	33	327	314	713	935	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	7	138	33	17	62	33	327	314	713	935	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	7	138	33	17	62	33	327	314	713	935	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.91	0.09	1.00	1.36	0.64	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3340	173	1750	2374	1223	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.08	0.01	0.01	0.04	0.02	0.09	0.18	0.41	0.25	0.03
Crit Moves:		****		****					****	****		
Green/Cycle:	0.11	0.11	0.11	0.09	0.09	0.09	0.14	0.21	0.21	0.49	0.56	0.56
Volume/Cap:	0.37	0.37	0.72	0.16	0.16	0.41	0.14	0.40	0.84	0.84	0.44	0.05
Delay/Veh:	50.5	50.5	70.1	50.2	50.2	58.3	45.1	40.7	63.3	35.5	15.4	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	50.5	70.1	50.2	50.2	58.3	45.1	40.7	63.3	35.5	15.4	11.5
LOS by Move:	D	D	E	D	D	E	D	D	E	D	B	B
HCM2kAvgQ:	3	3	7	1	1	3	1	5	14	26	10	1

Note: Queue reported is the number of cars per lane.

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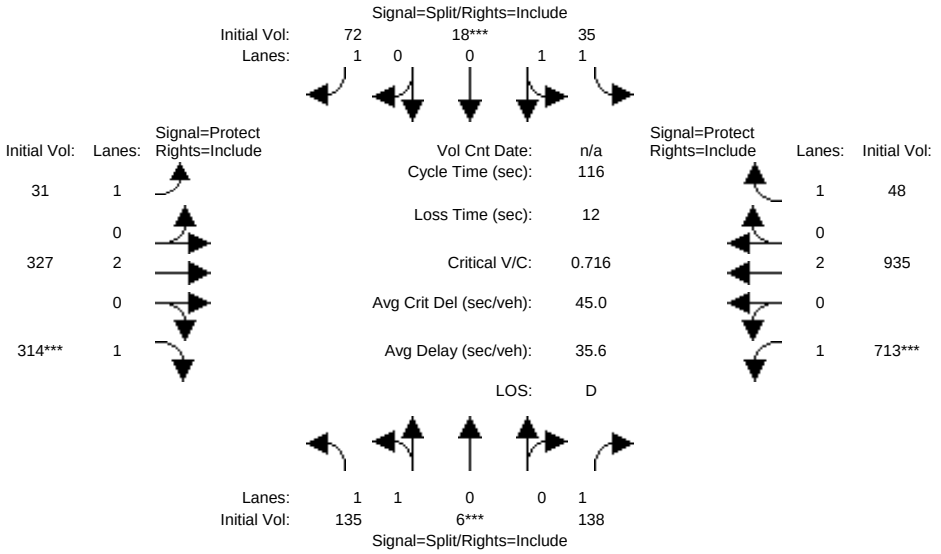
2001 Tarob Court

12.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Project AM

Intersection #1: LUNDY/TRADE ZONE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	135	6	138	35	18	72	31	327	314	713	935	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	6	138	35	18	72	31	327	314	713	935	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	6	138	35	18	72	31	327	314	713	935	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	6	138	35	18	72	31	327	314	713	935	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	6	138	35	18	72	31	327	314	713	935	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	6	138	35	18	72	31	327	314	713	935	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.92	0.08	1.00	1.36	0.64	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3362	149	1750	2375	1221	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.08	0.01	0.01	0.04	0.02	0.09	0.18	0.41	0.25	0.03
Crit Moves:		****			****				****	****		
Green/Cycle:	0.11	0.11	0.11	0.09	0.09	0.09	0.14	0.21	0.21	0.49	0.56	0.56
Volume/Cap:	0.36	0.36	0.72	0.17	0.17	0.48	0.13	0.40	0.84	0.84	0.44	0.05
Delay/Veh:	50.5	50.5	70.1	50.3	50.3	60.9	45.0	40.7	63.3	35.5	15.4	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	50.5	70.1	50.3	50.3	60.9	45.0	40.7	63.3	35.5	15.4	11.5
LOS by Move:	D	D	E	D	D	E	D	D	E	D	B	B
HCM2kAvgQ:	3	3	7	1	1	3	1	5	14	26	10	1

Note: Queue reported is the number of cars per lane.

842

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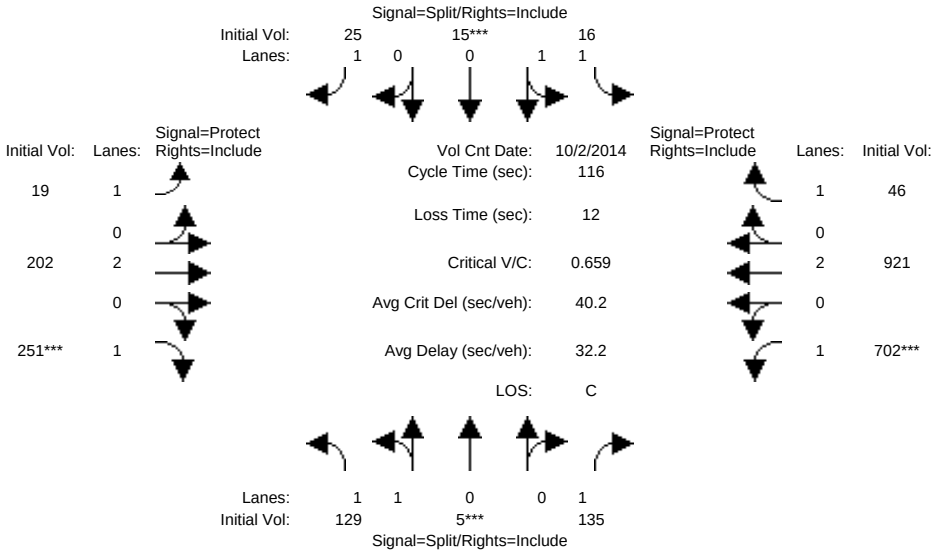
2001 Tarob Court

12.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project AM

Intersection #1: LUNDY/TRADE ZONE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 << 7:50-8:50												
Base Vol:	104	4	133	16	15	25	9	185	204	692	910	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	4	133	16	15	25	9	185	204	692	910	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	25	1	2	0	0	0	10	17	47	10	11	1
Initial Fut:	129	5	135	16	15	25	19	202	251	702	921	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	5	135	16	15	25	19	202	251	702	921	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	5	135	16	15	25	19	202	251	702	921	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	5	135	16	15	25	19	202	251	702	921	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.93	0.07	1.00	1.07	0.93	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3379	131	1750	1878	1761	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.08	0.01	0.01	0.01	0.01	0.05	0.14	0.40	0.24	0.03
Crit Moves:		****			****				****	****		
Green/Cycle:	0.12	0.12	0.12	0.09	0.09	0.09	0.14	0.18	0.18	0.51	0.56	0.56
Volume/Cap:	0.33	0.33	0.66	0.10	0.10	0.17	0.08	0.29	0.79	0.79	0.44	0.05
Delay/Veh:	49.1	49.1	64.5	49.5	49.5	51.5	44.2	42.0	62.7	30.1	15.8	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	49.1	64.5	49.5	49.5	51.5	44.2	42.0	62.7	30.1	15.8	11.9
LOS by Move:	D	D	E	D	D	D	D	D	E	C	B	B
HCM2kAvgQ:	3	3	6	1	1	1	1	3	11	23	9	1

Note: Queue reported is the number of cars per lane.

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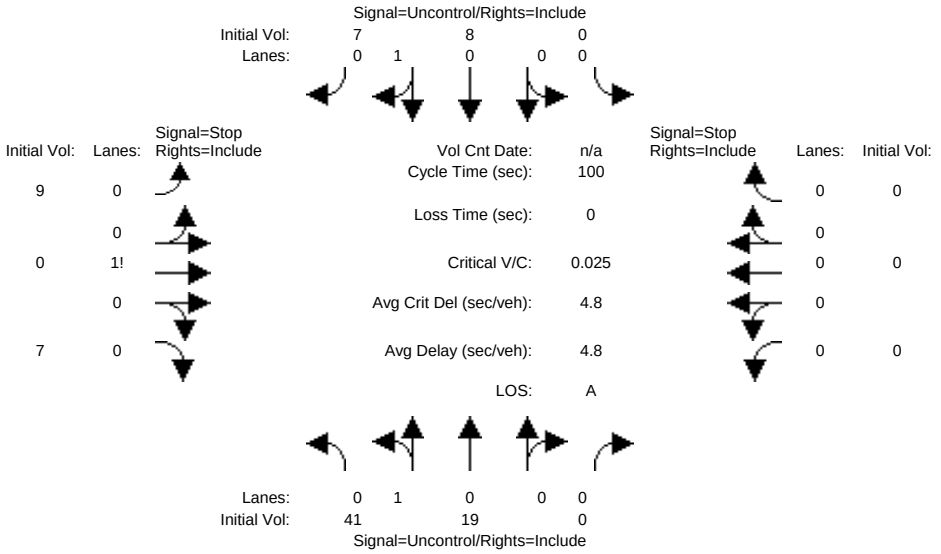
12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #2: LUNDY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	41	19	0	0	8	7	9	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	19	0	0	8	7	9	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	19	0	0	8	7	9	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	19	0	0	8	7	9	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	41	19	0	0	8	7	9	0	7	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	15	xxxx	xxxxx	xxxx	xxxx	xxxxx	113	113	12	xxxx	xxxx	xxxxx
Potent Cap.:	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx	889	781	1075	xxxx	xxxx	xxxxx
Move Cap.:	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx	871	761	1075	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	950	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

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Intersection #2 LUNDY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

844

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   41   19     0     0    8     7     9    0     7     0    0     0
ApproachDel:    xxxxxx           xxxxxx              8.9           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=91]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 LUNDY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   41   19     0     0    8     7     9    0     7     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              75
Minor Approach Volume:            16
Minor Approach Volume Threshold: 910
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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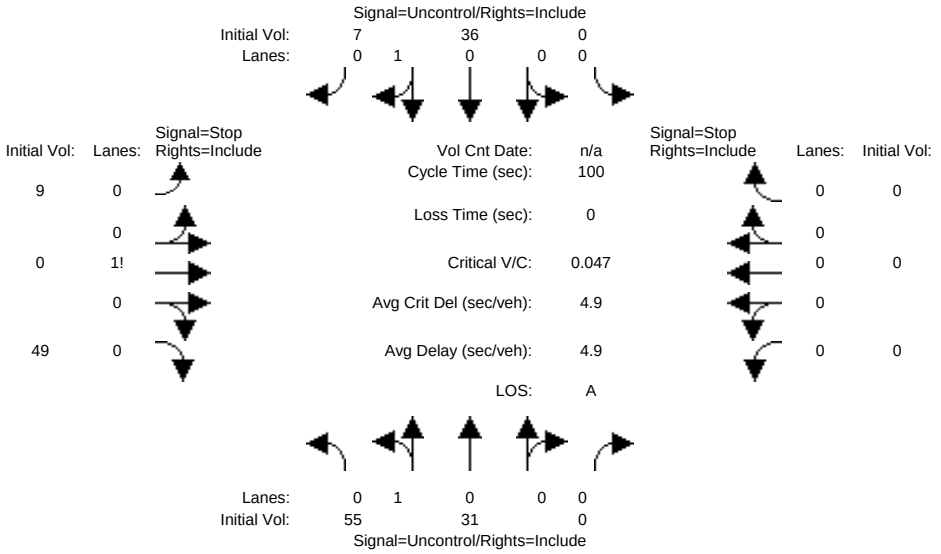
12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #2: LUNDY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	55	31	0	0	36	7	9	0	49	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	31	0	0	36	7	9	0	49	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	31	0	0	36	7	9	0	49	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	31	0	0	36	7	9	0	49	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	55	31	0	0	36	7	9	0	49	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	43	xxxx	xxxxx	xxxx	xxxx	xxxxx	181	181	40	xxxx	xxxx	xxxxx
Potent Cap.:	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx	814	717	1038	xxxx	xxxx	xxxxx
Move Cap.:	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx	791	691	1038	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	990	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 LUNDY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

846

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```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   55   31     0     0   36     7     9    0    49     0    0     0
ApproachDel:    xxxxxx           xxxxxx              8.9           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=58]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=187]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 LUNDY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   55   31     0     0   36     7     9    0    49     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             129
Minor Approach Volume:           58
Minor Approach Volume Threshold: 766
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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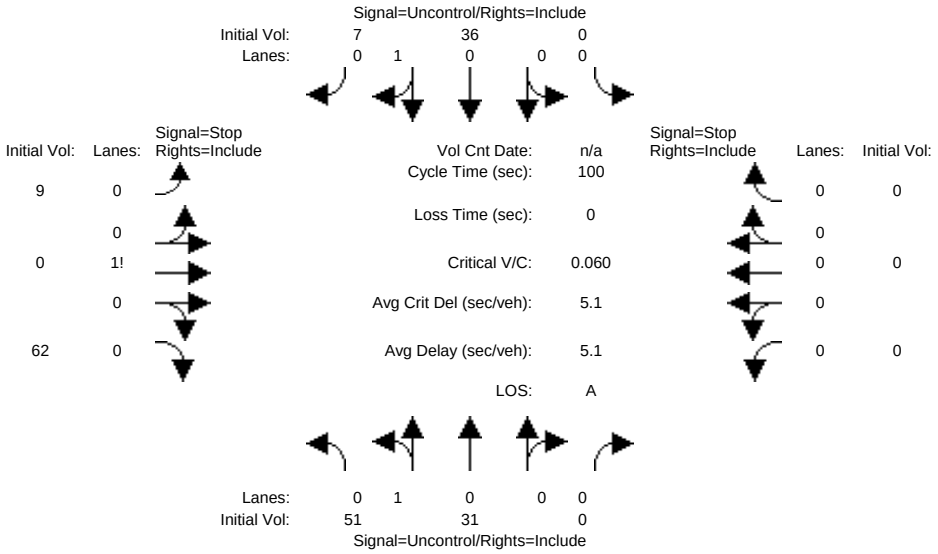
Intersection #2: LUNDY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	51	31	0	0	36	7	9	0	62	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	31	0	0	36	7	9	0	62	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	31	0	0	36	7	9	0	62	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	31	0	0	36	7	9	0	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	51	31	0	0	36	7	9	0	62	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	43	xxxx	xxxxx	xxxx	xxxx	xxxxx	173	173	40	xxxx	xxxx	xxxxx
Potent Cap.:	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx	822	724	1038	xxxx	xxxx	xxxxx
Move Cap.:	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx	801	700	1038	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.06	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1000	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 LUNDY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   51   31     0     0   36     7     9    0    62     0    0     0
ApproachDel:    xxxxxx           xxxxxx              8.9           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=71]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=196]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 LUNDY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   51   31     0     0   36     7     9    0    62     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              125
Minor Approach Volume:            71
Minor Approach Volume Threshold: 774
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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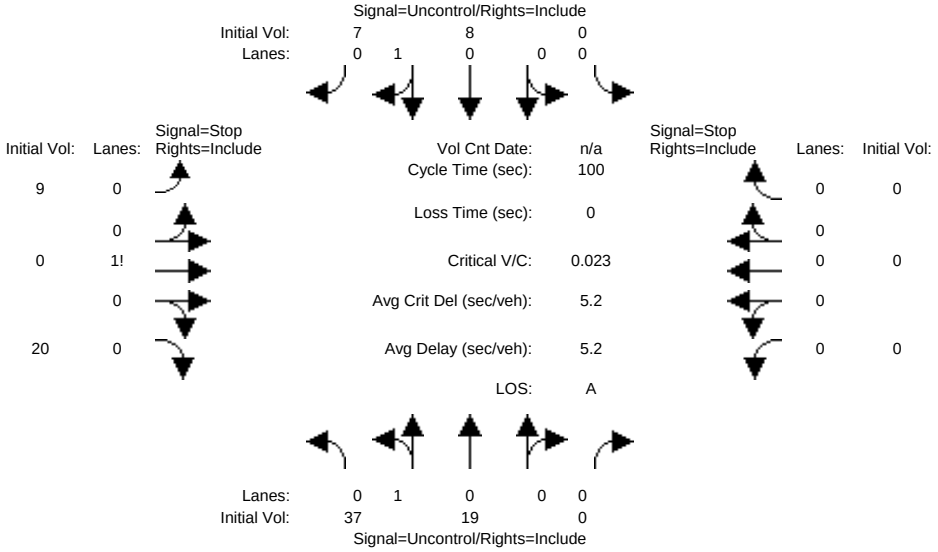
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing+Project AM

Intersection #2: LUNDY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	37	19	0	0	8	7	9	0	20	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	19	0	0	8	7	9	0	20	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	19	0	0	8	7	9	0	20	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	19	0	0	8	7	9	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	37	19	0	0	8	7	9	0	20	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	15	xxxx	xxxxx	xxxx	xxxx	xxxxx	105	105	12	xxxx	xxxx	xxxxx
Potent Cap.:	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx	898	789	1075	xxxx	xxxx	xxxxx
Move Cap.:	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx	882	771	1075	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1007	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.7			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 LUNDY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   37   19     0     0    8     7     9    0    20     0    0     0
ApproachDel:    xxxxxx           xxxxxx              8.7           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=29]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=100]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 LUNDY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   37   19     0     0    8     7     9    0    20     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              71
Minor Approach Volume:            29
Minor Approach Volume Threshold: 925
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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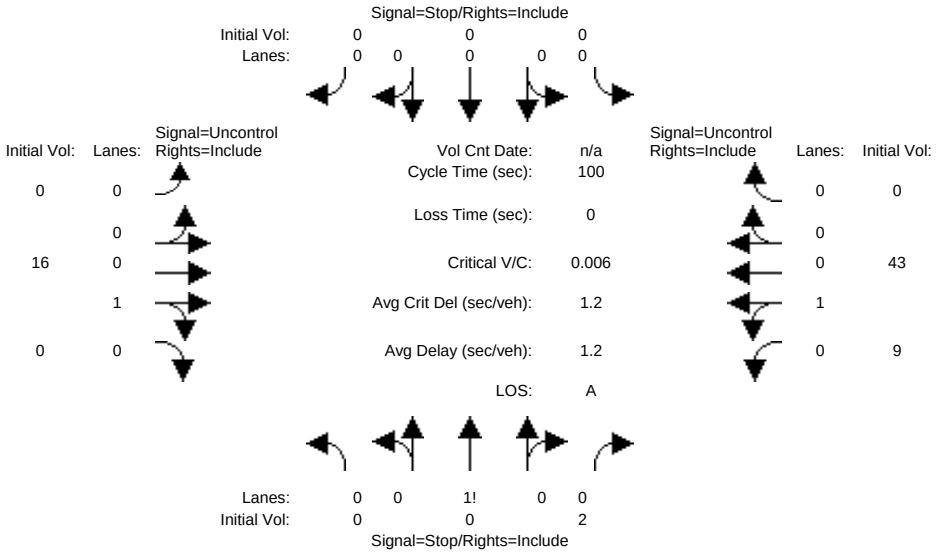
12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #3: PROJECT DRWY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	2	0	0	0	0	16	0	9	43	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	0	0	0	0	16	0	9	43	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	2	0	0	0	0	16	0	9	43	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	2	0	0	0	0	16	0	9	43	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	2	0	0	0	0	16	0	9	43	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	16	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1069	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1615	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1069	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1615	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 PROJECT DRWY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

852

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```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     2     0    0     0     0   16     0     9   43     0
ApproachDel:       8.4           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=2]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=70]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 PROJECT DRWY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     2     0    0     0     0   16     0     9   43     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              68
Minor Approach Volume:            2
Minor Approach Volume Threshold: 936
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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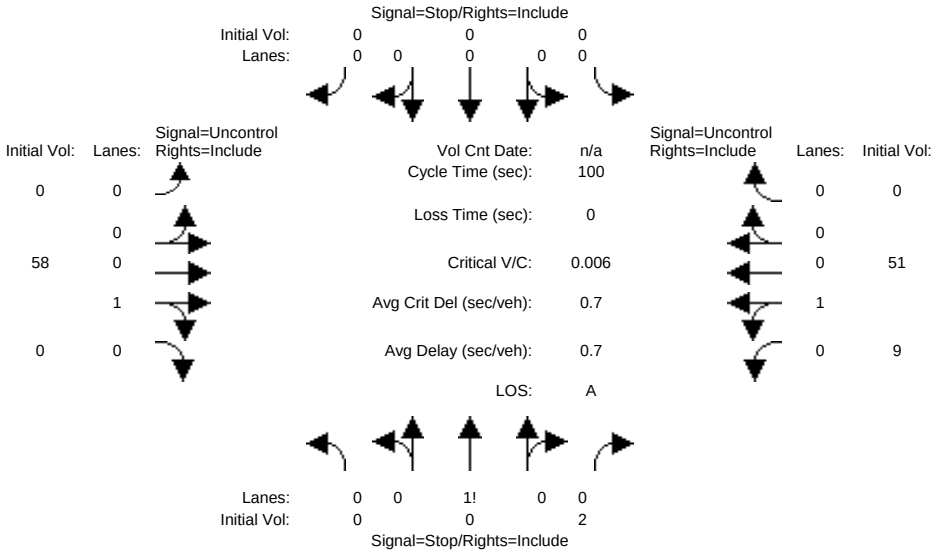
12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #3: PROJECT DRWY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	2	0	0	0	0	58	0	9	51	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	0	0	0	0	58	0	9	51	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	2	0	0	0	0	58	0	9	51	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	2	0	0	0	0	58	0	9	51	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	2	0	0	0	0	58	0	9	51	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	58	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	58	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1014	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1559	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1014	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1559	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 PROJECT DRWY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

854

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```
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     2     0    0     0     0   58     0     9   51     0
ApproachDel:       8.6           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=2]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=120]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 PROJECT DRWY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     2     0    0     0     0   58     0     9   51     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             118
Minor Approach Volume:           2
Minor Approach Volume Threshold: 789
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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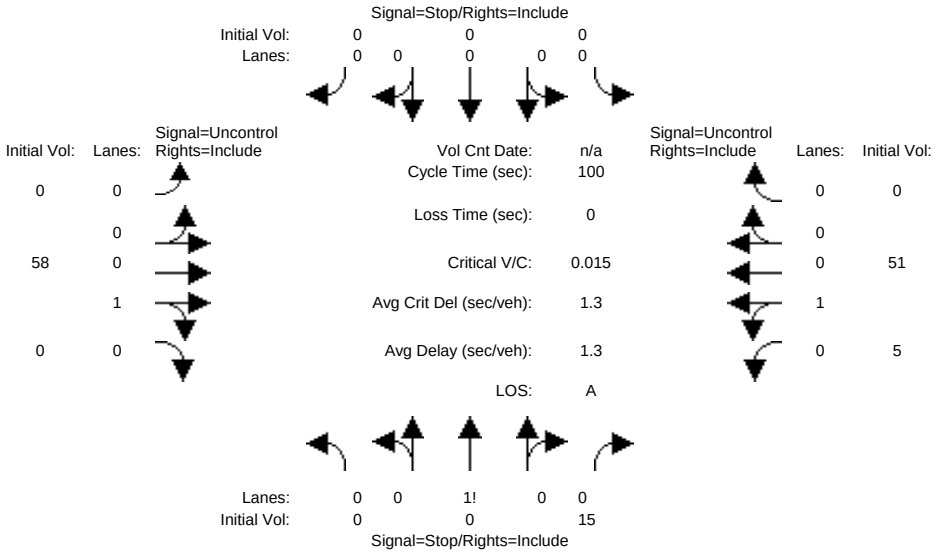
12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Project AM

Intersection #3: PROJECT DRWY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	15	0	0	0	0	58	0	5	51	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	0	0	0	0	58	0	5	51	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	0	0	0	0	58	0	5	51	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	0	0	0	0	58	0	5	51	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	0	0	58	0	5	51	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	58	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	58	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1014	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1559	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1014	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1559	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 PROJECT DRWY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0    15     0    0     0     0   58     0     5   51     0
ApproachDel:       8.6           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=129]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 PROJECT DRWY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0    15     0    0     0     0   58     0     5   51     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             114
Minor Approach Volume:           15
Minor Approach Volume Threshold: 799
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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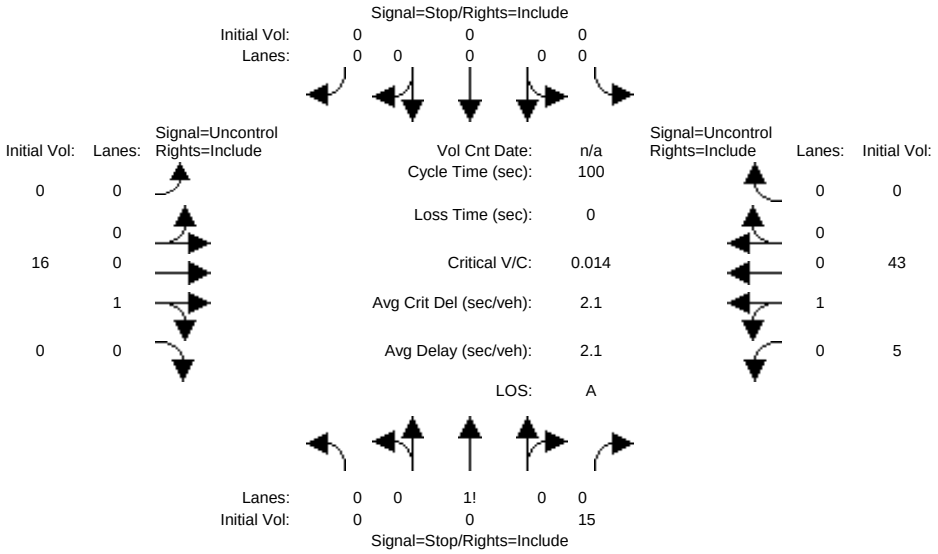
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing+Project AM

Intersection #3: PROJECT DRWY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	15	0	0	0	0	16	0	5	43	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	0	0	0	0	16	0	5	43	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	0	0	0	0	16	0	5	43	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	0	0	0	0	16	0	5	43	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	0	0	16	0	5	43	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	16	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1069	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1615	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1069	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1615	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 PROJECT DRWY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0    15     0    0     0     0   16     0     5   43     0
ApproachDel:       8.4           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=79]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 PROJECT DRWY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0    15     0    0     0     0   16     0     5   43     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              64
Minor Approach Volume:            15
Minor Approach Volume Threshold: 953
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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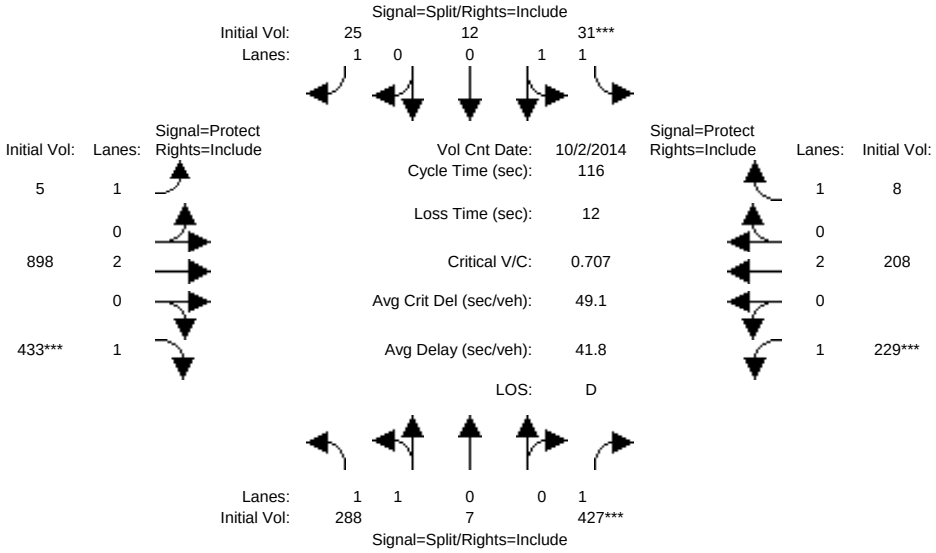
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #1: LUNDY/TRADE ZONE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 << 4:50-5:50												
Base Vol:	288	7	427	31	12	25	5	898	433	229	208	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	7	427	31	12	25	5	898	433	229	208	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	7	427	31	12	25	5	898	433	229	208	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	7	427	31	12	25	5	898	433	229	208	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	7	427	31	12	25	5	898	433	229	208	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	7	427	31	12	25	5	898	433	229	208	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.96	0.04	1.00	1.47	0.53	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3423	83	1750	2580	999	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.24	0.01	0.01	0.01	0.00	0.24	0.25	0.13	0.05	0.00
Crit Moves:			****	****					****	****		
Green/Cycle:	0.32	0.32	0.32	0.09	0.09	0.09	0.20	0.32	0.32	0.17	0.29	0.29
Volume/Cap:	0.26	0.26	0.77	0.14	0.14	0.17	0.01	0.73	0.77	0.77	0.19	0.02
Delay/Veh:	30.1	30.1	45.5	50.0	50.0	51.5	37.0	38.8	45.1	63.1	31.3	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	30.1	45.5	50.0	50.0	51.5	37.0	38.8	45.1	63.1	31.3	29.4
LOS by Move:	C	C	D	D	D	D	D	D	D	E	C	C
HCM2kAvgQ:	4	4	16	1	1	1	0	15	16	10	3	0

Note: Queue reported is the number of cars per lane.

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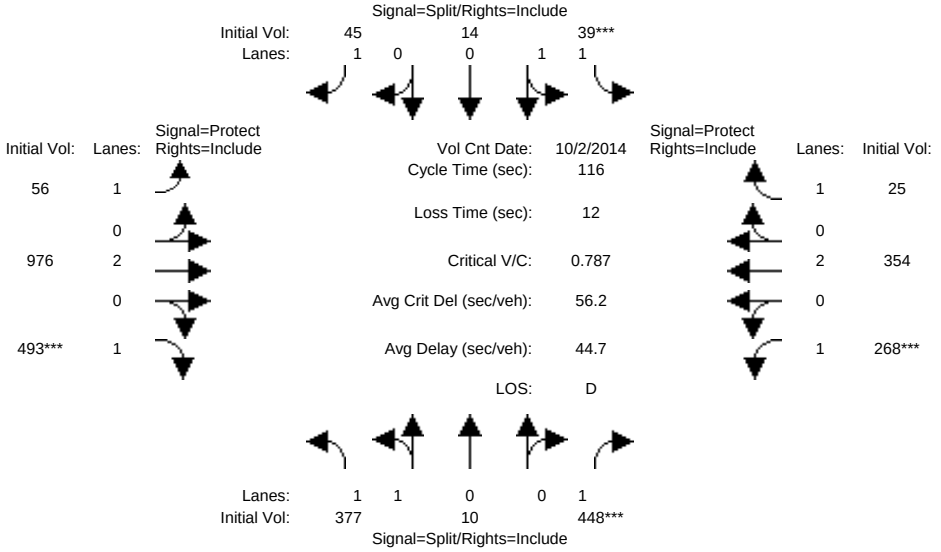
12.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #1: LUNDY/TRADE ZONE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 << 4:50-5:50												
Base Vol:	377	10	448	39	14	45	56	976	493	268	354	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	10	448	39	14	45	56	976	493	268	354	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	377	10	448	39	14	45	56	976	493	268	354	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	10	448	39	14	45	56	976	493	268	354	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	10	448	39	14	45	56	976	493	268	354	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	10	448	39	14	45	56	976	493	268	354	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.95	0.05	1.00	1.50	0.50	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3417	91	1750	2630	944	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.26	0.01	0.01	0.03	0.03	0.26	0.28	0.15	0.09	0.01
Crit Moves:			****	****					****	****		
Green/Cycle:	0.30	0.30	0.30	0.09	0.09	0.09	0.20	0.33	0.33	0.18	0.31	0.31
Volume/Cap:	0.37	0.37	0.85	0.17	0.17	0.30	0.16	0.78	0.85	0.85	0.30	0.05
Delay/Veh:	32.9	32.9	54.1	50.4	50.4	54.7	39.3	39.8	50.9	70.3	31.1	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	32.9	54.1	50.4	50.4	54.7	39.3	39.8	50.9	70.3	31.1	28.2
LOS by Move:	C	C	D	D	D	D	D	D	D	E	C	C
HCM2kAvgQ:	6	6	19	1	1	2	2	17	20	13	5	1

Note: Queue reported is the number of cars per lane.

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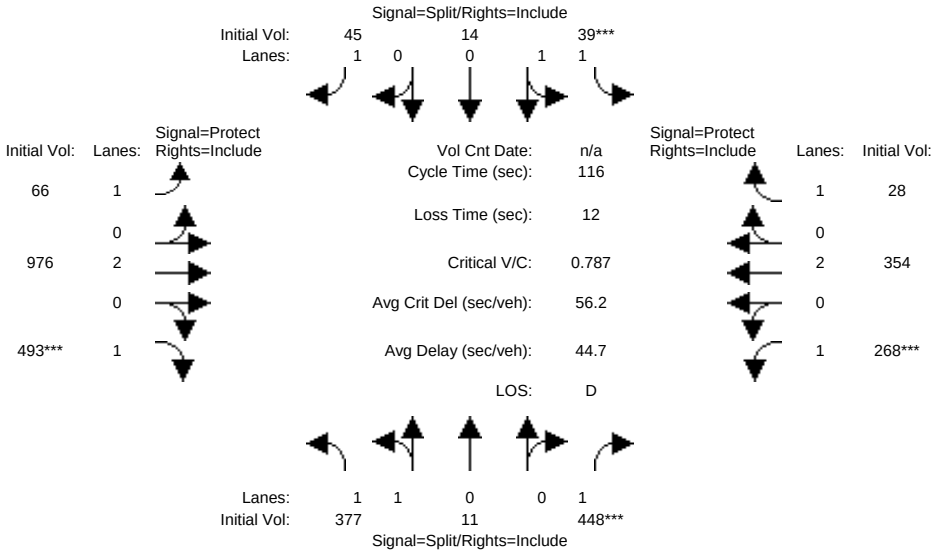
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Project PM

Intersection #1: LUNDY/TRADE ZONE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	377	11	448	39	14	45	66	976	493	268	354	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	11	448	39	14	45	66	976	493	268	354	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	377	11	448	39	14	45	66	976	493	268	354	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	11	448	39	14	45	66	976	493	268	354	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	11	448	39	14	45	66	976	493	268	354	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	11	448	39	14	45	66	976	493	268	354	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.95	0.05	1.00	1.50	0.50	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3408	99	1750	2630	944	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.26	0.01	0.01	0.03	0.04	0.26	0.28	0.15	0.09	0.02
Crit Moves:			****	****					****	****		
Green/Cycle:	0.30	0.30	0.30	0.09	0.09	0.09	0.20	0.33	0.33	0.18	0.31	0.31
Volume/Cap:	0.37	0.37	0.85	0.17	0.17	0.30	0.19	0.78	0.85	0.85	0.30	0.05
Delay/Veh:	32.9	32.9	54.1	50.4	50.4	54.7	39.7	39.8	50.9	70.3	31.1	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	32.9	54.1	50.4	50.4	54.7	39.7	39.8	50.9	70.3	31.1	28.3
LOS by Move:	C	C	D	D	D	D	D	D	D	E	C	C
HCM2kAvgQ:	6	6	19	1	1	2	2	17	20	13	5	1

Note: Queue reported is the number of cars per lane.

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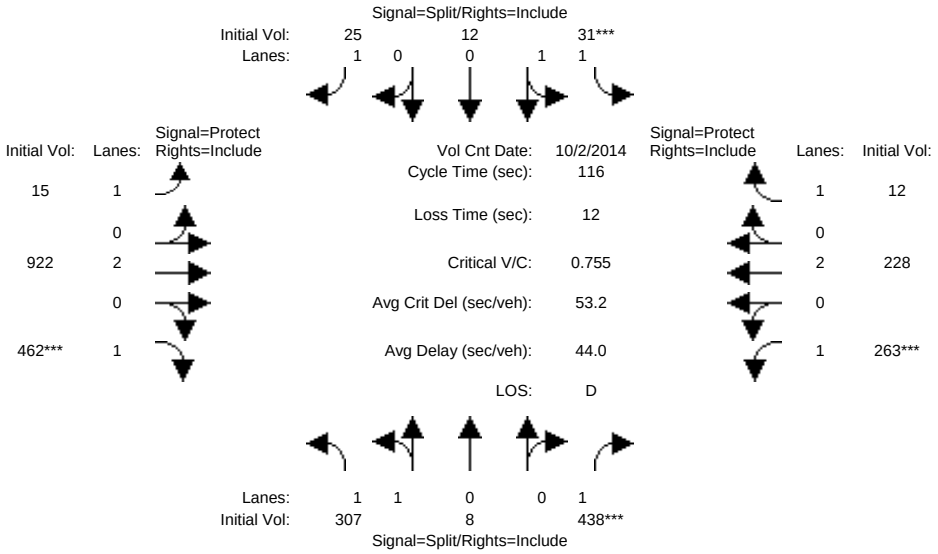
12.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing+Project PM

Intersection #1: LUNDY/TRADE ZONE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Oct 2014 << 4:50-5:50												
Base Vol:	288	8	427	31	12	25	15	898	433	229	208	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	8	427	31	12	25	15	898	433	229	208	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	19	0	11	0	0	0	0	24	29	34	20	1
Initial Fut:	307	8	438	31	12	25	15	922	462	263	228	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	8	438	31	12	25	15	922	462	263	228	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	8	438	31	12	25	15	922	462	263	228	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	8	438	31	12	25	15	922	462	263	228	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.95	0.05	1.00	1.47	0.53	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3418	89	1750	2580	999	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.25	0.01	0.01	0.01	0.01	0.24	0.26	0.15	0.06	0.01
Crit Moves:			****	****					****	****		
Green/Cycle:	0.31	0.31	0.31	0.09	0.09	0.09	0.21	0.32	0.32	0.18	0.30	0.30
Volume/Cap:	0.29	0.29	0.82	0.14	0.14	0.17	0.04	0.75	0.82	0.82	0.20	0.02
Delay/Veh:	31.5	31.5	50.6	50.0	50.0	51.5	36.9	39.5	48.8	66.0	30.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	31.5	50.6	50.0	50.0	51.5	36.9	39.5	48.8	66.0	30.9	28.9
LOS by Move:	C	C	D	D	D	D	D	D	D	E	C	C
HCM2kAvgQ:	5	5	18	1	1	1	0	16	19	12	3	0

Note: Queue reported is the number of cars per lane.

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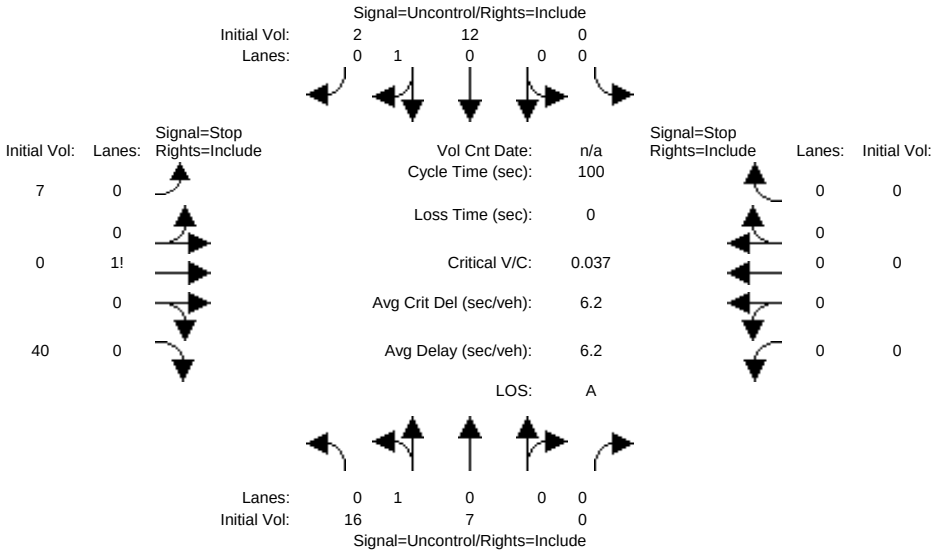
12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #2: LUNDY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	16	7	0	0	12	2	7	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	7	0	0	12	2	7	0	40	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	7	0	0	12	2	7	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	7	0	0	12	2	7	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	7	0	0	12	2	7	0	40	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	14	xxxx	xxxxx	xxxx	xxxx	xxxxx	52	52	13	xxxx	xxxx	xxxxx
Potent Cap.:	1617	xxxx	xxxxx	xxxx	xxxx	xxxxx	962	843	1073	xxxx	xxxx	xxxxx
Move Cap.:	1617	xxxx	xxxxx	xxxx	xxxx	xxxxx	954	835	1073	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1054	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 LUNDY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   16    7     0     0   12     2     7    0    40     0    0     0
ApproachDel:    xxxxxx           xxxxxx              8.6           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=47]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=84]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 LUNDY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   16    7     0     0   12     2     7    0    40     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              37
Minor Approach Volume:            47
Minor Approach Volume Threshold: 1099
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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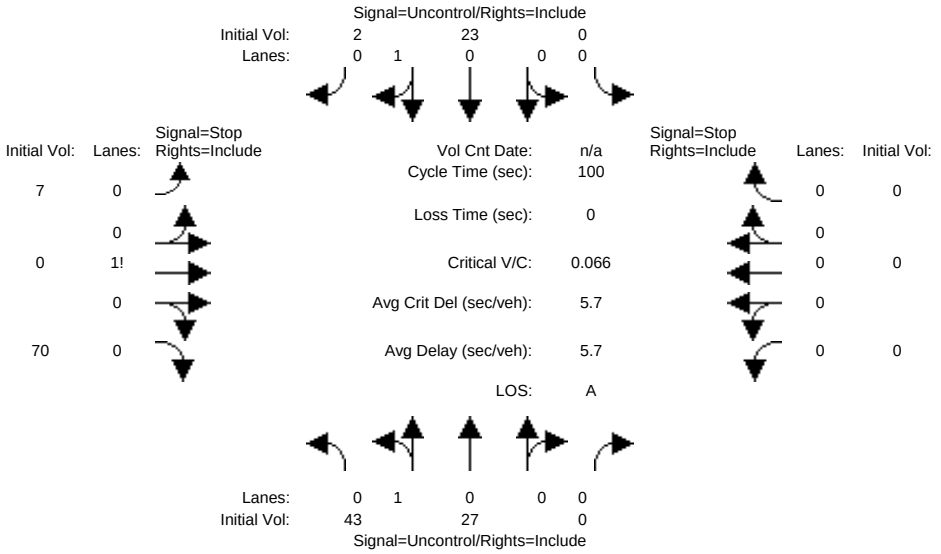
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #2: LUNDY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	43	27	0	0	23	2	7	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	27	0	0	23	2	7	0	70	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	27	0	0	23	2	7	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	27	0	0	23	2	7	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	43	27	0	0	23	2	7	0	70	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	25	xxxx	xxxxx	xxxx	xxxx	xxxxx	137	137	24	xxxx	xxxx	xxxxx
Potent Cap.:	1603	xxxx	xxxxx	xxxx	xxxx	xxxxx	861	758	1058	xxxx	xxxx	xxxxx
Move Cap.:	1603	xxxx	xxxxx	xxxx	xxxx	xxxxx	843	737	1058	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1034	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.8			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 LUNDY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   43   27     0     0   23     2     7    0    70     0    0     0
ApproachDel:    xxxxxx           xxxxxx              8.8           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=77]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=172]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 LUNDY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   43   27     0     0   23     2     7    0    70     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              95
Minor Approach Volume:            77
Minor Approach Volume Threshold: 847
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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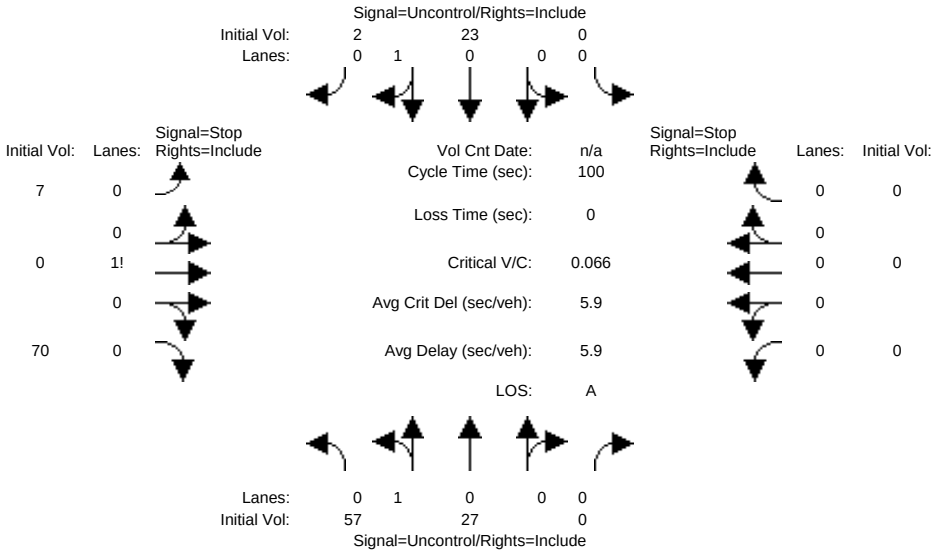
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Project PM

Intersection #2: LUNDY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	57	27	0	0	23	2	7	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	27	0	0	23	2	7	0	70	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	27	0	0	23	2	7	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	27	0	0	23	2	7	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	57	27	0	0	23	2	7	0	70	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	25	xxxx	xxxxx	xxxx	xxxx	xxxxx	165	165	24	xxxx	xxxx	xxxxx
Potent Cap.:	1603	xxxx	xxxxx	xxxx	xxxx	xxxxx	830	731	1058	xxxx	xxxx	xxxxx
Move Cap.:	1603	xxxx	xxxxx	xxxx	xxxx	xxxxx	807	704	1058	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1029	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.8			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 LUNDY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   57   27     0     0   23     2     7    0    70     0    0     0
ApproachDel:    xxxxxx           xxxxxx              8.8           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=77]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=186]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 LUNDY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   57   27     0     0   23     2     7    0    70     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              109
Minor Approach Volume:            77
Minor Approach Volume Threshold: 811
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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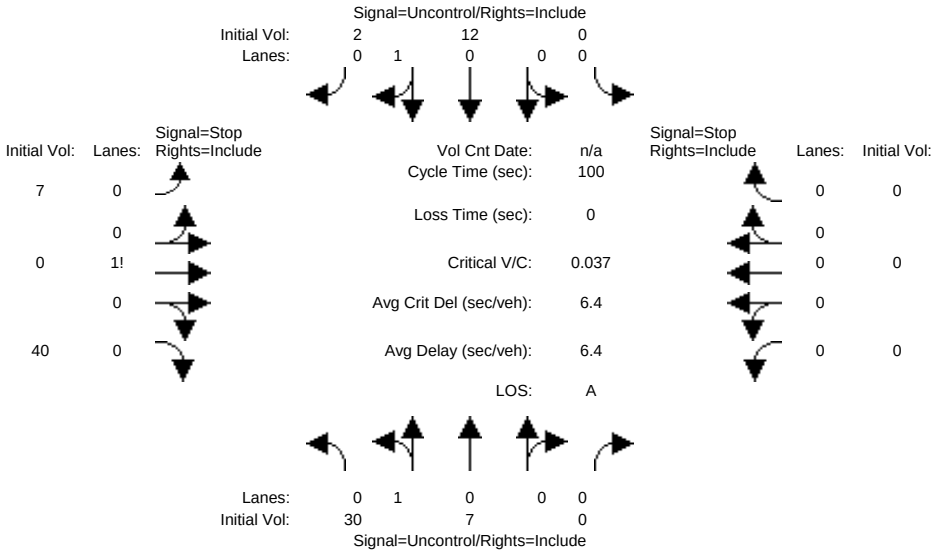
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing+Project PM

Intersection #2: LUNDY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	30	7	0	0	12	2	7	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	7	0	0	12	2	7	0	40	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	7	0	0	12	2	7	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	7	0	0	12	2	7	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	7	0	0	12	2	7	0	40	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	14	xxxx	xxxxx	xxxx	xxxx	xxxxx	80	80	13	xxxx	xxxx	xxxxx
Potent Cap.:	1617	xxxx	xxxxx	xxxx	xxxx	xxxxx	927	814	1073	xxxx	xxxx	xxxxx
Move Cap.:	1617	xxxx	xxxxx	xxxx	xxxx	xxxxx	914	799	1073	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1046	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 LUNDY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   30    7     0     0   12     2     7    0    40     0    0     0
ApproachDel:    xxxxxx           xxxxxx              8.6           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=47]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=98]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 LUNDY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   30    7     0     0   12     2     7    0    40     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              51
Minor Approach Volume:            47
Minor Approach Volume Threshold: 1013
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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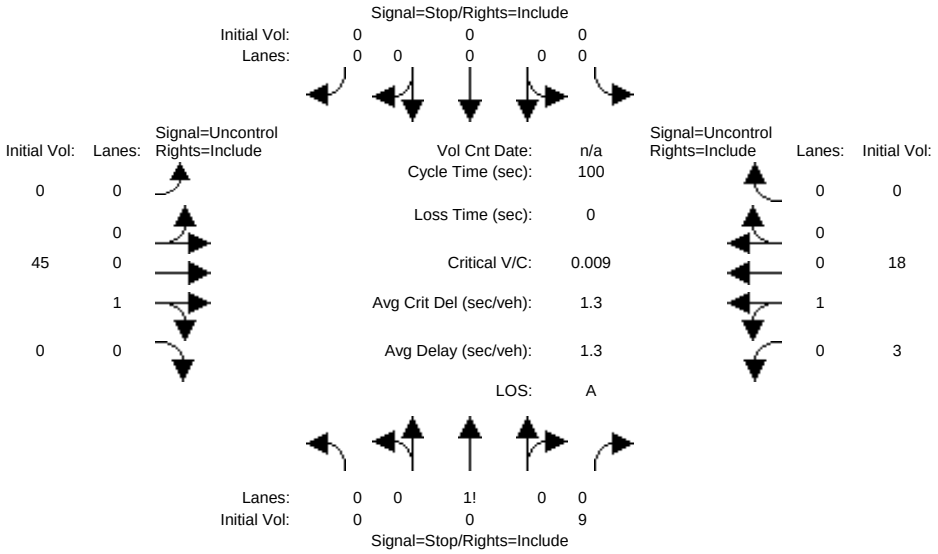
2001 Tarob Court

12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #3: PROJECT DRWY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	9	0	0	0	0	45	0	3	18	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	9	0	0	0	0	45	0	3	18	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	9	0	0	0	0	45	0	3	18	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	9	0	0	0	0	45	0	3	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	9	0	0	0	0	45	0	3	18	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	45	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	45	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1031	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1576	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1031	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1576	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 PROJECT DRWY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     9     0    0     0     0   45     0     3   18     0
ApproachDel:       8.5           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=75]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 PROJECT DRWY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     9     0    0     0     0   45     0     3   18     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              66
Minor Approach Volume:            9
Minor Approach Volume Threshold: 944
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
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```


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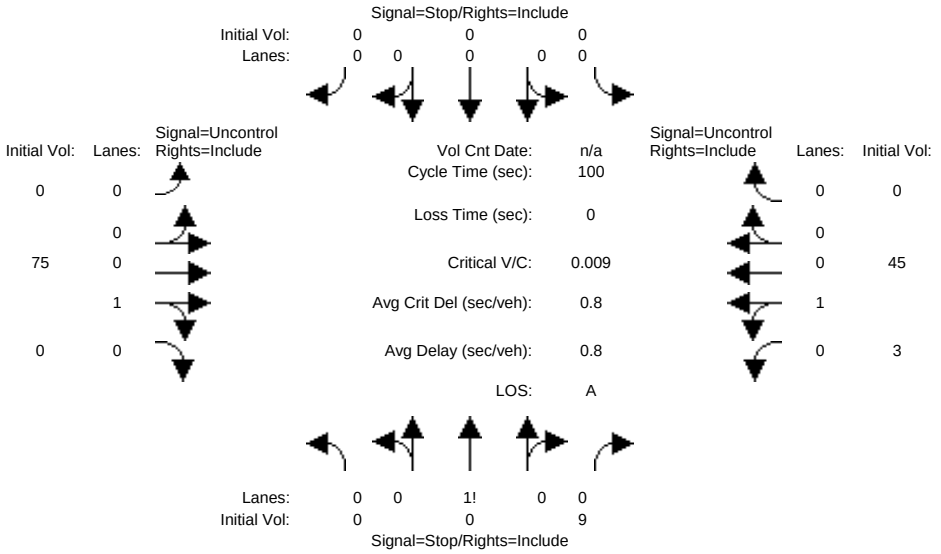
2001 Tarob Court

12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #3: PROJECT DRWY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	9	0	0	0	0	75	0	3	45	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	9	0	0	0	0	75	0	3	45	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	9	0	0	0	0	75	0	3	45	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	9	0	0	0	0	75	0	3	45	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	9	0	0	0	0	75	0	3	45	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	75	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	75	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	992	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1537	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	992	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1537	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 PROJECT DRWY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     9     0    0     0     0   75     0     3   45     0
ApproachDel:       8.7           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=132]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 PROJECT DRWY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     9     0    0     0     0   75     0     3   45     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             123
Minor Approach Volume:           9
Minor Approach Volume Threshold: 778
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
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```


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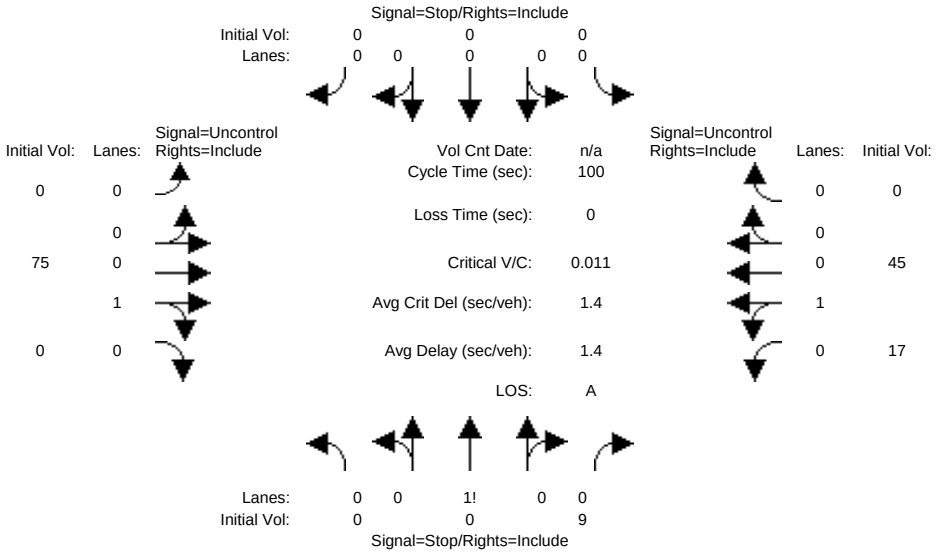
12.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Project PM

Intersection #3: PROJECT DRWY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	9	0	0	0	0	75	0	17	45	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	9	0	0	0	0	75	0	17	45	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	9	0	0	0	0	75	0	17	45	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	9	0	0	0	0	75	0	17	45	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	9	0	0	0	0	75	0	17	45	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	75	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	75	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	992	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1537	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	992	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1537	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 PROJECT DRWY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     9     0    0     0     0   75     0    17   45     0
ApproachDel:       8.7           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=146]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 PROJECT DRWY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     9     0    0     0     0   75     0    17   45     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             137
Minor Approach Volume:           9
Minor Approach Volume Threshold: 750
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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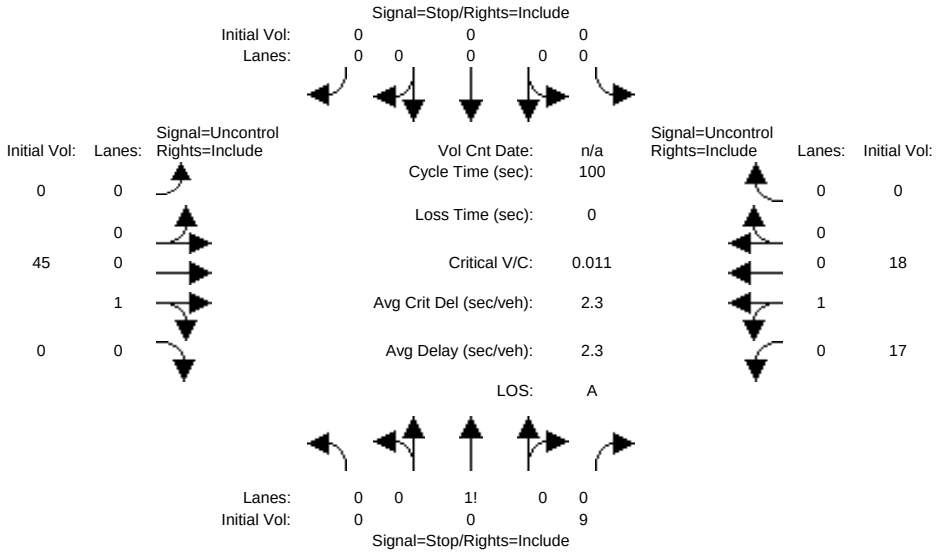
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing+Project PM

Intersection #3: PROJECT DRWY/TAROB CT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	9	0	0	0	0	45	0	17	18	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	9	0	0	0	0	45	0	17	18	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	9	0	0	0	0	45	0	17	18	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	9	0	0	0	0	45	0	17	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	9	0	0	0	0	45	0	17	18	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	45	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	45	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1031	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1576	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1031	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1576	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 PROJECT DRWY/TAROB CT

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     9     0    0     0     0   45     0    17   18     0
ApproachDel:       8.5           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=89]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #3 PROJECT DRWY/TAROB CT
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  1  0  0    0  1  0  0  0
Initial Vol:    0    0     9     0    0     0     0   45     0    17   18     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              80
Minor Approach Volume:            9
Minor Approach Volume Threshold: 893
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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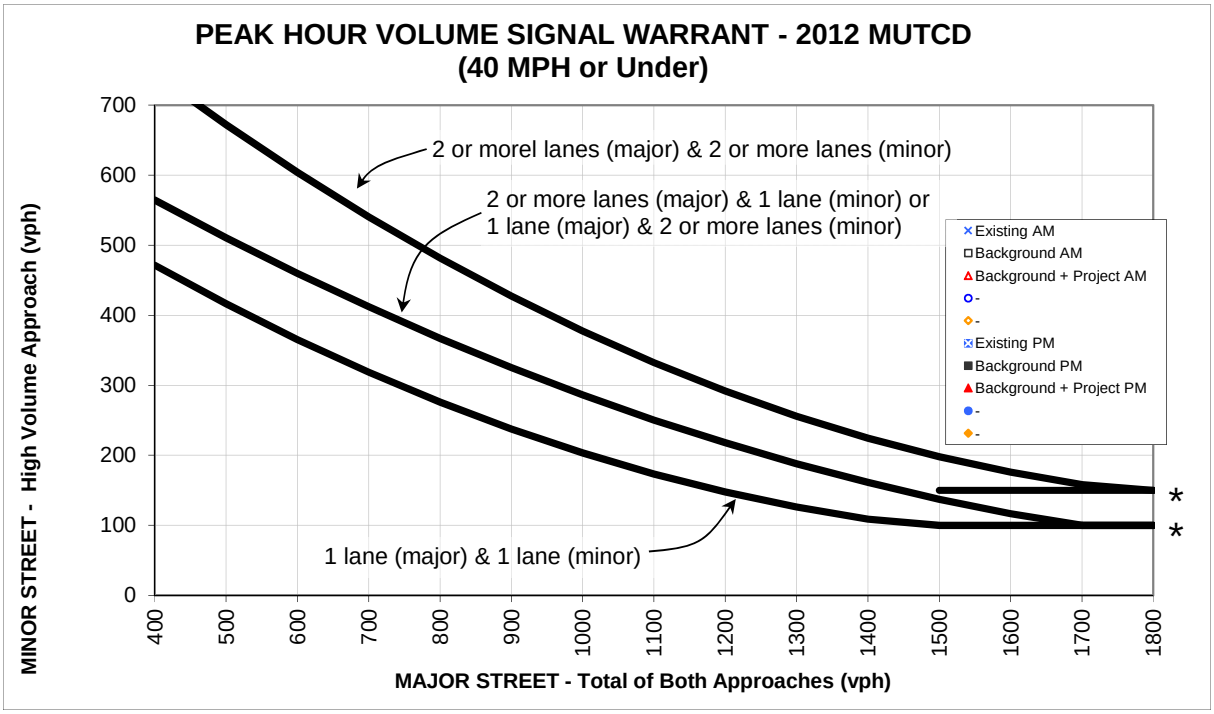
Traffic Signal Warrant

Lundy Avenue and Tarob Court



* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2012 MUTCD- 40 MPH or Under

		Approach Lanes: One	Approach Lanes: 2 or More	AM Peak Hour Volumes: Existing AM	Background AM	Background + Project AM	,	,
Major Street - Both Approaches	Lundy Avenue	x		75	129	125		
Minor Street - Highest Approach	Tarob Court	x		16	58	71		
Warrant Met?				N	N	N		

		Approach Lanes: One	Approach Lanes: 2 or More	PM Peak Hour Volumes: Existing PM	Background PM	Background + Project PM	,	,
Major Street - Both Approaches	Lundy Avenue	x		37	95	109		
Minor Street - Highest Approach	Tarob Court	x		47	77	77		
Warrant Met?				N	N	N		

2001 TAROB COURT

MILPITAS, CA

MAY 8, 2019 (REVISED: JULY 10, 2019)

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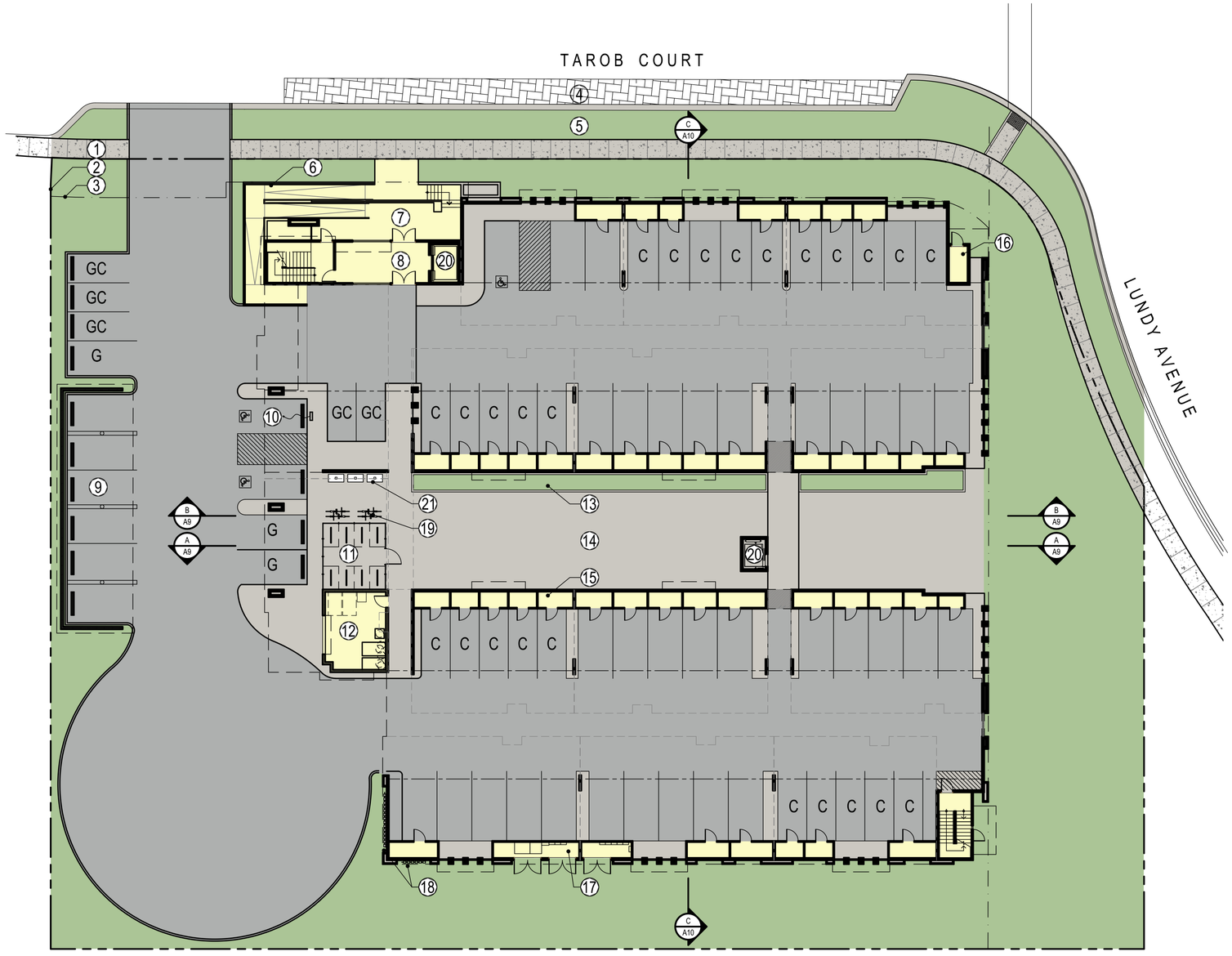

SITE PLAN

PROJECT DESCRIPTION

4-STORY CONDOMINIUM BUILDING WITH 40 RESIDENTIAL DWELLING UNITS ABOVE GROUND PARKING

ZONING: R3-TOD

BUILDING INFORMATION

UNIT MIX:

PLAN 1 2BR	1,277 SF	15	19,155
PLAN 2 2BR	1,470 SF	3	4,410
PLAN 3 ALT 3BR	1,482 SF	2	2,964
PLAN 3 3BR	1,486 SF	6	8,916
PLAN 4 3BR	1,520 SF	14	21,280
TOTAL UNITS		40	56,725

DWELLINGS:	40
DENSITY (40 DU / 1.22 ACRES):	32.8 DU/AC
NUMBER OF STORIES:	4 STORIES
BUILDING HEIGHT (NOT INCLUDING MECH. SCREENS):	APPROX. 49'
ALLOWABLE BUILDING HEIGHT:	75'
AREA:	
GARAGE	18,220 SF
LIVING	56,719 SF
LOBBIES & CIRCULATION	13,654 SF
COMMON TERRACE & LOUNGE	1,120 SF
UTILITY	697 SF
PRIVATE STORAGE	2,352 SF
TOTAL	92,762 SF

OCCUPANCY GROUPS	R-2 (CONDOMINIUMS) S-2 (PARKING)
CONSTRUCTION TYPE	TYPE V-A SPRINKLERED

PARKING	REQUIRED	PROVIDED
RESIDENTIAL - 40 UNITS AT 1.6 COVERED SPACE EACH	64 SPACES	64
GUEST - 15% OF REQUIRED	10 SPACES	10
TOTAL	**74 SPACES**	**74**

COMPACT & STANDARD SPACES PROVIDED	
TOTAL COMPACT (40% ALLOWED)	30 (30 / 74 = 40%)
TOTAL STANDARD	44
TOTAL PROVIDED	**74**

BICYCLE PARKING		REQUIRED	PROVIDED
LONG TERM	1 PER 4 UNITS	10 SPACES	16
SHORT TERM	5% OF PARKING	4 SPACES	4

EV CHARGING STATIONS	**PROVIDED**
ACCESSIBLE CHARGING SPACES	1
EV READY SPACES - LOCATION T.B.D.	3 (MIN.)

PRIVATE STORAGE ROOMS PROVIDED 43

KEYNOTES

1. SIDEWALK
2. PROPERTY LINE
3. PROPOSED P.U.E.
4. ON-STREET PARALLEL PARKING
5. LANDSCAPING
6. ACCESSIBLE RAMP FROM ENTRY TO SIDEWALK
7. ENTRY TERRACE
8. LOBBY
9. COVERED PARKING - SEE SHEET **A10**
10. ELECTRIC VEHICLE CHARGING STATION
11. BICYCLE STATION - LONG-TERM STORAGE
12. TRASH ROOM - SEE SHEET **A10**
13. WATER TREATMENT PLANTER
14. COURTYARD
15. PRIVATE STORAGE ROOMS, TYP.
16. FIRE RISER ROOM
17. ELECTRICAL CABINETS
18. GAS METERS
19. SHORT TERM BICYCLE PARKING
20. ELEVATOR
21. MAILBOXES

G GUEST PARKING SPACE
C COMPACT PARKING SPACE
GC COMPACT GUEST PARKING SPACE

NORTH

0 4' 8' 12' 16' 32'

2001 TAROB COURT
Milpitas, CA
May 8, 2019 (REVISED: JULY 10, 2019)

ARCHITECTURAL SITE PLAN
A1

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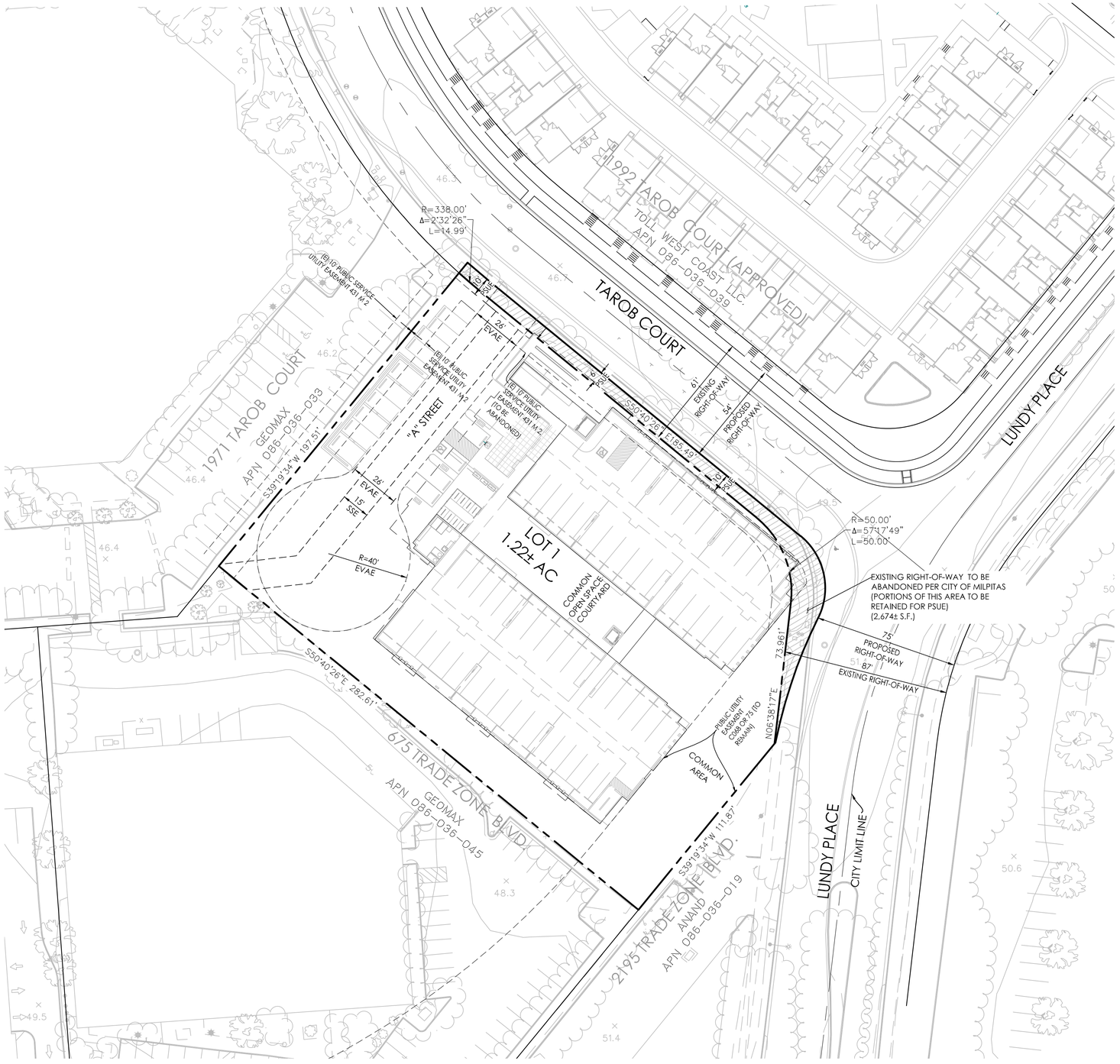
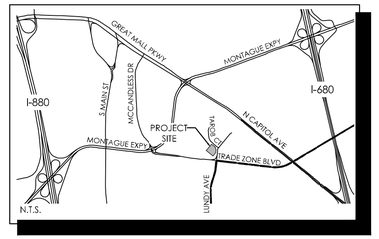


LOCATION MAP



LEGEND

PROPOSED		EXISTING
	PROJECT BOUNDARY	
	RIGHT-OF-WAY	
	EASEMENT LINE	
	CENTERLINE	
	BUILDING	
	HARDSCAPE	
	TREE	
	RIGHT OF WAY ABANDONMENT	

ABBREVIATIONS

EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
EX	EXISTING
FC	FACE OF CURB
PSUE	PUBLIC SERVICE UTILITY EASEMENT
R	RADIUS
R/W	RIGHT OF WAY
SSE	SANITARY SEWER EASEMENT

SHEET INDEX

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TM09	PRELIMINARY STORMWATER CONTROL PLAN
TM10	CONDITIONS OF APPROVAL
P 1.0	OPEN SPACE EXHIBIT

REGISTERED PROFESSIONAL ENGINEER
KARRIE MOSCA
No. 60815
Exp. 12-31-20
CIVIL
STATE OF CALIFORNIA

PROJECT NOTES

APPLICANT
THE TRUE LIFE COMPANIES, LLC
12647 ALCOSTA BOULEVARD, SUITE 470
SAN RAMON, CA 94583
CONTACT: LEAH BENISTON PHONE: (925) 380-1699

OWNER
CAROLI CORTESE
3626 NORCROSS CT.
SAN JOSE, CA 95148

ENGINEER/PLANNER
WOOD RODGERS, INC.
4670 WILLOW ROAD, SUITE 125
PLEASANTON, CA 94588
CONTACT: KARRIE MOSCA/PAUL MEUSER
PHONE: (925) 847-1547

PROJECT ADDRESS
2001 TAROB COURT, MILPITAS, CA 95035

ASSESSOR'S PARCEL NO.
086-036-034

AREA
1.22± ACRES GROSS

DENSITY
32.8± DWELLING UNITS/ACRE

NUMBER OF LOTS / UNITS
1 LOT| 40 CONDOMINIUM UNITS

EXISTING USE
INDUSTRIAL

PROPOSED USE
MULTI-FAMILY RESIDENTIAL

EXISTING GENERAL PLAN
MULTI-FAMILY RESIDENTIAL HIGH DENSITY (MFH) 21-40 UNITS/GROSS ACRE

PROPOSED GENERAL PLAN
MULTI-FAMILY RESIDENTIAL HIGH DENSITY (MFH) 21-40 UNITS/GROSS ACRE

EXISTING ZONING
R3 - HIGH DENSITY, TRANSIT ORIENTED

PROPOSED ZONING
R3 - HIGH DENSITY, TRANSIT ORIENTED

PARK DISTRICT
MILPITAS RECREATION SERVICES DIVISION

FIRE PROTECTION
MILPITAS FIRE DEPARTMENT

SCHOOL DISTRICT
BERRYESSA UNION SCHOOL DISTRICT

SEWER
CITY OF MILPITAS

STORM DRAIN
CITY OF MILPITAS

WATER
CITY OF MILPITAS

ELECTRICITY & GAS
PG&E

TELEPHONE
AT&T, COMCAST

CABLE TV
AT&T, COMCAST

FLOOD ZONE
"AO" - FLOOD DEPTHS OF 1 TO 3 FEET (USUALLY SHEET FLOW ON SLOPING TERRAIN); AVERAGE DEPTHS DETERMINED. FOR AREAS OF ALLUVIAL FAN FLOODING, VELOCITIES ALSO DETERMINED.

MAP NUMBER: 06085C0067J

EFFECTIVE DATE: FEBRUARY 19, 2014

BASIS OF BEARINGS
THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE 3, NAD83. AS MEASURED BETWEEN FOUND MONUMENTS IN TAROB COURT. SAID BEARING BEING N50°39'32"W. ALL DISTANCES SHOWN ARE GROUND BASED. TO OBTAIN GRID DISTANCES DIVIDE GROUND DISTANCE BY A COMBINATION FACTOR = 1.0000049802

BENCHMARK
USC&GS BRASS DISK IN TOP OF NORTH END OF WEST HEADWALL WPRR CULVERT CROSSING OF PENITENCIA CREEK, NORTH OF LUNDY ROAD. ELEV=51.880' (NAVD88)

DATUM
NORTHERN AMERICAN DATUM OF 1983 (NAD83), AND CALIFORNIA COORDINATE OF 1983, ZONE 3

CONDOMINIUM MAP
A CONDOMINIUM MAP WILL BE RECORDED FOR LOT 1. THE SUBDIVISION IS A CONDOMINIUM PROJECT AS DEFINED IN SECTION 1350 ET. SEQ. OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND FILED PURSUANT TO THE SUBDIVISION MAP ACT.

DIMENSIONS
ALL DIMENSIONS ARE PRELIMINARY AND SUBJECT TO FINAL SUBDIVISION MAP.

NOTES
1. SUBDIVIDER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS.
2. ADDITIONAL EASEMENTS MAY BE NECESSARY ON PRIVATE LOTS, SUCH AS PUBLIC SERVICE EASEMENTS FOR JOINT TRENCH FACILITIES. ADDITIONAL EASEMENTS WILL BE ADDED TO THE FINAL MAP.

2001 TAROB COURT
Milpitas, CA
May 8, 2019

VESTING TENTATIVE PARCEL MAP FOR CONDOMINIUM PURPOSES

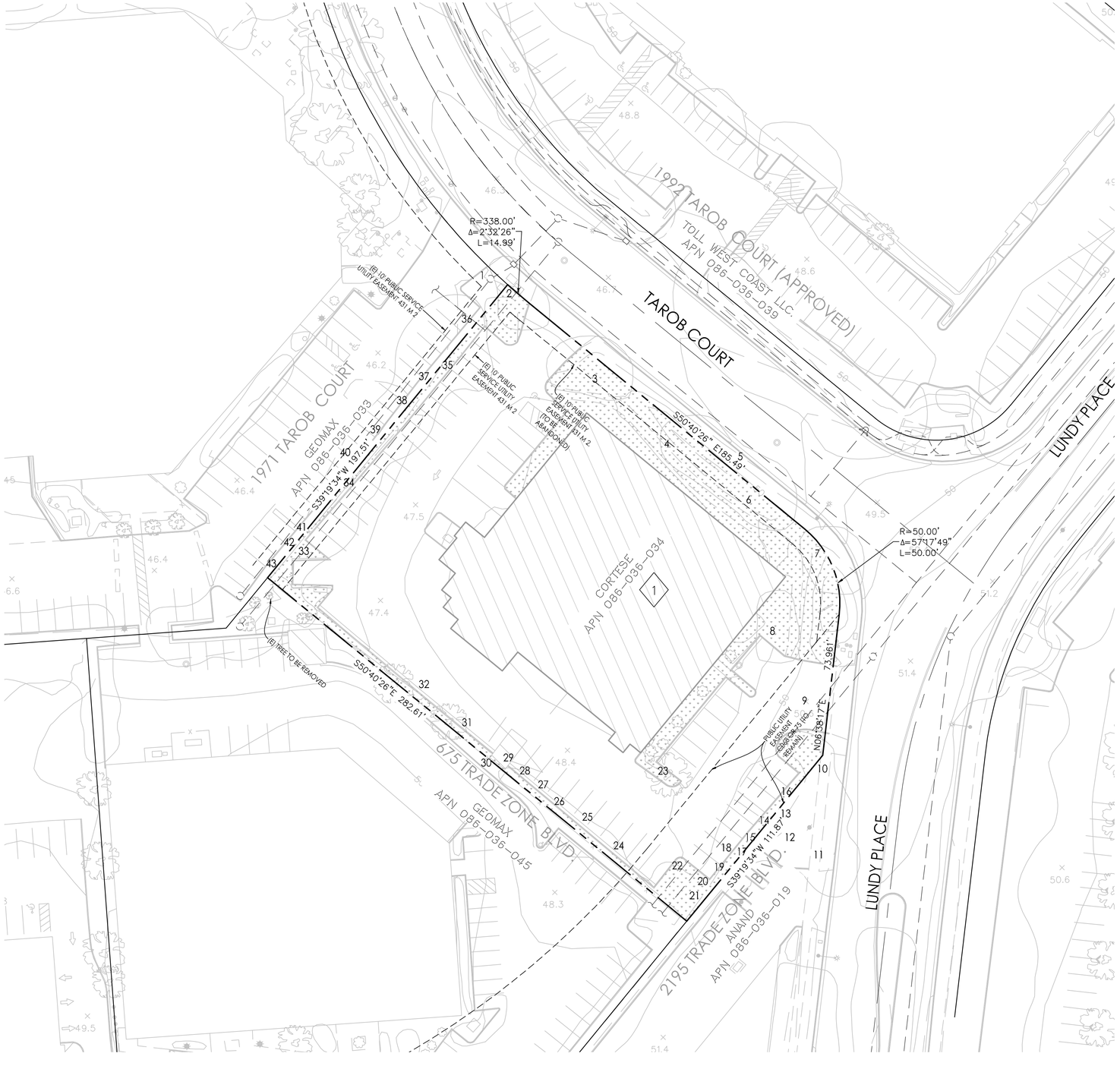
TM01

The True Life Companies
12647 Alcosta Blvd., Suite 470 San Ramon CA 94583
925.824.4300

NORTH

0 30 60 120
SCALE: 1" = 30'

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
4670 WILLOW ROAD, SUITE 125 Tel 925.847.1556
Pleasanton, CA. 94588 Fax 925.847.1557



ABBREVIATIONS

E	EAST
EAE	EMERGENCY VEHICLE ACCESS EASEMENT
EX	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
G	GAS
L	LENGTH
N	NORTH
OH	OVERHEAD LINE
PFWLE	PRIVATE FIRE WATER LINE EASEMENT
PRIEE	PRIVATE INGRESS & EGRESS EASEMENT
PIV	POST INDICATOR VALVE
PMSDE	PRIVATE MUTUAL STORM DRAIN EASEMENT
PPE	PRIVATE PARKING EASEMENT
PRSSE	PRIVATE SANITARY SEWER EASEMENT
PSUE	PUBLIC SERVICE UTILITY EASEMENT
PWLE	PRIVATE WATER LINE EASEMENT
R	RADIUS
R/W	RIGHT OF WAY
S	SOUTH
SS	SANITARY SEWER
SD	STORM DRAIN
PSDE	PRIVATE STORM DRAIN EASEMENT
SF	SQUARE FEET
W	WATER

LEGEND

PROPOSED		EXISTING
	PROJECT BOUNDARY	
	PROPERTY LINE	
	EASEMENT LINE	
	CENTERLINE	
	MONUMENT LINE	
	SANITARY SEWER	EX.8" SS
	STORM DRAIN	EX.18" SD
	POTABLE WATER	EX.10" W
	POWER POLE	
	STREETLIGHT	
	TREE	
	TREE NUMBER	32
	BUILDING TO BE DEMOLISHED	

1 ALL BUILDINGS, STRUCTURES, PAVEMENT, CURBS & HARDSCAPE TO BE DEMOLISHED WITHIN PROJECT BOUNDARY

TREE TABLE

TREE NUMBER		DESCRIPTION
X	1	8" LONDON PLANE
X	2	13" LONDON PLANE
X	3	21" LONDON PLANE
X	4	21" LONDON PLANE
X	5	14" LONDON PLANE
X	6	16" LONDON PLANE
X	7	20" LONDON PLANE
X	8	11" CAMPHOR
	9	15" LONDON PLANE
	10	10" JAPANESE BLACK PINE
	11	15" JAPANESE BLACK PINE
	12	15" COAST REDWOOD
	13	14" COAST REDWOOD
	14	8" SILVER DOLLAR GUM
	15	14" COAST REDWOOD
	16	25" SILVER DOLLAR GUM
	17	9" SILVER DOLLAR GUM
	18	26" SILVER DOLLAR GUM
	19	9" CANARY ISLAND PINE
	20	21" CANARY ISLAND PINE
	21	19" CANARY ISLAND PINE
	22	11" LONDON PLANE
X	23	11" LONDON PLANE
X	24	18" RAYWOOD ASH
X	25	16" RAYWOOD ASH
X	26	11" VALLEY OAK
X	27	6" XYLOSMA
X	28	5" XYLOSMA
X	29	6" XYLOSMA
X	32	12" XYLOSMA
X	33	13" LONDON PLANE
X	34	9" RAYWOOD ASH
X	35	17" RAYWOOD ASH
X	36	16" RAYWOOD ASH

NOTE: TREES MARKED WITH AN "X" ARE TO BE REMOVED. FIELD VERIFICATION OF TREE LOCATIONS NECESSARY PRIOR TO REMOVAL. SEE ARBORIST REPORT FOR MORE DETAIL.

2001 TAROB COURT

Milpitas, CA

May 8, 2019

EXISTING CONDITIONS PLAN & DEMOLITION PLAN

TM02

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12647 Alcosta Blvd., Suite 470 San Ramon CA 94583

925.824.4300

NORTH

SCALE: 1" = 30'

WOOD RODGERS

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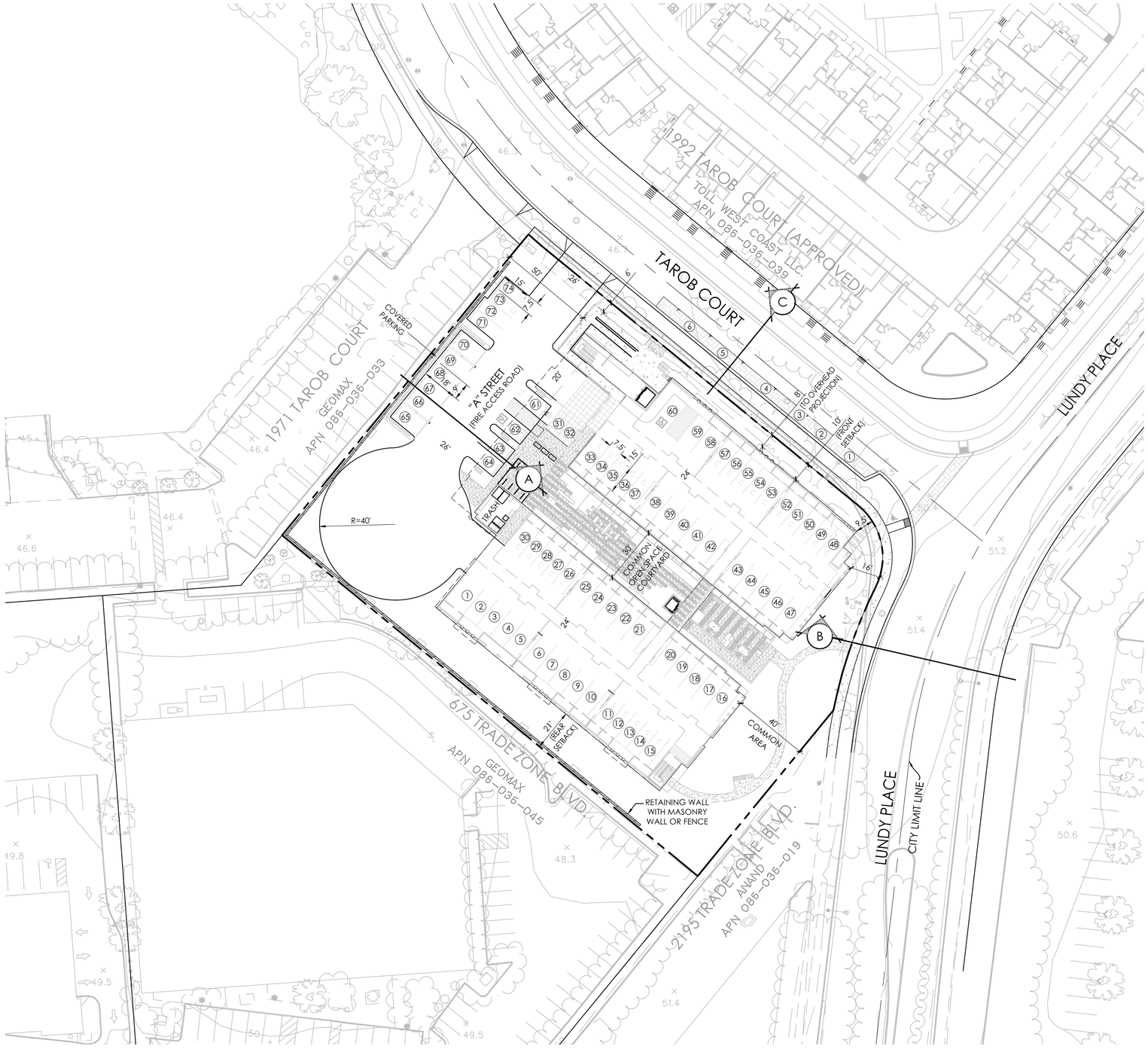
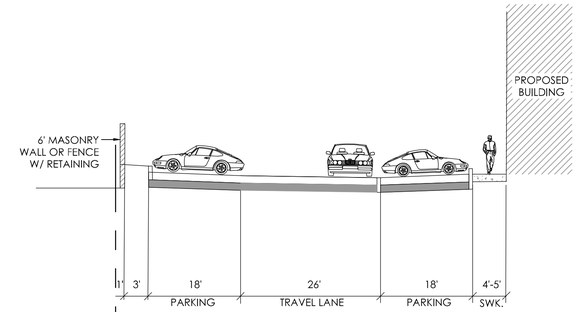
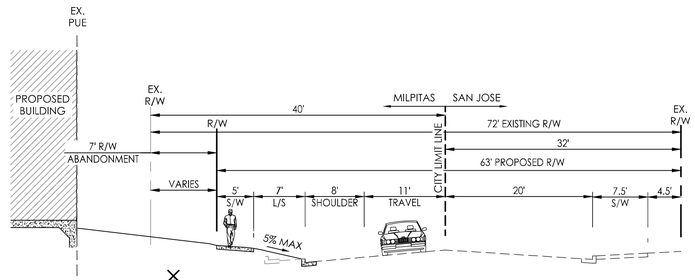




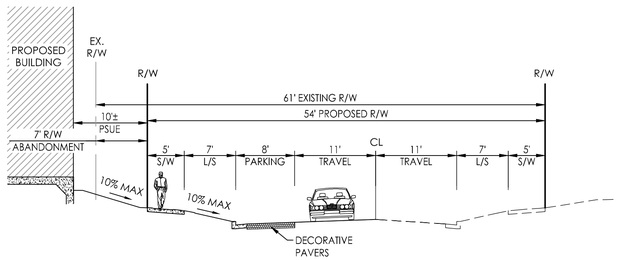
A SECTION A

PRIVATE STREET SECTION
NOT TO SCALE
* CROSS SLOPE AND CURB TYPE VARY THROUGHOUT SITE. SEE GRADING PLAN.



B SECTION B - LUNDY PLACE

PUBLIC STREET SECTION - HALF SECTION
NOT TO SCALE



C SECTION C - TAROB COURT

PUBLIC STREET SECTION - HALF SECTION
NOT TO SCALE

NOTE:
EAST SIDE OF TAROB COURT ASSUMES RECORDATION OF THE FINAL MAP ASSOCIATED WITH 1992 TAROB COURT.

2001 TAROB COURT

Milpitas, CA
May 8, 2019

PRELIMINARY SITE PLAN
TM03

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12647 Alcosta Blvd., Suite 470 San Ramon CA 94583
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NO. 886

0 30 60 120 SCALE: 1" = 30'

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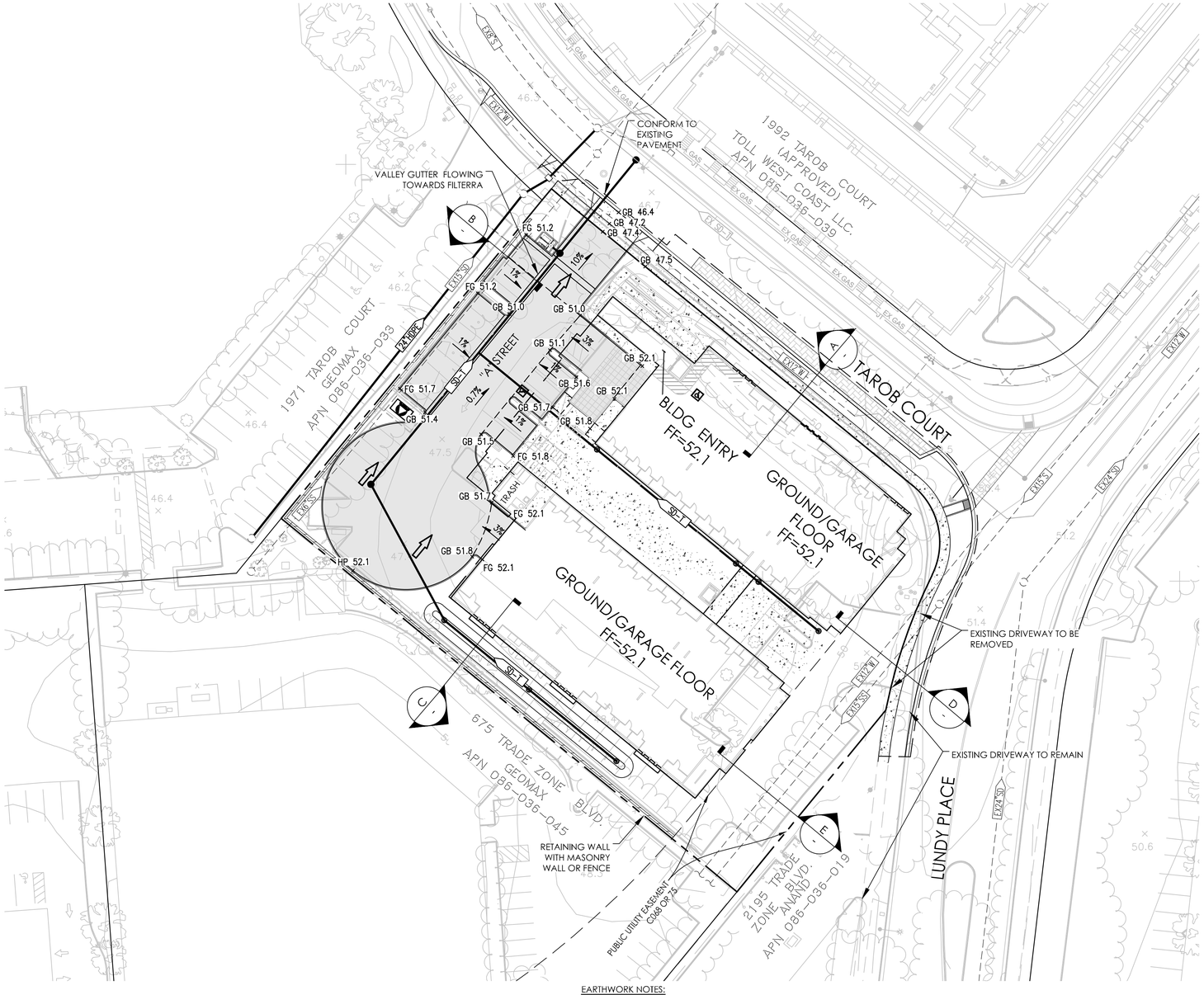
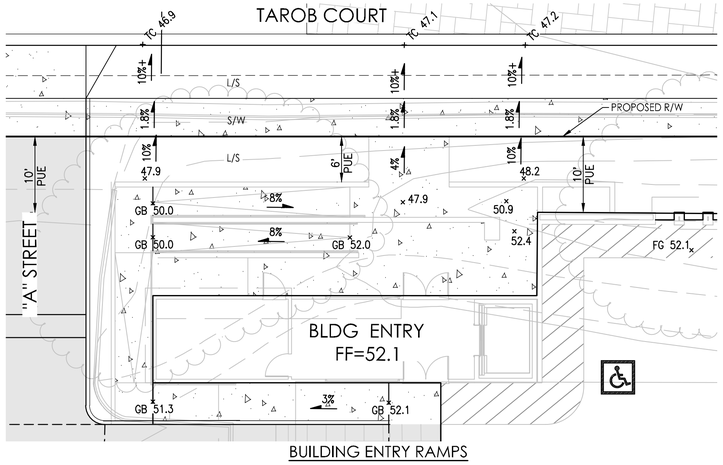
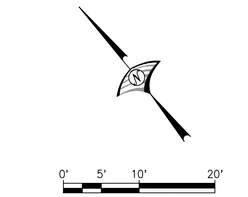


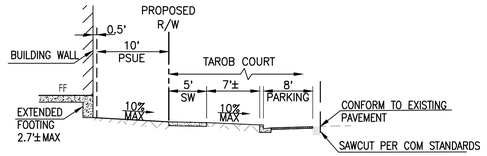


BUILDING ENTRY RAMPS



LEGEND

OVERLAND RELEASE DIRECTION



SECTION A–A
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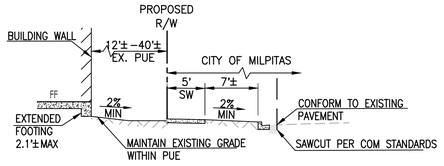

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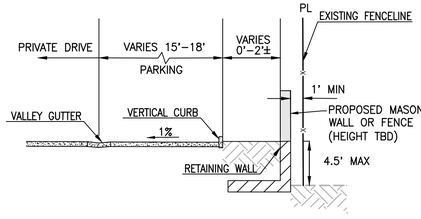

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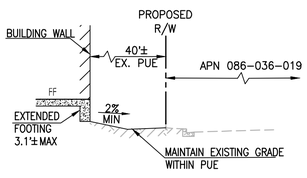

SECTION E–E
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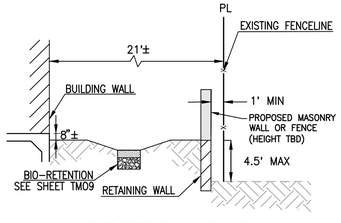

SECTION C–C
NOT TO SCALE

ABBREVIATIONS

CL	CENTERLINE
COM	CITY OF MILPITAS
D	DRAIN
EX	EXISTING
FF	FINISHED FLOOR
FG	FINISHED GRADE
HP	HIGH POINT
GB	GRADE BREAK
PL	PROPERTY LINE
PSUE	PUBLIC SERVICE UTILITY EASEMENT
PUE	PUBLIC UTILITY EASEMENT
R/W	RIGHT OF WAY
SCVWD	SANTA CLARA VALLEY WATER DISTRICT
SW	SIDEWALK
TBA	TO BE ABANDONED
VAR	VARIES

EARTHWORK SUMMARY

DESCRIPTION	CUT/EXPORT[1] (CY)	FILL (CY)	NET FILL (CY)
ROUGH GRADE	1,410	7,200	7,200

EARTHWORK NOTES:

1. THIS ESTIMATE ASSUMES 8" OF THE EXISTING SITE WILL BE OFF HAULED DUE TO DEMOLITION AND REMOVAL OF THE BUILDING FOUNDATION AND PARKING LOT
2. ALL QUANTITIES SHOWN ON THIS PLAN ARE APPROXIMATE. CALCULATED CUT AND FILL AREA TO "ROUGH GRADE" AND EXISTING GROUND. THE ACTUAL AMOUNT OF EARTH MOVED IS VARIABLE DEPENDENT ON COMPACTION, CONSOLIDATION, STRIPPING REQUIREMENTS AND THE CONTRACTOR'S METHOD OF OPERATION.
3. REUSE OF EXISTING ON-SITE MATERIALS HAS NOT BEEN FACTORED INTO THE EARTHWORK QUANTITIES.

2001 TAROB COURT

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PRELIMINARY GRADING AND DRAINAGE PLAN

TM04

The True Life Companies

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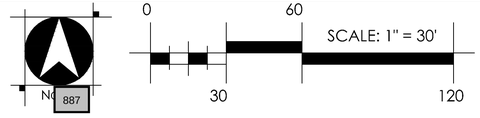
925.824.4300



WOOD RODGERS

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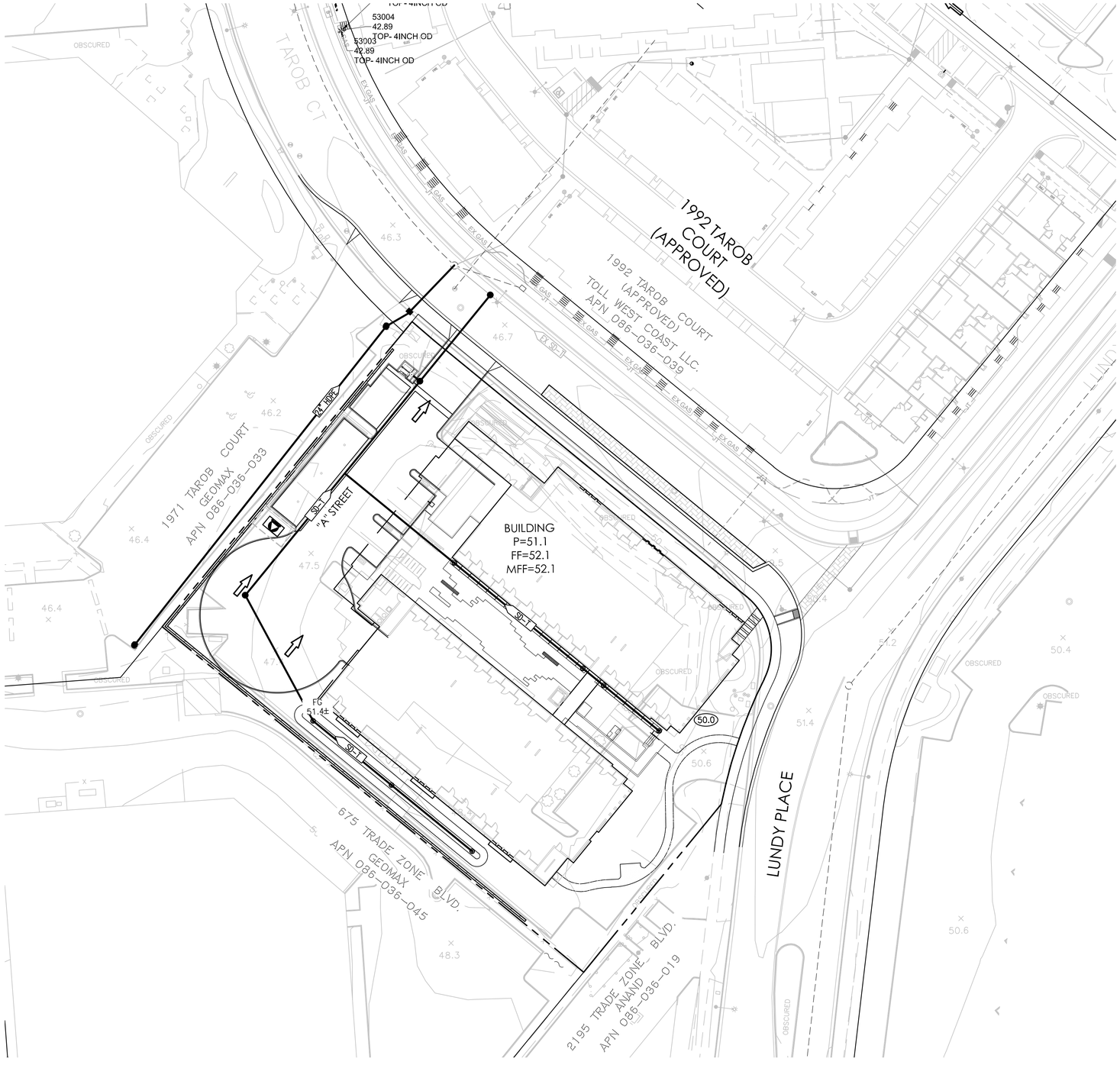
4670 WILLOW ROAD, SUITE 125 Tel 925.847.1556

Pleasanton, CA. 94588 Fax 925.847.1557



ABBREVIATIONS

BFE	BASE FLOOD ELEVATION
BLDG	BUILDING
BSW	BACK OF SIDEWALK
CL	CENTERLINE
D	DRAIN
FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY
FF	FINISHED FLOOR
FG	FINISHED GRADE
HAG	HIGHEST ADJACENT GRADE (EXISTING)* (50.0)
⇨	OVERLAND RELEASE
P	PAD ELEVATION
PL	PROPERTY LINE
MFF	MINIMUM FINISHED FLOOR
R/W	RIGHT OF WAY
SCVWD	SANTA CLARA VALLEY WATER DISTRICT
SW	SIDEWALK
VAR	VARIES
SDT	TREATED STORMWATER
SDUT	UNTREATED STORMWATER
SDOF	OVERFLOW FOR STORM EVENTS ABOVE THE WATER QUALITY EVENT
SDFM	FORCEMAIN STORMWATER
WSEL	EAST PENITENCIA WATER SURFACE ELEVATION

FEMA BFE	WSEL	STUDY BFE	MAX BFE	HAG	MFF	BLDG FF	BLDG P
49.5	NA	51.1	51.1	50	52.1	52.1	51.1

NOTES:

1. THE CITY OF MILPITAS FLOODPLAIN ORDINANCE SECTION XI–15–5.1(C)(1) REQUIRES THAT FINISH FLOOR ELEVATIONS BE 1 FOOT ABOVE THE HIGHEST ADJACENT GRADE ELEVATION PLUS THE DEPTH OF FLOODING (HAG+2') WITHIN AN AO(1) ZONE AND 1 FOOT ABOVE THE BFE FOR PROJECTS WITHIN ALL OTHER FLOOD ZONES. THE PROJECT WILL DESIGN THE FINISH FLOORS TO BE AT LEAST ONE FOOT ABOVE THE FEMA BFE, EAST PENITENCIA WSEL, HAG + 1', AND DETAILED STUDY BFE (WHICHEVER IS HIGHER).
2. FLOOD ZONE: AO(1) – FLOOD DEPTHS ARE 1', SPECIAL FLOOD HAZARD AREA SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD
3. ALL USES ARE RESIDENTIAL
4. FLOOD PROOFING IS NOT REQUIRED. ALL BUILDINGS AND ABOVE GROUND UTILITIES TO BE RAISED TO ABOVE THE BASE FLOOD ELEVATION.
5. RECEIVING WATER: PENITENCIA CREEK
6. SEE SHEET TM04 FOR GRADING CROSS SECTIONS

* HAG VALUE DETERMINED IN COORDINATION WITH SCHAAF & WHEELER

2001 TAROB COURT

Milpitas, CA

May 8, 2019

PRELIMINARY FLOODPLAIN MANAGEMENT PLAN

TM05

The True Life Companies

12647 Alcosta Blvd., Suite 470 San Ramon CA 94583

925.824.4300

NO 888

0 60 SCALE: 1" = 30'

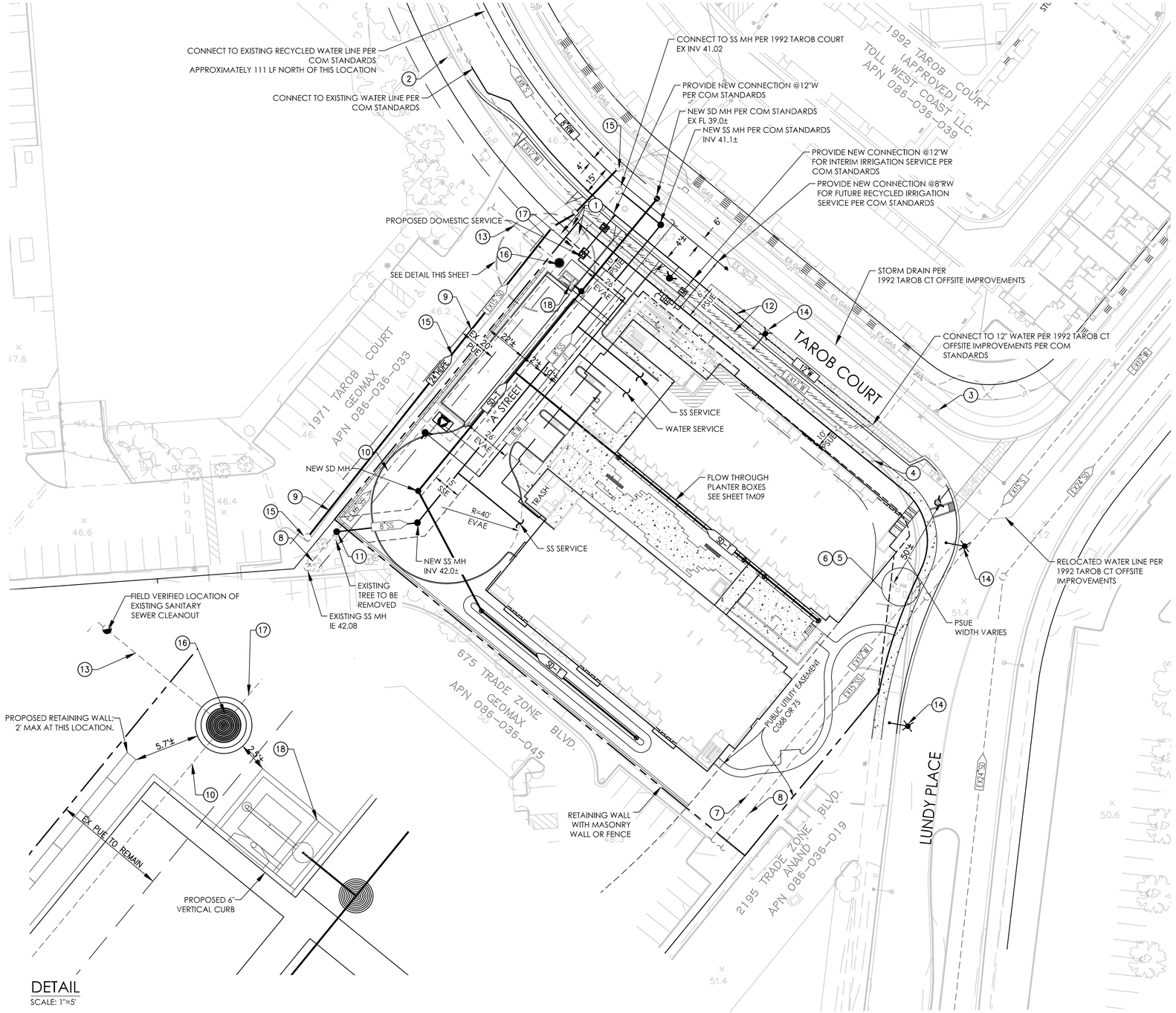
30 120

WOOD RODGERS

BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

4670 WILLOW ROAD, SUITE 125 Tel 925.847.1556

Pleasanton, CA. 94588 Fax 925.847.1557



DETAIL
SCALE: 1"=5'

LEGEND

EXISTING	PROPOSED	
		RIGHT-OF-WAY
		PROJECT BOUNDARY
EX12"SD	SD-T	TREATED STORMWATER (SD-T)
		STORM DRAIN OR SANITARY SEWER MANHOLE
		AREA DRAIN
EX 8"S	8"SS	SANITARY SEWER PIPE
	SS	BLDG SANITARY SEWER SERVICE (SIZE TBD)
EX 8"W	8"W	WATER PIPE
		FIRE HYDRANT
	8"M	MASTER WATER METER & BACKFLOW PREVENTOR DOMESTIC WATER/IRRIGATION SERVICE
		PROPOSED TRANSFORMER LOCATION
		PROPOSED FILTERRA, SEE DETAIL ON TM09
		REMOVE EXISTING PIPE

GENERAL NOTES

1. EX JOINT TRENCH BOXES TO REMAIN
2. EX FIRE HYDRANT
3. FIRE HYDRANT PER 1992 TAROB
4. EXISTING STREET LIGHT IS REQUIRED TO BE REMOVED
5. EX WATER SERVICE TO BE REMOVED. EXISTING FIRE SERVICE TO BE UTILIZED FOR PROPOSED PROJECT. FIELD VERIFY THE SIZE AND CONDITION OF THE EXISTING FIRE SERVICE WATER LATERAL AS IT SHALL NOT BE LESS THAN 6" IN SIZE, AND IN ACCEPTABLE (TO THE CITY) CONDITION. UPGRADE THE BACKFLOW DEVICE TO THE CURRENT CITY STANDARD AND REPLACE THE POST INDICATING VALVE AND FIRE DEPARTMENT CONNECTION WITH NEW DEVICES.
6. EX IRRIGATION SERVICE TO REMAIN FOR PUBLIC IRRIGATION
7. EX WATER PIPE TO REMAIN
8. EX SANITARY SEWER PIPE TO REMAIN
9. EX STORM DRAIN PIPE TO REMAIN
10. EX SANITARY SEWER PIPE TO BE REMOVED BETWEEN NEW MANHOLES; SEE (11) & (16)
11. CONNECT TO EX SANITARY SEWER WITH NEW MANHOLE PER COM STANDARDS
12. EXISTING WATER MAIN TO BE RELOCATED AS SHOWN
13. EXISTING SANITARY SEWER FROM 1971 TAROB COURT TO REMAIN
14. INSTALL NEW STREET LIGHT PER THE CITY'S TRANSIT AREA SPECIFIC PLAN
15. EX 15" SD ON 1971 TAROB COURT PROPERTY TO BE REPLACED WITH 24" HDPE FROM EXISTING MANHOLE AT SOUTHWESTERN CORNER AS SHOWN ON PLAN TO EXISTING MANHOLE IN TAROB COURT.
16. CONNECT TO EX SANITARY SEWER WITH NEW MANHOLE PER COM STANDARDS
17. EXISTING SANITARY SEWER TO REMAIN
18. PROPOSED FILTERRA BIORETENTION SYSTEM; SEE SHEET TM09 FOR DETAILS

ABBREVIATIONS

APN	ASSESSOR PARCEL NUMBER
BLDG	BUILDING
COM	CITY OF MILPITAS
ESMT	EASEMENT
EX	EXISTING
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
PSUE	PUBLIC SERVICE UTILITY EASEMENT
MH	MANHOLE
RW	RECYCLED WATER
SS	SANITARY SEWER
SSE	SANITARY SEWER EASEMENT
TBA	TO BE ABANDONED

UTILITY NOTES

1. STORM DRAIN
   - MINIMUM SLOPE: 0.005 WITH MINIMUM VELOCITY OF 2 FEET/SECOND
   - MINIMUM PIPE SIZE: 12"
   - STORM DRAIN FACILITIES MAY BE RCP OR N-12 PIPE
2. SANITARY SEWER
   - MINIMUM SLOPE: 0.0035 (EXISTING SLOPE: 0.0035±)
   - SANITARY SEWER PIPE TO BE SDR-26 PVC
4. WATER PIPE TO BE CLASS 200 AWWA C900
5. UTILITIES SHOWN ON THIS PLAN ARE PRELIMINARY AND SUBJECT TO CHANGES PENDING FINAL DESIGN. FINAL DESIGN SHALL ADHERE TO COM STANDARDS.
6. ALL ON-SITE WATER AND STORM DRAIN TO BE OWNED AND MAINTAIN BY THE PROJECT HOA.
7. ON SITE SEWER TO BE OWNED AND MAINTAINED BY THE COM.

2001 TAROB COURT

Milpitas, CA

May 8, 2019 (REVISED: JULY 10, 2019)

PRELIMINARY UTILITY PLAN
TM06

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925.824.4300

NO 889

0 30 60 120 SCALE: 1" = 30'

WOOD RODGERS
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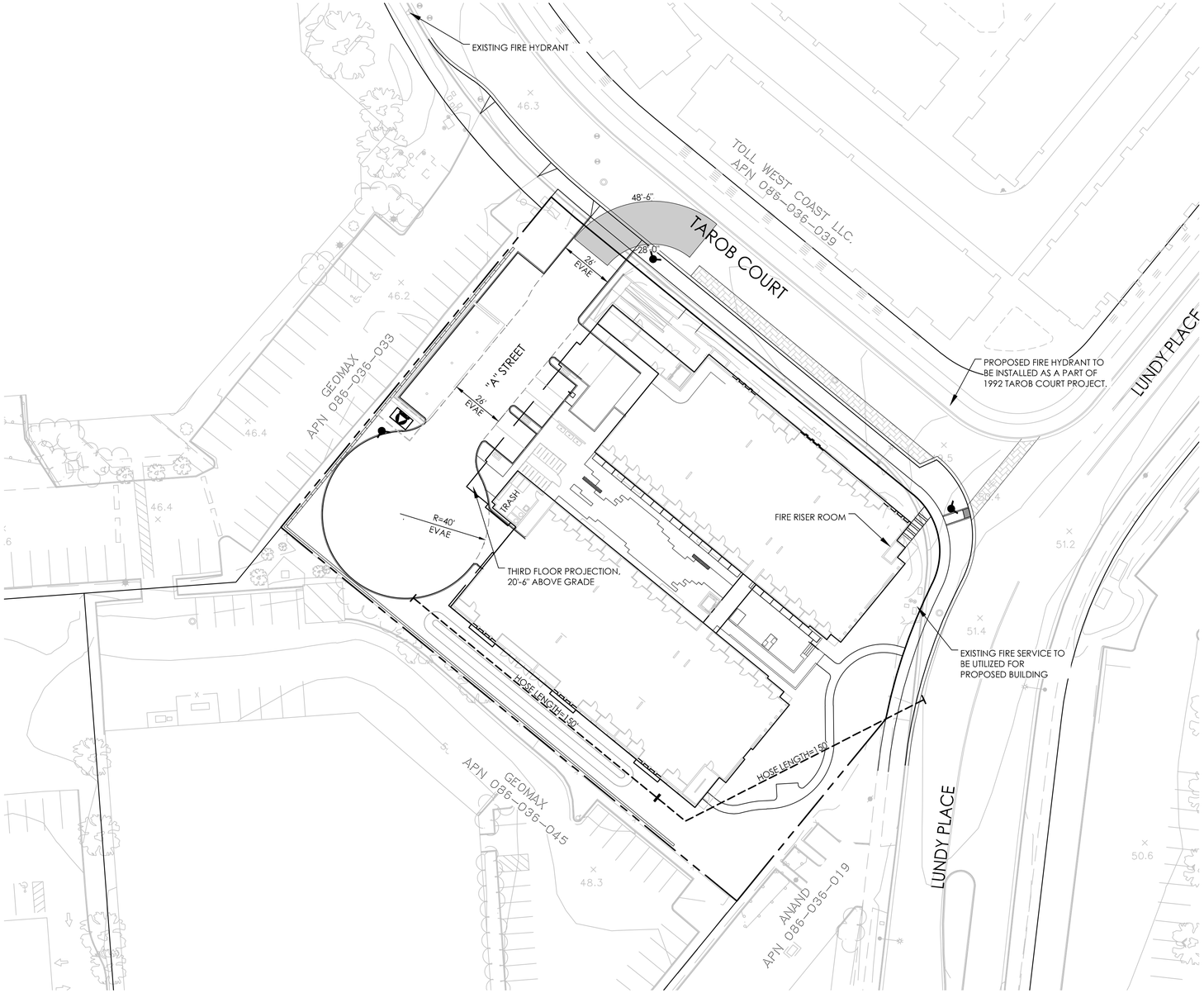
Pleasanton, CA. 94588 Fax 925.847.1557



FIRE ACCESS NOTES

1. PRIVATE STREET IS FIRE ACCESS ROAD. WIDTH IS 26' WIDE ADJACENT TO STRUCTURE. CUL-DE-SAC HAS A 40' RADIUS PROVIDED FOR TRUCK TURNAROUND PER JAMIE GARCIA'S EMAIL DATED SEPTEMBER 19, 2018. FIRE TRUCK TURNING TEMPLATE IS NOT AVAILABLE.
2. FIRE ACCESS ROAD ALSO SERVES AS ROUTE FOR SOLID WASTE VEHICLE.

SOLID WASTE NOTES

1. PER MEETING WITH SAL SAN FILIPPO FROM MILPITAS SANITATION ON DECEMBER 18, 2018, THE SITE MEETS THE REQUIREMENTS FOR SOLID WASTE HANDLING.

DELIVERY VEHICLE NOTES

1. PRIVATE STREET SERVES AS ACCESS ROAD AND LOADING AREA FOR DELIVERY VEHICLES INCLUDING MOVING VANS AND TRUCKS.

2001 TAROB COURT
Milpitas, CA
May 8, 2019 (REVISED: JULY 10, 2019)

PRELIMINARY FIRE TRUCK ACCESS/SOLID WASTE HANDLING PLAN
TM07

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12647 Alcosta Blvd., Suite 470 San Ramon CA 94583
925.824.4300

NORTH

0 60
SCALE: 1" = 30'
30 120

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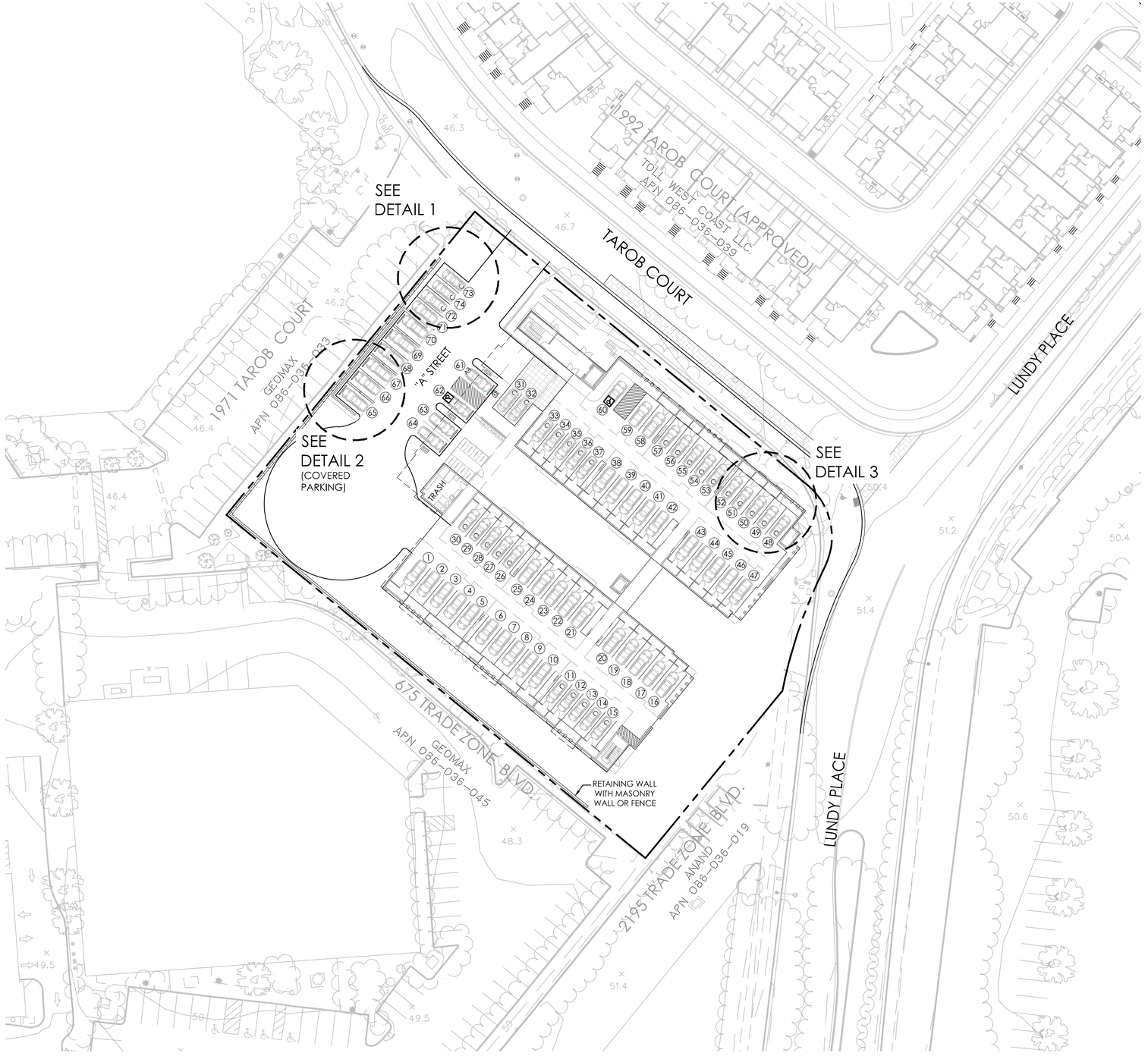


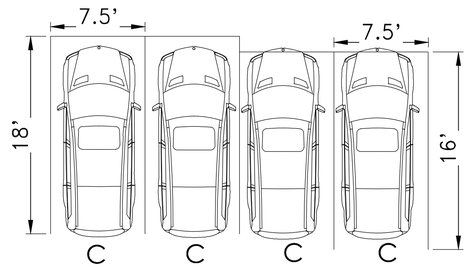
PARKING SUMMARY

DESCRIPTION	UNIT COUNT	REQUIRED PARKING RATIO	PARKING REQUIRED	PROVIDED PARKING RATIO	PARKING PROVIDED
GARAGE SPACES	40	1.6 SPACES/ DU	64	1.6 SPACES/DU	64
ON-SITE GUEST	-	15% OF REQUIRED	10	-	10
TOTAL	40	-	74	-	74

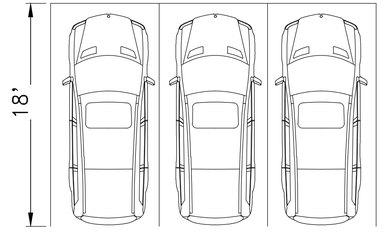
NOTES:

1. GUEST PARKING INCLUDES 1 ACCESSIBLE SPACE AND 1 VAN ACCESSIBLE SPACE.
2. GUEST PARKING IS BASED ON PRELIMINARY DESIGN. ACTUAL PARKING PROVIDED MAY VARY WITH FINAL DESIGN IN ACCORDANCE WITH MINIMUM GUEST REQUIREMENTS.
3. "C" = COMPACT PARKING SPACE
4. MILPITAS ZONING ORDINANCE SECTION 10-53.07(B) ALLOWS FOR UP TO 40% COMPACT STALLS. 30 COMPACT STALLS ARE PROPOSED (40%).

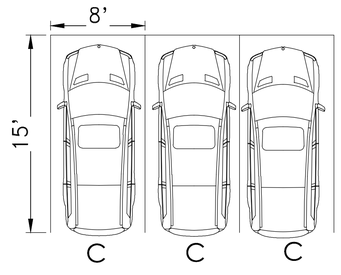
PARKING DETAIL 1
(COMPACT SPACE INTERIOR/EXTERIOR)



PARKING DETAIL 2
(STANDARD SPACE INTERIOR, EXTERIOR, & COVERED PARKING)



PARKING DETAIL 3
(COMPACT SPACE INTERIOR)



2001 TAROB COURT
Milpitas, CA
May 8, 2019 (REVISED: JULY 10, 2019)

PARKING PLAN
TM08

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925.824.4300

SCALE: 1" = 30'

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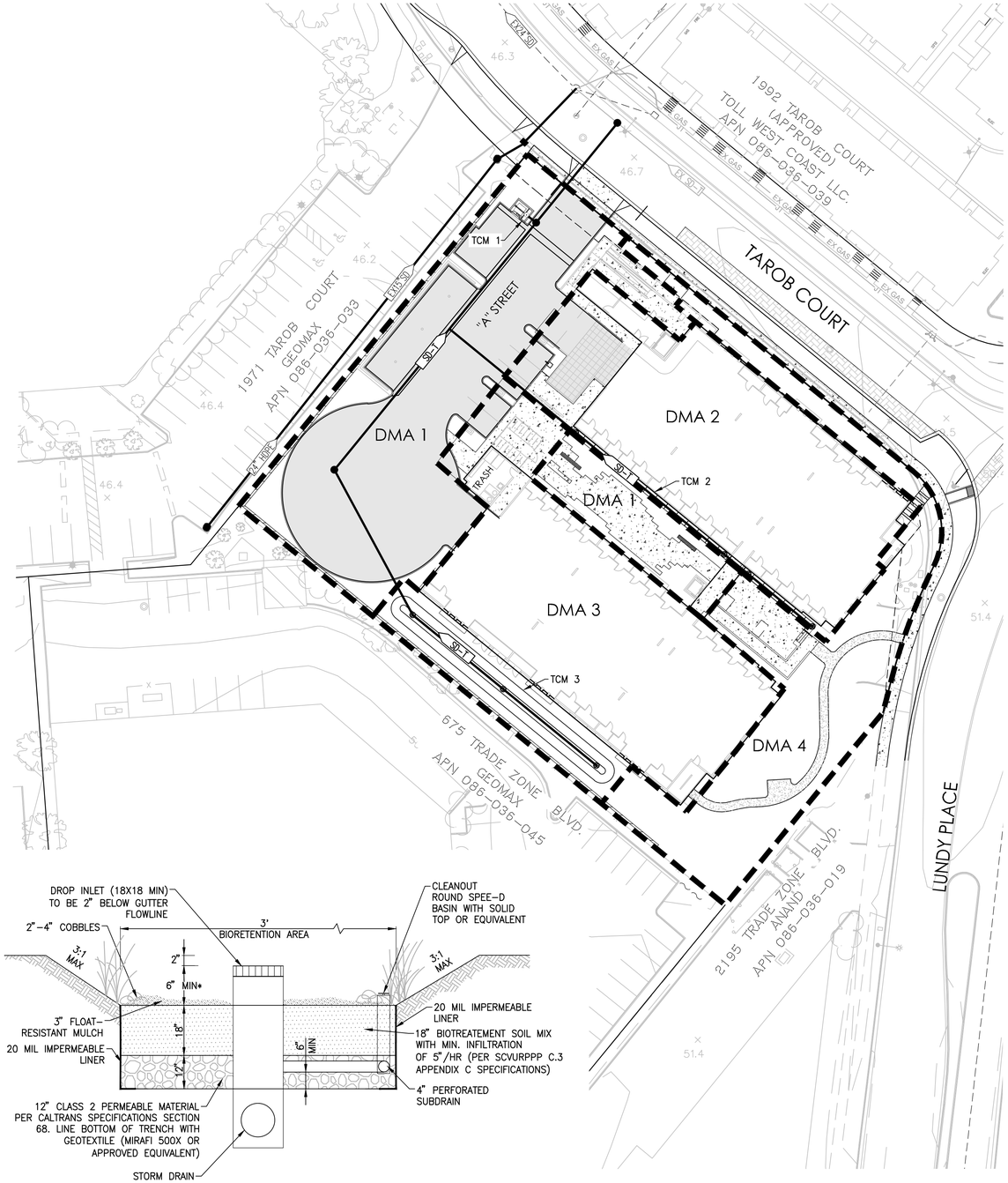


LEGEND

- DRAINAGE MANAGEMENT AREA BOUNDARY
- AC PAVEMENT*
- CONCRETE*
- DG PAVEMENT*
- TCM — TREATMENT CONTROL MEASURE
- AREA DRAIN
- PROPOSED FILTERRA- SEE DETAIL BELOW
- SD-T — TREATED STORMWATER (SD-T)

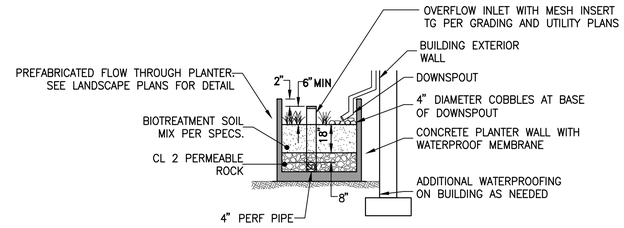
*SEE LANDSCAPE PLANS FOR DECORATIVE PAVEMENT DETAILS

DRAINAGE MANAGEMENT AREA SUMMARRY

DRAINAGE MANAGEMENT AREA (DMA)	TOTAL DRAINAGE AREA (SF)	BUILDING (SF)	CONCRETE SF)	TOTAL IMPERVIOUS (SF)	LANDSCAPE (SF)	TOTAL PERVIOUS (SF)	PROVIDED TREATMENT AREA (SF)	PONDING DEPTH (IN)	TREATMENT CONTROL MEASURE	TREATMENT TYPE
DMA 1	16,763	0	11,995	11,995	4,768	4,768	N/A	N/A	TCM 1	FILTERRA
DMA 2	13,156	12,713	0	12,713	443	443	361	5	TCM 2	FLOW THROUGH PLANTER
DMA 3	15,654	12,768	0	12,768	2,886	2,886	354	8	TCM 3	BIO-RETENTION
DMA 4	10,348	0	968	968	9,380	9,380	N/A	N/A	N/A	SELF-RETAINING
Total	55,921	25,481	12,963	38,444	17,477	17,477	715			SELF-RETAINING

NOTES:

1. ALL TREATMENT MEASURES AND TECHNICAL REQUIREMENTS FOR THIS PROJECT ARE BASED ON THE SANTA CLARA VALLEY URBAN RUNOFF POLLUTION PREVENTION PROGRAM (SCVURPPP) C.3. STORMWATER HANDBOOK DATED JUNE 2016.
2. HYDROMODIFICATION IS NOT REQUIRED BECAUSE PROPOSED PROJECT IMPERVIOUS SURFACE IS LESS THAN EXISTING IMPERVIOUS SURFACE ON THE SITE.
3. PROVIDED SURFACE AREA OF THE BIO-RETENTION FACILITIES IS SUPPORTED BY USING THE COMBINATION FLOW AND VOLUME METHOD. SEE PRELIMINARY STORM WATER MANAGEMENT PLAN FOR CALCULATIONS.



FLOW-THROUGH PLANTER DETAIL (TCM-2)

NOT TO SCALE

BIO-RETENTION DETAIL (TCM-3)

CONTECH ENGINEERED SOLUTIONS

filterra Bioretention Systems

Filterra Sizing Spreadsheet
Uniform Intensity Approach
Storm Intensity = 0.20 in/hr

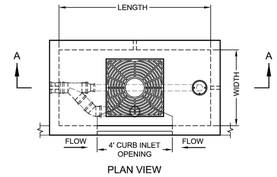
Filterra Infiltration Rate = 100 (in/hr)
Filterra Flow per Square Foot = 0.0023 (ft3/sec/ft2)

Filterra Flow Rate, Q = 0.0023 ft3/sec x Filterra Surface Area
Rational Method, Q = C x I x A

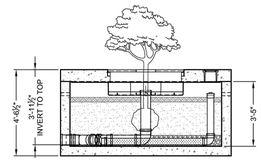
Site Flowrate, Q = (C x DI x DA x 43560) / (12 x3600)
OR DA = (12 x 3600 x Q) / (C x 43560 x DI)

where Q = Flow (ft3/sec)
DA = Drainage Area (acres)
DI = Design Intensity (in/hr)
C = Runoff coefficient (dimensionless)

			DI 0.2	C 1.00	C 0.85	C 0.50
Available Filterra Box Sizes			Filterra	100%	Commercial	Residential
L (ft)	W (ft)	Filterra Surface Area (ft2)	Flow Rate, Q (ft3/sec)	Imperv. DA (acres)	max DA (acres)	max DA (acres)
4	4	16	0.0370	0.184	0.216	0.367
6	4	24	0.0556	0.275	0.324	0.551
6.5	4	26	0.0602	0.298	0.351	0.597
8	4	32	0.0741	0.367	0.432	0.735
12	4	48	0.1111	0.551	0.648	1.102
6	6	36	0.0833	0.413	0.486	0.826
8	6	48	0.1111	0.551	0.648	1.102
10	6	60	0.1389	0.689	0.810	1.377
12	6	72	0.1667	0.826	0.972	1.653
13	7	91	0.2106	1.045	1.229	2.089



PLAN VIEW



SECTION A-A

LONG SIDE INLET CONFIGURATION

LONG SIDE CURB INLET

DESIGNATION	SIZE	LENGTH	WIDTH	MAX. OUTLET/ BYPASS PIPE DIA.	MAX. BYPASS FLOW (CFS)	UNDER-DRAIN PIPE DIA. (PERF)	TREE GRATE QTY. & SIZE
FTIBC0604	6 x 4	6'-0"	4'-0"	8" SDR 35	1.89	4" SDR 35	(1) 3' x 3'
FTIBC0804	8 x 4	8'-0"	4'-0"	8" SDR 35	1.89	4" SDR 35	(1) 3' x 3'
FTIBC0806	8 x 6	8'-0"	6'-0"	10" SDR 35	2.37	4" SDR 35	(1) 4' x 4'
FTIBC1006	10 x 6	10'-0"	6'-0"	10" SDR 35	2.37	6" SDR 35	(1) 4' x 4'
FTIBC1204	12 x 4	12'-0"	4'-0"	8" SDR 35	1.89	4" SDR 35	(2) 3' x 3'
FTIBC1206	12 x 6	12'-0"	6'-0"	10" SDR 35	2.37	6" SDR 35	(2) 4' x 4'
FTIBC1307	13 x 7	13'-0"	7'-0"	10" SDR 35	2.37	6" SDR 35	(2) 4' x 4'

INTERNAL PIPE CONFIGURATION MAY VARY DEPENDING ON VAULT SIZE

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FILTERRA
INTERNAL BYPASS CURB (FTIBC)
CONFIGURATION DETAIL

2001 TAROB COURT

Milpitas, CA
May 8, 2019

PRELIMINARY STORMWATER CONTROL PLAN
TM09

The True Life Companies
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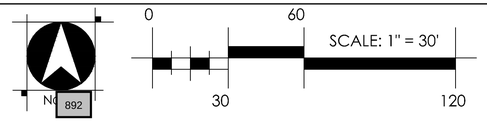

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Pleasanton, CA. 94588 Fax 925.847.1557

RESERVED FOR
CONDITIONS OF APPROVAL

2001 TAROB COURT
Milpitas, CA
May 8, 2019

CONDITIONS OF APPROVAL
TM10

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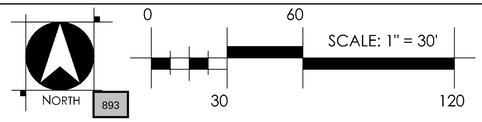

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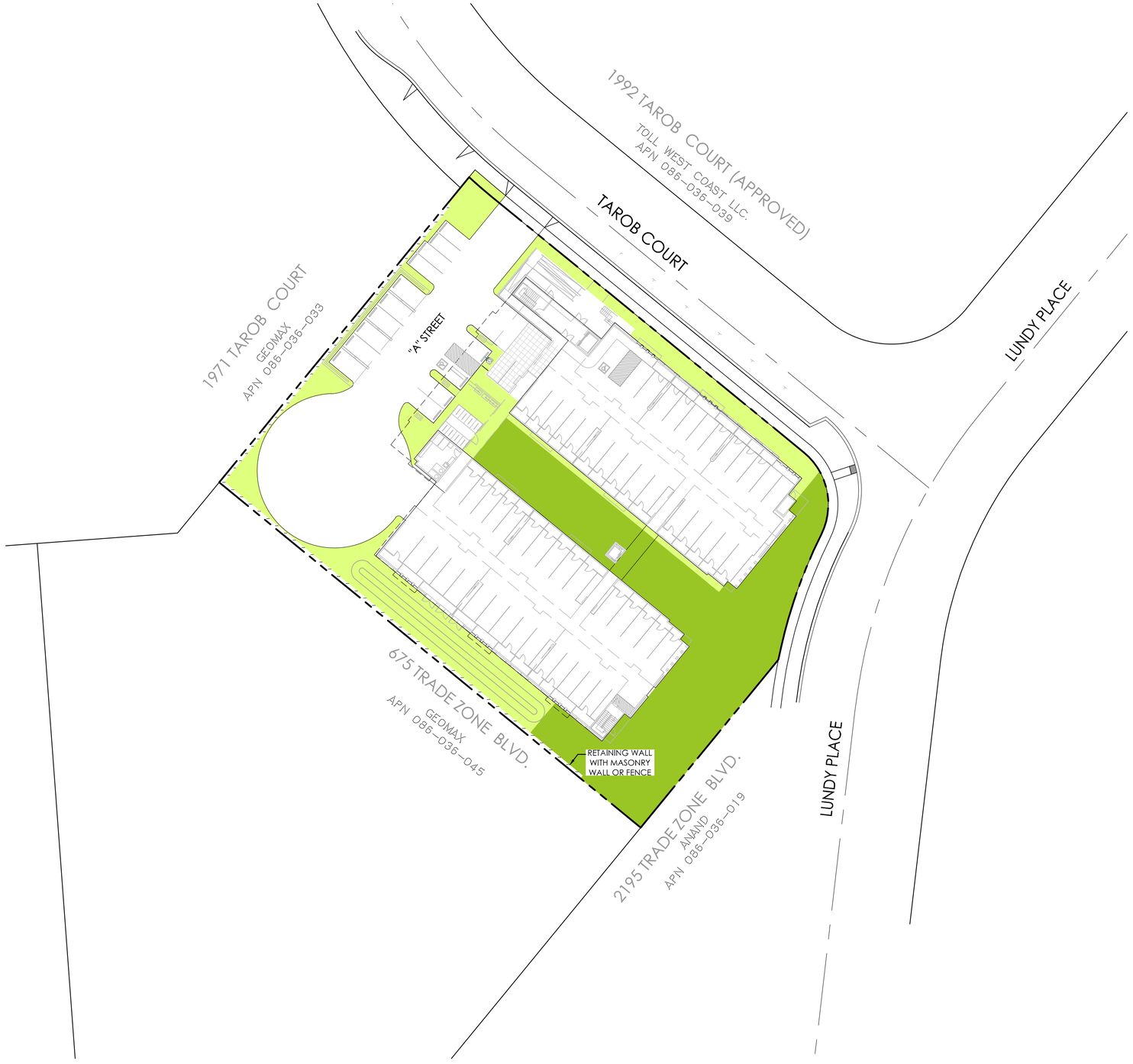

LEGEND

- PRIVATE RECREATIONAL AREA (0.26 ACRES)
- OTHER PRIVATE OPEN SPACE & LANDSCAPING (0.18 ACRES)

TOTAL LANDSCAPE & OPEN SPACE = 0.44 ACRES

PARK ACREAGE SUMMARY (TASP REQUIREMENT)			
DESCRIPTION	TASP CODE	REQUIRED PARKS AND OPEN SPACE (AC.)	PROVIDED PARK (AC.)
PARKS AND OPEN SPACE	3.5 ACRES OF PARKLAND PER 1000 POPULATION. UP TO 1.5 OF EACH 3.5 PARK ACRES MAY BE SATISFIED BY THE PROVISION OF PRIVATE RECREATION AREAS. THE REMAINING 2.0 ACRES PER 1000 REQUIREMENT MUST BE SATISFIED BY EITHER DEDICATION OF LAND TO THE CITY FOR PUBLIC PARKS AND OPEN SPACE OR PAYMENT OF AN IN-LIEU FEE.	POPULATION = # UNITS X 2.52 PERSONS/UNIT	PRIVATE RECREATION AREA = 0.26 ACRES
		POPULATION = 40 X 2.52 = 100.8 PERSONS	
		PARK ACREAGE REQUIRED = 3.5 X 100.8/1000 = 0.35 ACRES	
		PRIVATE RECREATION AREA ALLOWED = 1.5/3.5 X 0.35 = 0.15 ACRES	

R3 ZONING CODE OPEN SPACE (MUNI CODE XI-10-4.05.C)			
DESCRIPTION	CODE REQUIREMENT	REQUIRED AREA (AC.)	PROVIDED AREA (AC.)
LANDSCAPE AND OPEN SPACE REQUIREMENTS	A MINIMUM OF TWENTY-FIVE (25) PERCENT OF THE TOTAL LOT AREA SHALL BE LANDSCAPED OR RECREATIONAL OPEN SPACE, EXCLUSIVE OF PARKING AND VEHICULAR TRAFFIC AREA AND SHALL BE SHOWN ON SITE PLAN IN DETAIL FOR PLANNING COMMISSION APPROVAL.	25% X 1.22 = 0.31 ACRES	0.44 ACRES (36.1%)
	AN AVERAGE OF TWO HUNDRED SQUARE FEET OF USABLE OPEN SPACE SHALL BE PROVIDED FOR EACH DWELLING UNIT. "USABLE OPEN SPACE" SHALL MEAN ANY OPEN SPACE, THE SMALLEST DIMENSION OF WHICH IS AT LEAST 4 ½ FEET AND WHICH IS NOT USED AS STORAGE OR FOR MOVEMENT OF MOTOR VEHICLES: EXCEPT THAT YARDS ABUTTING A PUBLIC STREET, WHICH ARE NOT ADEQUATELY SCREENED FOR PRIVACY, IN THE OPINION OF THE PLANNING COMMISSION, SHALL NOT QUALIFY AS USABLE OPEN SPACE. BALCONIES, PORCHES, OR ROOF DECKS MAY BE CONSIDERED USABLE OPEN SPACE WHEN PROPERLY DEVELOPED FOR WORK, PLAY OR OUTDOOR LIVING AREAS. AT LEAST THIRTY (30) PERCENT OF REQUIRED OPEN SPACE SHALL BE CONTIGUOUS TO AND PROVIDE FOR PRIVATE USABLE OPEN SPACE OF THE INDIVIDUAL DWELLING UNIT.	200 X 40 = 8,000 SQ FT = 0.18 ACRES	PRIVATE RECREATIONAL AREA = 0.26 ACRES
			PRIVATE OPEN SPACE (BALCONIES & PORCHES) = 60 SF/UNIT = 60 X 40 = 2,400 SF = 0.05 ACRES
			TOTAL PRIVATE OPEN SPACE = 0.31 ACRES = 337.6 SF/UNIT

2001 TAROB COURT

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May 8, 2019

OPEN SPACE EXHIBIT

P1.0

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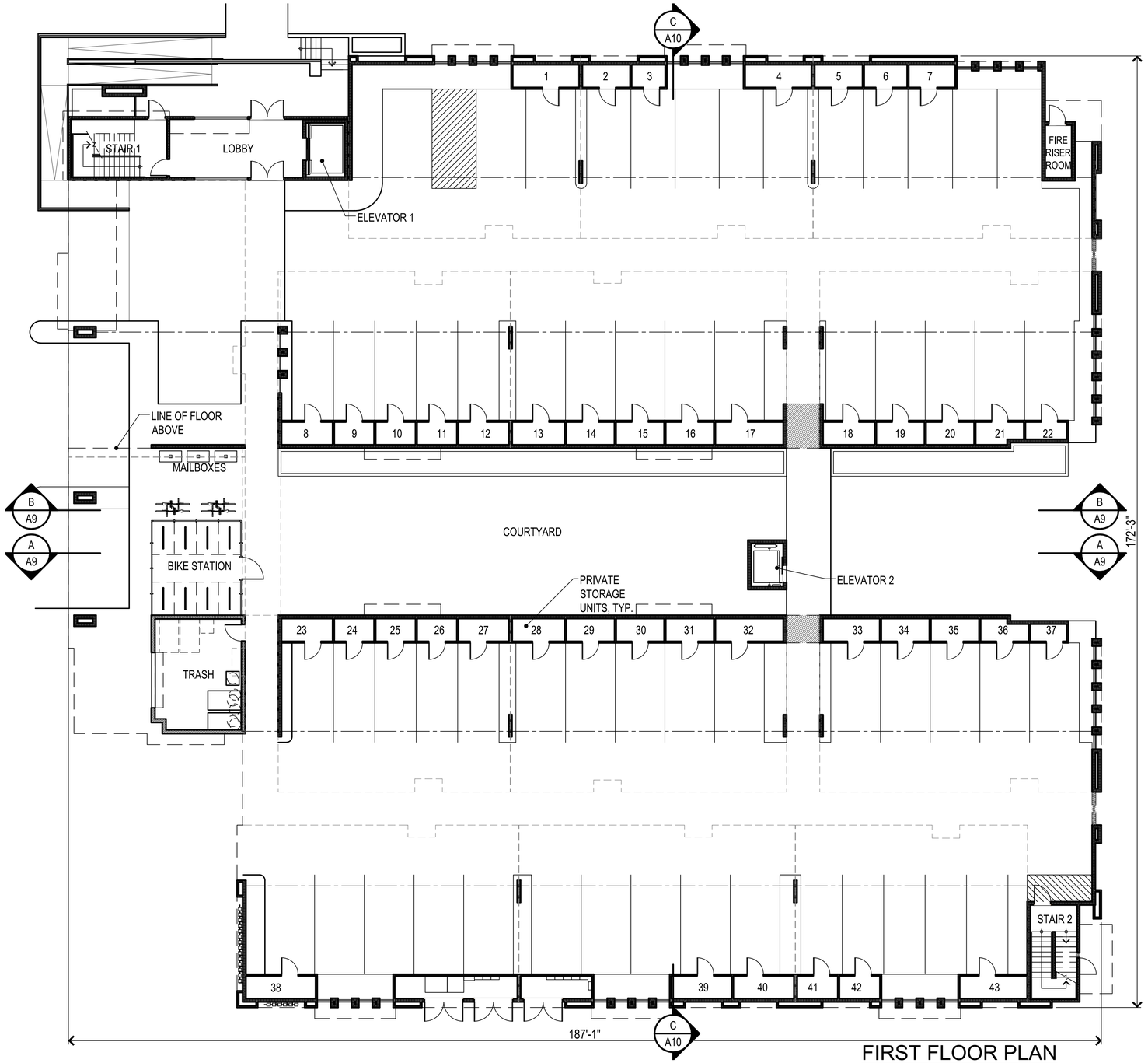
NORTH

0 30 60 120

SCALE: 1" = 30'

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
4670 WILLOW ROAD, SUITE 125 Tel 925.847.1556
Pleasanton, CA. 94588 Fax 925.847.1557



FIRST FLOOR PLAN

0 2' 4' 6' 8' 16'

2001 TAROB COURT
Milpitas, CA
May 8, 2019

FIRST FLOOR PLAN
A2

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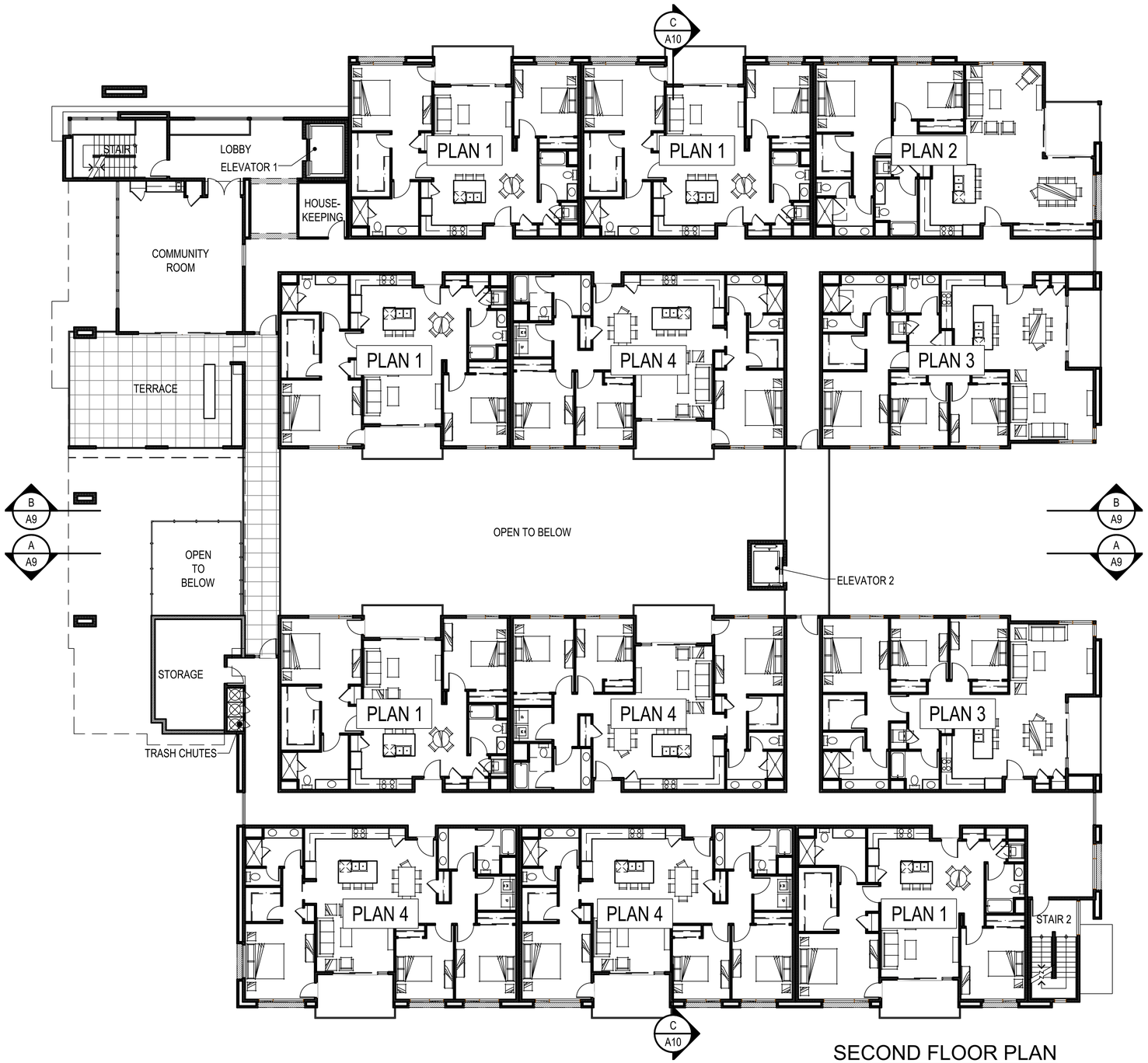

SECOND FLOOR PLAN

0 2' 4' 6' 8' 16'

2001 TAROB COURT
Milpitas, CA
May 8, 2019

SECOND FLOOR PLAN
A3

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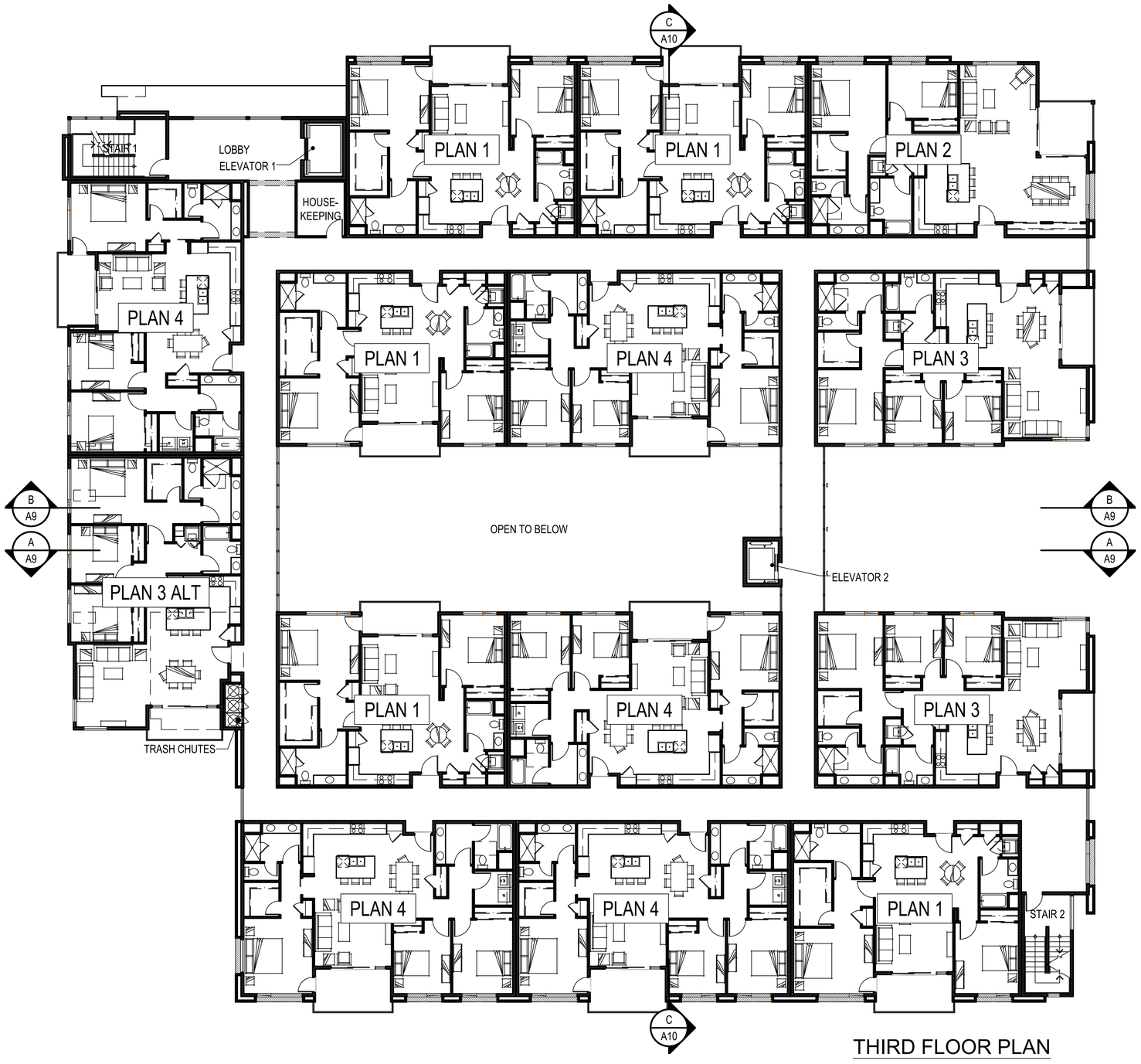

THIRD FLOOR PLAN

0 2' 4' 6' 8' 16'

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May 8, 2019

THIRD FLOOR PLAN
A4

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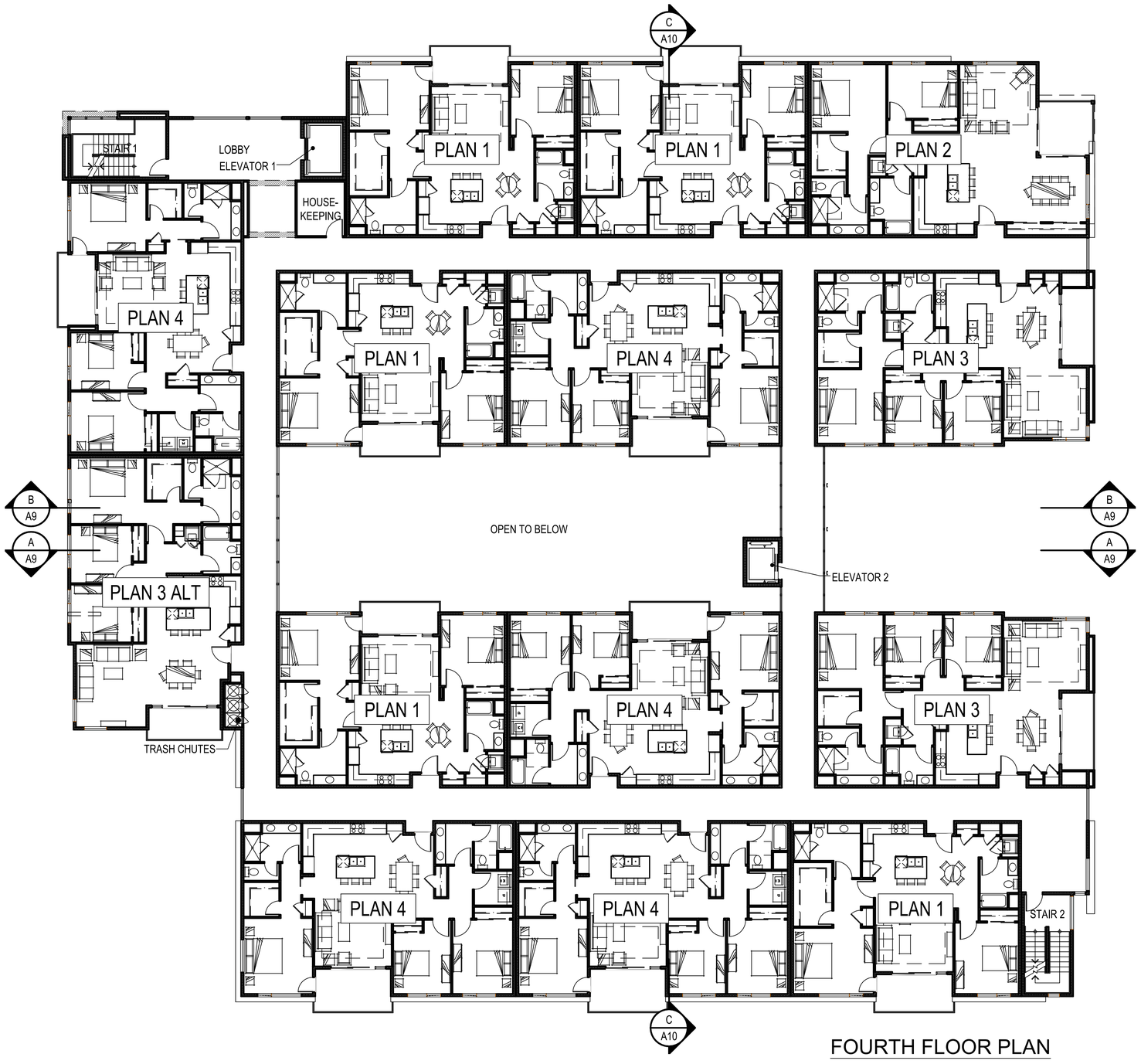

FOURTH FLOOR PLAN

0 2' 4' 6' 8' 16'

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FOURTH FLOOR PLAN
A5

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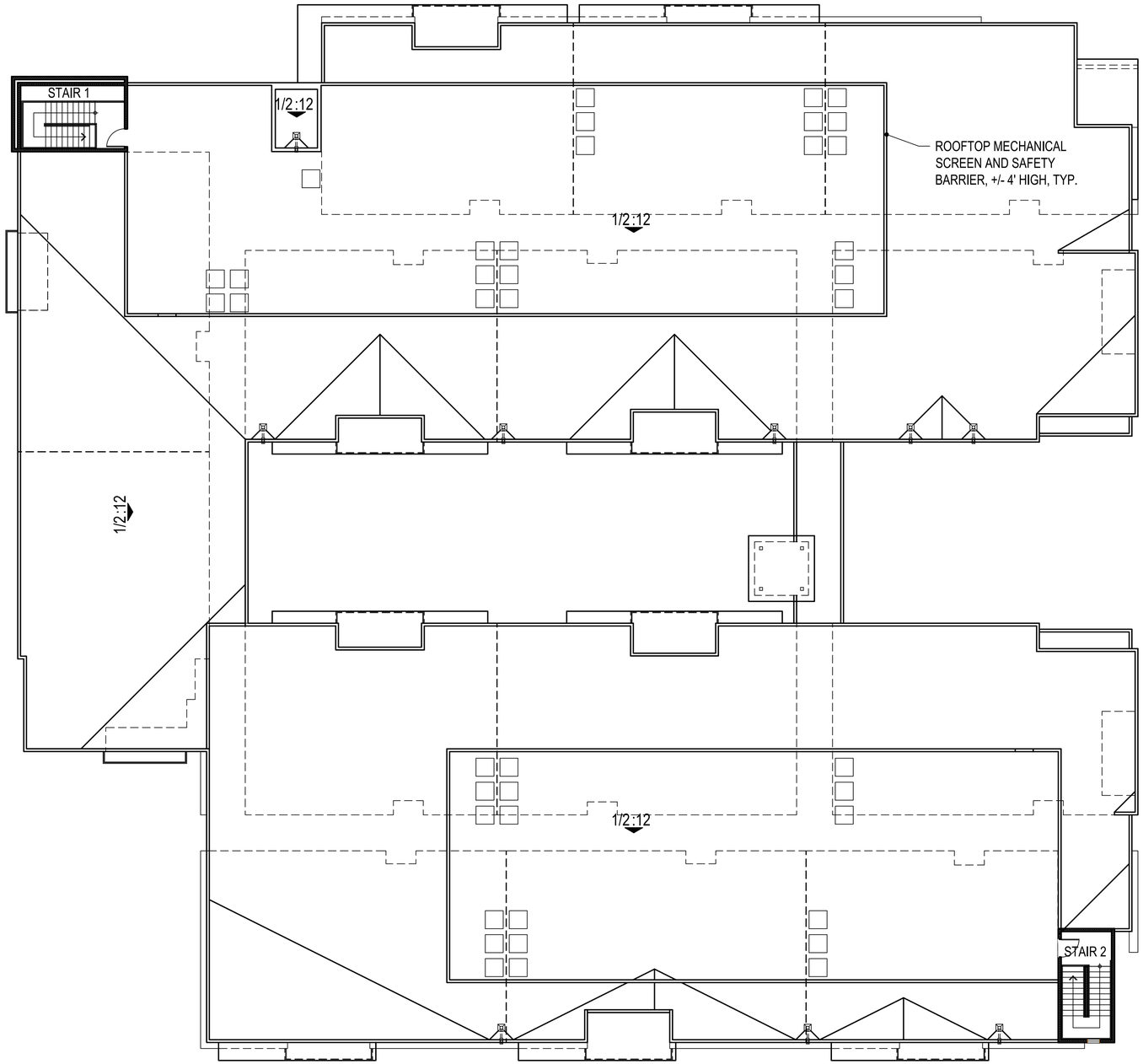

ROOF PLAN

0 2' 4' 6' 8' 16'

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ROOF PLAN
A6

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EXTERIOR MATERIALS

1. STUCCO WITH SAND FINISH
2. HORIZONTAL SIDING
3. PORCELAIN CERAMIC TITLE
4. VERTICAL METAL SIDING
5. METAL CANOPY
6. METAL RAILING WITH MESH AND/OR PERFORATED PANEL
7. MESH AND/OR PERFORATED SCREEN
8. COLORED GLASS
9. LASER CUT METAL PANEL

BODY 1
STUCCO

BODY 2
STUCCO

BODY 3
STUCCO

SIDING 1
HORIZONTAL SIDING

SIDING 2
HORIZONTAL SIDING

SIDING 3
VERTICAL SIDING

ACCENT 1
STUCCO

ACCENT 2
METAL

TILE

COLORED GLASS

LASER CUT METAL PANEL

EAST ELEVATION - LUNDY WAY

NORTH ELEVATION - TAROB COURT

0 2' 4' 6' 8' 16'

EAST & NORTH EXTERIOR ELEVATIONS

A7

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May 8, 2019

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EXTERIOR MATERIALS

1. STUCCO WITH SAND FINISH
2. HORIZONTAL SIDING
3. PORCELAIN CERAMIC TITLE
4. VERTICAL METAL SIDING
5. METAL CANOPY
6. METAL RAILING WITH MESH AND/OR PERFORATED PANEL
7. MESH AND/OR PERFORATED SCREEN
8. COLORED GLASS
9. LASER CUT METAL PANEL

WEST ELEVATION

BODY 1
STUCCO

BODY 2
STUCCO

BODY 3
STUCCO

SIDING 1
HORIZONTAL SIDING

SIDING 2
HORIZONTAL SIDING

SIDING 3
VERTICAL SIDING

ACCENT 1
STUCCO

ACCENT 2
METAL

TILE

COLORED GLASS

LASER CUT METAL PANEL

SOUTH ELEVATION

0 2' 4' 6' 8' 16'

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WEST & SOUTH EXTERIOR ELEVATIONS
A8

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SECTION B

SECTION A

0 2' 4' 6' 8' 16'

COURTYARD ELEVATIONS
A9

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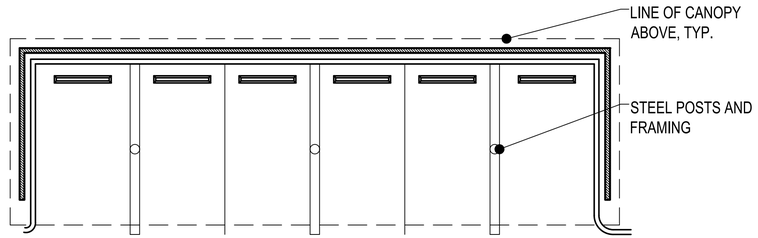
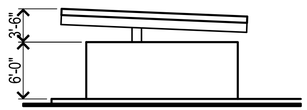


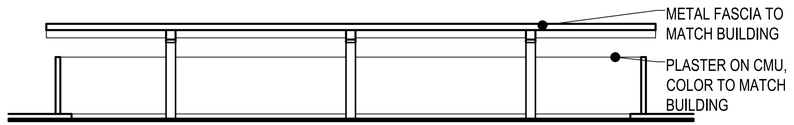
PARKING SHADE STRUCTURE PLAN

1/8" = 1'-0"



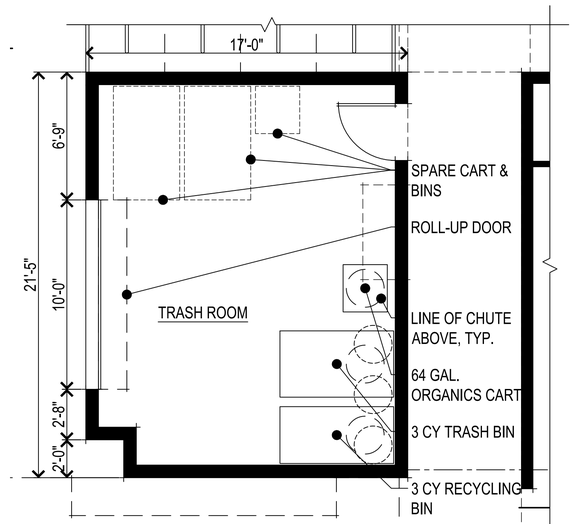
PARKING SHADE STRUCTURE SIDE ELEVATION

1/8" = 1'-0"



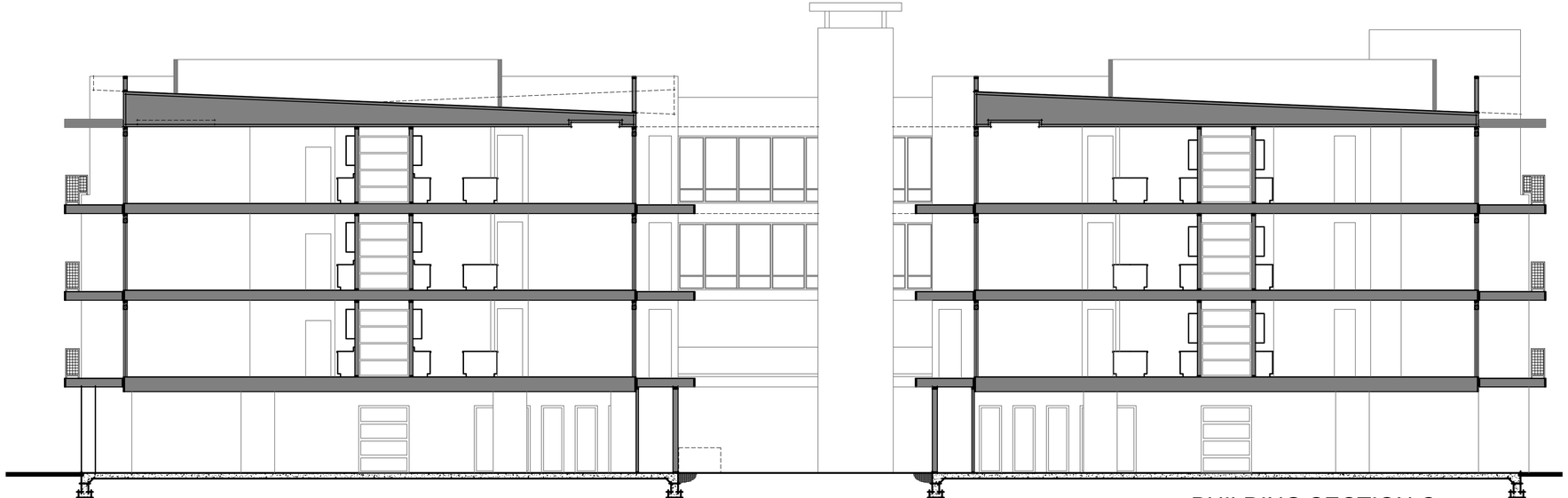
PARKING SHADE STRUCTURE FRONT ELEVATION

1/8" = 1'-0"



ENLARGED TRASH ROOM PLAN

1/4" = 1'-0"



BUILDING SECTION C

1/8" = 1'-0"

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TRASH ROOM, PARKING SHADE STRUCTURE, & BUILDING SECTION
A10

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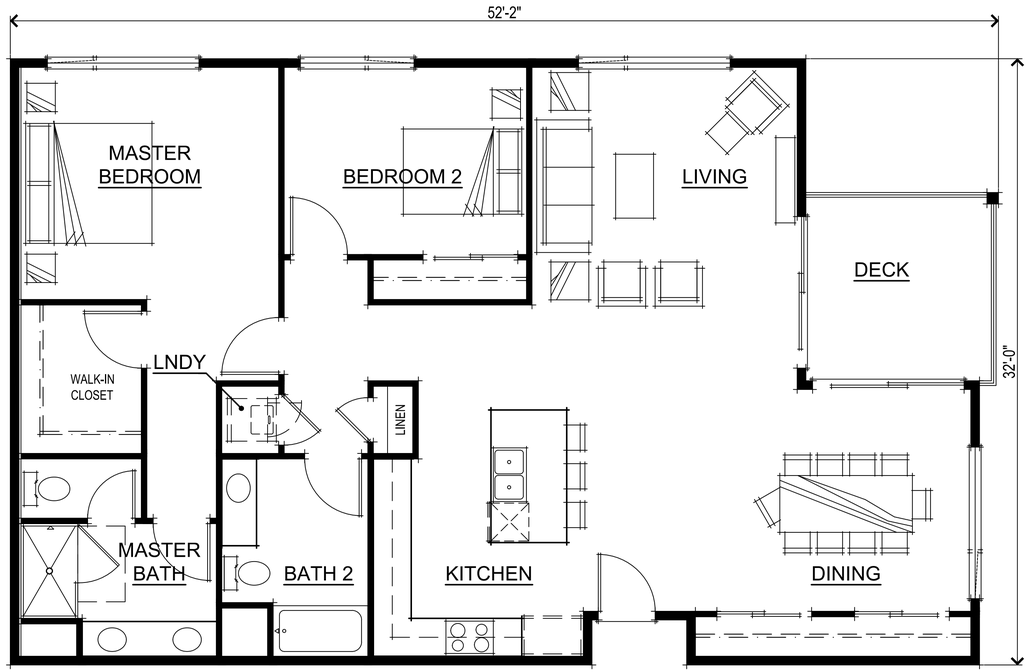
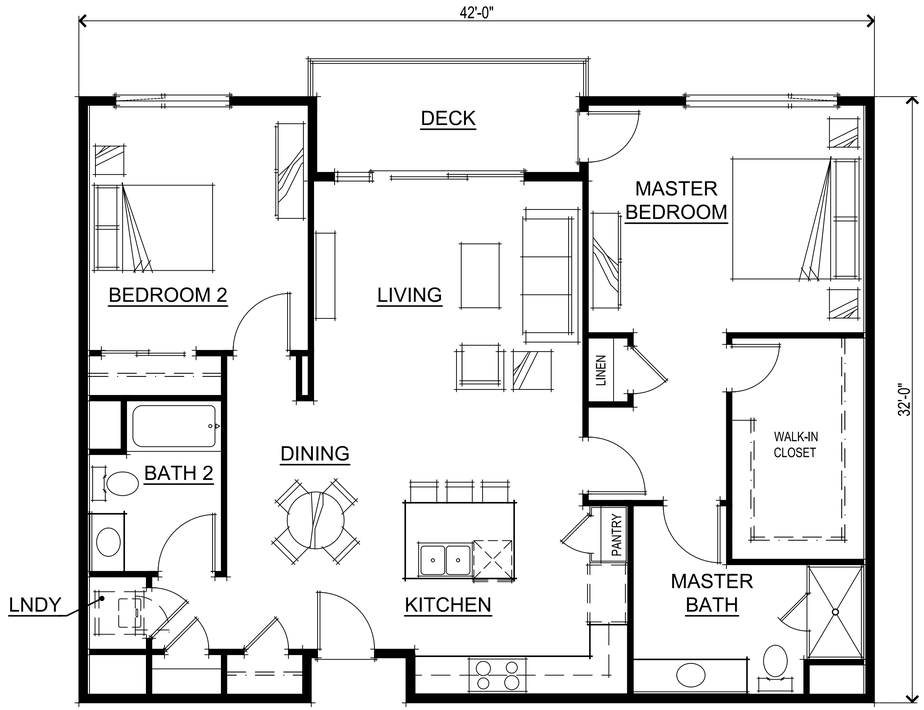


UNIT 2 FLOOR PLAN

UNIT 2 SQUARE FOOTAGE	
TOTAL LIVING	1470 SQ. FT.



UNIT 1 FLOOR PLAN

UNIT 1 SQUARE FOOTAGE	
TOTAL LIVING	1277 SQ. FT.

0 1' 2' 3' 4' 8'

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UNIT 1 & 2 FLOOR PLANS
A11

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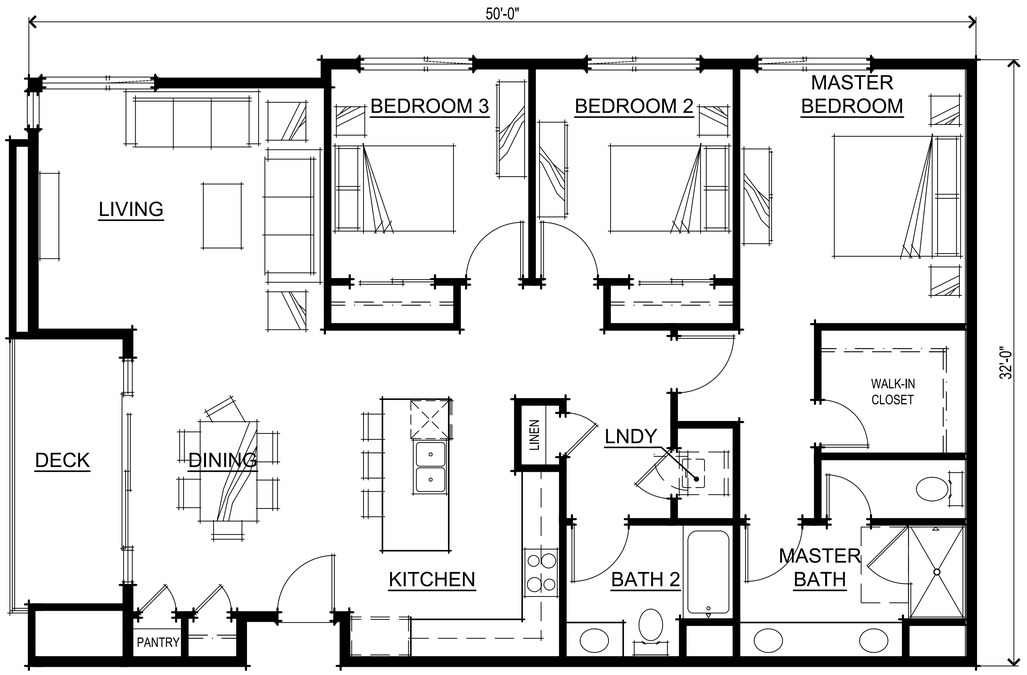
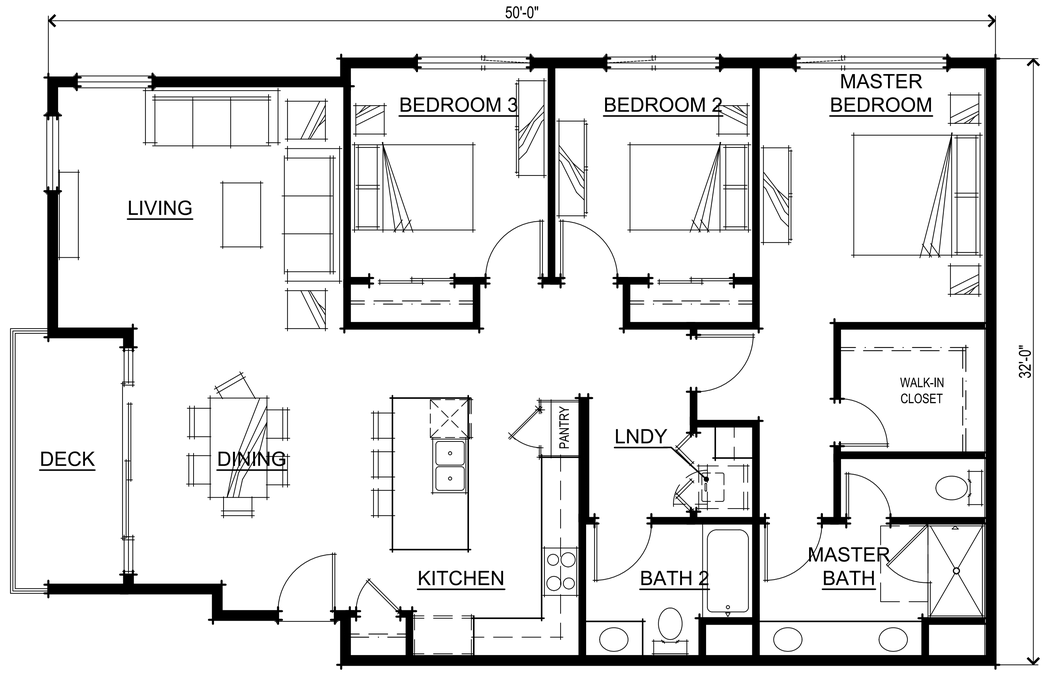


UNIT 3 FLOOR PLAN

UNIT 3 SQUARE FOOTAGE	
TOTAL LIVING	1486 SQ. FT.



UNIT 3 ALT FLOOR PLAN

UNIT 3 ALT SQUARE FOOTAGE	
TOTAL LIVING	1482 SQ. FT.

0 1' 2' 3' 4' 8'

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UNIT 3 & 3 ALT FLOOR PLANS
A12

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UNIT 4 FLOOR PLAN

UNIT 4 SQUARE FOOTAGE	
TOTAL LIVING	1520 SQ. FT.

0 1' 2' 3' 4' 8'

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UNIT 4 FLOOR PLANS
A13

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TREE MATRIX
TOTAL EXISTING TREES ON SITE: 34
TOTAL EXISTING TREES TO BE REMOVED: 34
TOTAL PROPOSED NEW TREES: 40

PLAN VIEW
Scale: 1"=20'-0"

0' 10' 20' 40'

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May 8, 2019

Preliminary Landscape Plan
L001

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PLANNING URBAN DESIGN
LANDSCAPE ARCHITECTURE
201 4th street suite 101B, oakland, ca 94607
phone: 510.452.4190 www.r3studios.com

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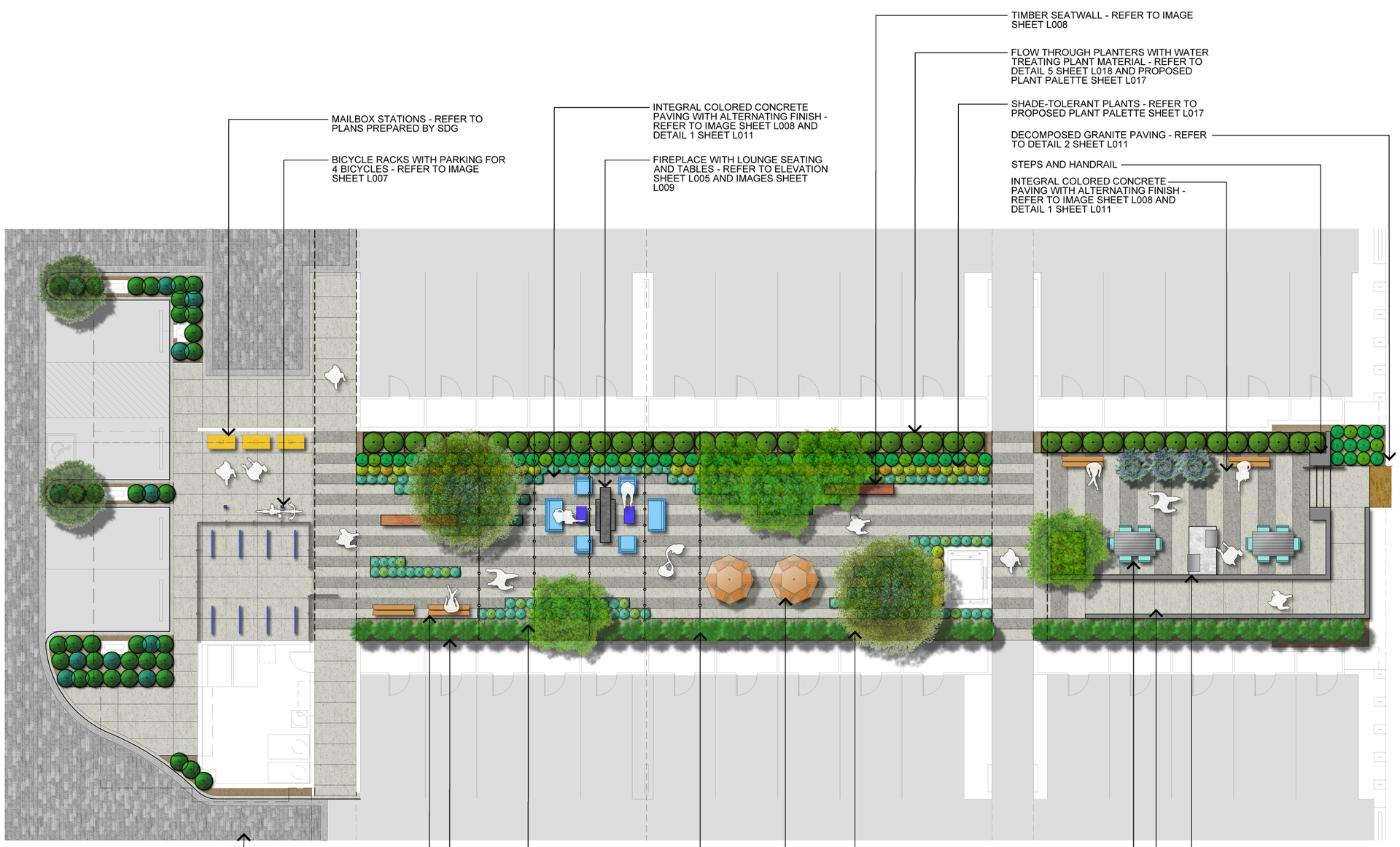
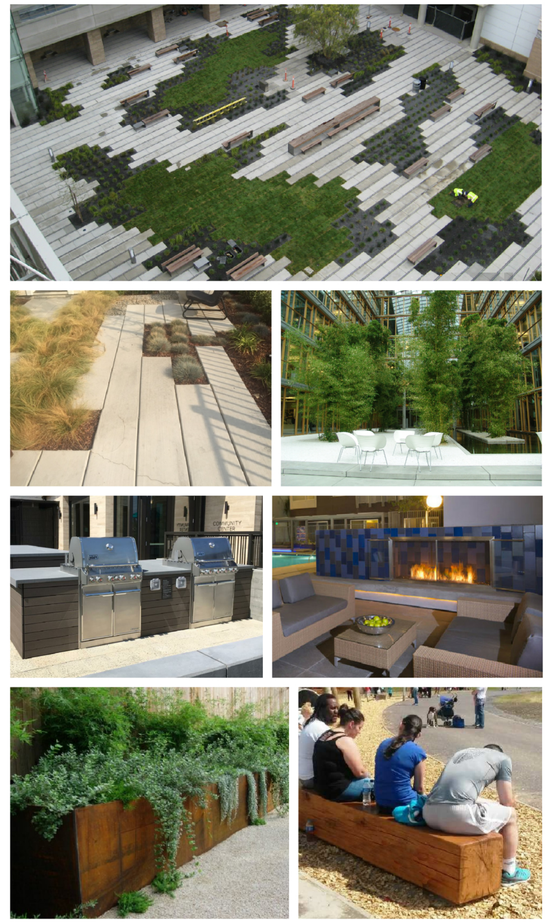
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com

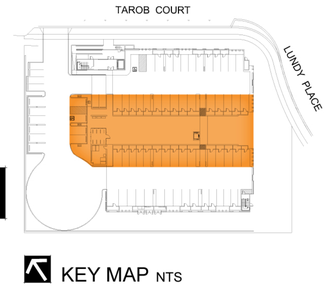




INSPIRATION

PLAN VIEW
Scale: 1/8"=1'-0"

0' 4' 8' 16'



KEY MAP NTS

2001 TAROB COURT
Milpitas, CA
May 8, 2019

Courtyard Enlargement
L002

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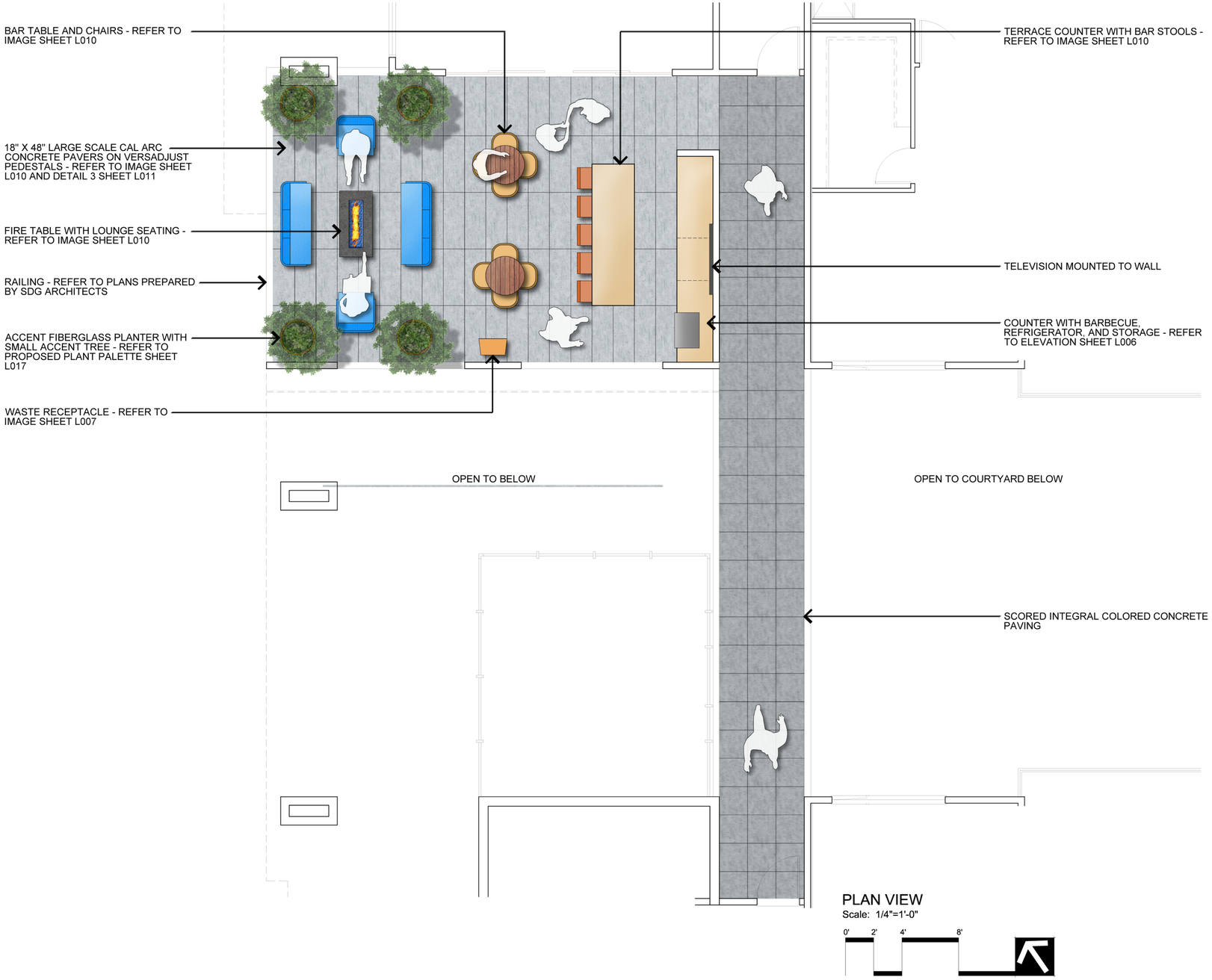
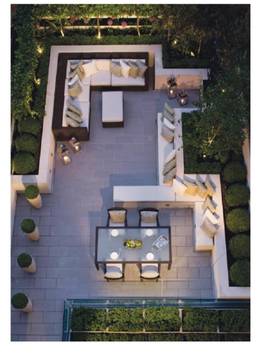


PLAN VIEW
Scale: 1/4"=1'-0"

0' 2' 4' 8'



INSPIRATION

SECOND LEVEL

KEY MAP NTS

2001 TAROB COURT
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May 8, 2019

Terrace Enlargement
L003

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SITE AMENITY LEGEND

GROUND LEVEL & COURTYARD

CONCRETE PAVING:

- COLOR: NATURAL GRAY
- FINISH: LIGHT BROOM FINISH

REFER TO DETAIL 1 SHEET L011

INTEGRAL COLORED CONCRETE PAVING WITH ALTERNATING FINISH:

- COLOR: INTEGRAL COLOR
- WIDTH: 18" AND 30"
- FINISH: ACID ETCHED FINISH & LIGHT SAND FINISH

REFER TO IMAGE SHEET L008

STAMPED ASPHALT:

- PATTERN: CAMBRIDGE SLATE WITH 12" WIDE COBBLE BORDER
- COLORS: SLATE, GRANITE, & PEWTER WITH NATURAL CEMENT FOR THE BORDER COLOR
- FROM: PATTER PAVING PRODUCTS (WWW.PATTERNPAVING.COM)

REFER TO IMAGE SHEET L008

DECOMPOSED GRANITE PAVING:

REFER TO DETAIL 2 SHEET L011

TIMBER WOOD STEPS WITH DECORATIVE PEBBLES:

TIMBER
- TYPE: WHITE OAK

DECORATIVE PEBBLES
- SIZE: 3/8"

REFER TO IMAGE SHEET L008

WELDED WIRE MESH FENCE OVER DECORATIVE BLOCK RETAINING WALL:

WELDED WIRE MESH FENCE
- TYPE: ELITE DOUBLE WIRE
- FROM: OMEGA FENCE SYSTEMS (WWW.OMEGAFENCE.COM)

RETAINING WALL
- TYPE:
- FROM: BASALITE (WWW.BASALITE.COM)
- FOR DETAIL REFER TO PLANS PREPARED BY WOOD RODGERS CIVIL ENGINERS

REFER TO IMAGE SHEET L008

TIMBER SEATWALL:

- TYPE: RECLAIMED EUCALYPTUS

REFER TO IMAGE SHEET L008

PERIMETER BENCH:

- TYPE: BEVEL BENCH
- FROM: FORMS + SURFACES (WWW.FORMS-SURFACES.COM) OR APPROVED EQUAL

REFER TO IMAGE SHEET L007

WASTE RECEPTACLE:

- TYPE: BEVEL LITTER RECEPTACLE
- FINISH: ALUMINUM TEXTURE
- FROM: FORMS + SURFACES (WWW.FORMS-SURFACES.COM) OR APPROVED EQUAL

REFER TO IMAGE SHEET L007

TABLE AND CHAIRS WITH UMBRELLA:

- TYPE: TANGENT TABLE ENSEMBLE (SURFACE MOUNT) WITH SOLARIS SUNSHADE
- FINISH: ALUMINUM TEXTURE WITH DARK GRAY METAL
- FROM: FORMS + SURFACES (WWW.FORMS-SURFACES.COM) OR APPROVED EQUAL

REFER TO IMAGE SHEET L008

BICYCLE RACK:

- TYPE: CAPITOL BIKE RACK
- FINISH: ALUMINUM TEXTURE
- FROM: FORMS + SURFACES (WWW.FORMS-SURFACES.COM) OR APPROVED EQUAL

REFER TO IMAGE SHEET L007

STREET LIGHT & ILLUMINATED BOLLARD:

- TYPE: TRIO BOLLARD & TRIO PEDESTRIAN LIGHTING
- FINISH: ALUMINUM TEXTURE
- FROM: FORMS + SURFACES (WWW.FORMS-SURFACES.COM) OR APPROVED EQUAL

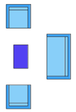
REFER TO IMAGE SHEET L007

FIREPLACE:

VENEER
- TYPE: PORCELAIN TILE
- PATTERN: RANDOM

HEARTH
- TYPE: CAST IN PLACE CONCRETE

REFER TO IMAGE SHEET L005



LOUNGE SEATING AND TABLE:

- TYPE: MARBELLA ALUMINUM COLLECTION 60" CLASSIC SOFA, CLASSIC LOUNGE CHAIR, SIDE TABLE
- FINISH: SLATE
- CUSHION COLOR: CARBON
- FROM: RESTORATION HARDWARE (WWW.RESTORATION HARDWARE.COM) OR APPROVED EQUAL

REFER TO IMAGE SHEET L009

DINING TABLE AND CHAIRS:

TABLE
- TYPE: MARBELLA ALUMINUM RECTANGULAR DINING TABLE
- SIZE: 72" TABLE
- COLOR: SLATE

CHAIRS
- TYPE: MARBELLA ALUMINUM SIDE CHAIR
- FINSH: SLATE
- CUSHION COLOR: CARBON

- ALL FROM: RESTORATION HARDWARE (WWW.RESTORATIONHARDWARE.COM) OR APPROVED EQUAL

REFER TO IMAGE SHEET L009

STRING LIGHTS:

REFER TO IMAGE SHEET L008

FLOW THROUGH PLANTERS:

- TYPE: WILSHIRE COLLECTION (FLOW THROUGH)
- SIZE: 3'-0" X 6'-0"
- COLOR: DARK GRAY
- FROM: TOURNESOL SITEWORKS (WWW.TOURNESOL.COM)

REFER TO DETAIL 5 SHEET L018

OUTDOOR KITCHEN:

VENEER
- TYPE: PORCELAIN TILE
- PATTERN: RANDOM

COUNTER-TOP
- FROM: CEASARSTONE (WWW.CEASARSTONEUS.COM) OR APPROVED EQUAL

REFER TO IMAGE SHEET L005

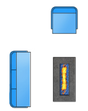
TERRACE

CONCRETE PAVERS ON VERSADJUST PEDESTALS:

PAVERS
- SIZE: 18"X48"
- COLOR: 1804 FRENCH GRAY
- FROM: STEPSTONE, INC. (WWW.STEPSTONEINC.COM) OR APPROVED EQUAL

PEDESTALS
- TYPE: VERSADJUST MODEL NO. V1
- FROM: BISON INNOVATIVE PRODUCTS (WWW.BISONIP.COM) OR APPROVED EQUAL

REFER TO IMAGE SHEET L010 AND DETAIL 3 SHEET L011



FIRE TABLE WITH LOUNGE SEATING:

FIRE TABLE
- TYPE: TOPANGA RECTANGULAR FIRE TABLE
- FINISH: WEATHERED SLATE

SEATING
- TYPE: HAVANA COLLECTION GARDEN BENCH, LOUNGE CHAIR
- FINISH: GRAPHITE
- CUSHION COLOR: DOVE

- ALL FROM: RESTORATION HARDWARE (WWW.RESTORATIONHARDWARE.COM) OR APPROVED EQUAL

REFER TO IMAGE SHEET L010

BAR TABLE AND CHAIRS:

TABLE
- TYPE: ANDERSON DESCANSO ROUND BAR TABLE
- SIZE: 35" ROUND TABLE
- FINISH: WEATHERED TEAK
- FROM: LUXE DECOR (WWW.LUXEDECOR.COM) OR APPROVED EQUAL

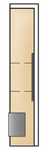
CHAIRS
- TYPE: HAVANA COLLECTION STOOL
- FINISH: GRAPHITE
- CUSHION COLOR: DOVE
- FROM: RESTORATION HARDWARE (WWW.RESTORATIONHARDWARE.COM) OR APPROVED EQUAL

REFER TO IMAGE SHEET L010

TERRACE COUNTER WITH BAR STOOLS:

STOOLS
- TYPE: MARBELLA TEAK ARMLESS STOOL
- FINISH: WEATHERED TEAK
- FROM: RESTORATION HARDWARE (WWW.RESTORATIONHARDWARE.COM) OR APPROVED EQUAL

REFER TO IMAGE SHEET L010



COUNTER WITH BARBECUE, FRIDGE, AND STORAGE:

VENEER
- TYPE: PORCELAIN TILE
- PATTERN: RANDOM

COUNTER-TOP
- FROM: CEASARSTONE (WWW.CEASARSTONEUS.COM) OR APPROVED EQUAL

REFER TO IMAGE SHEET L006

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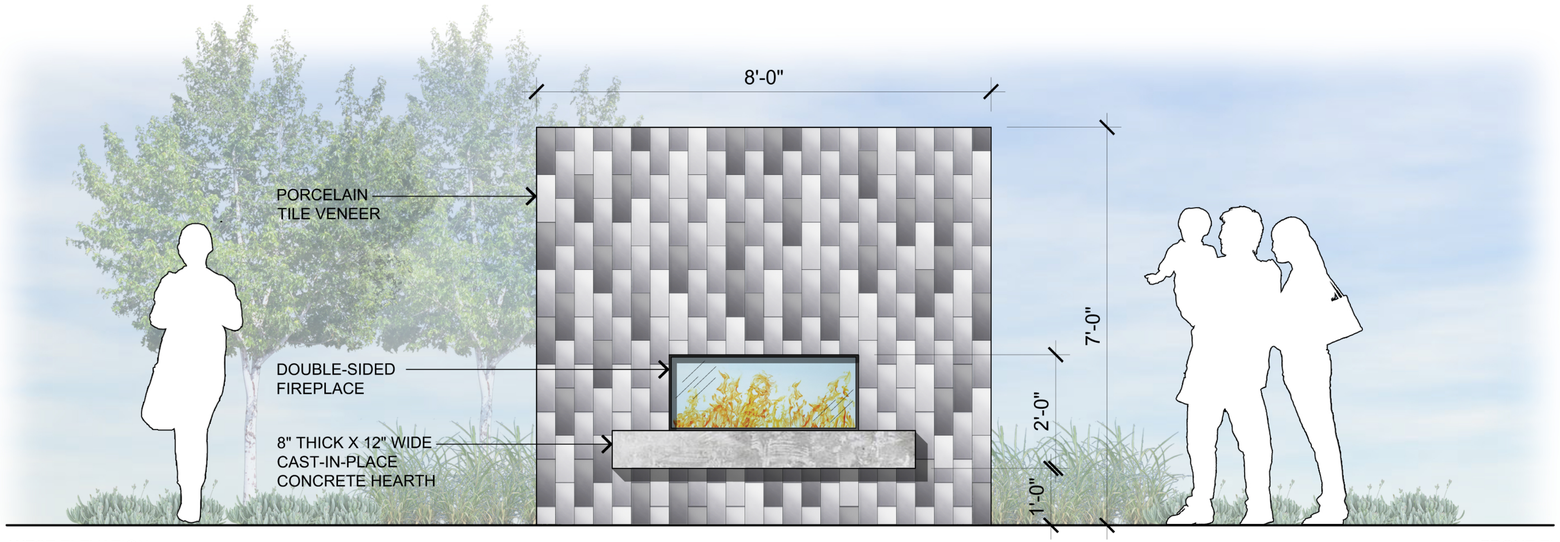
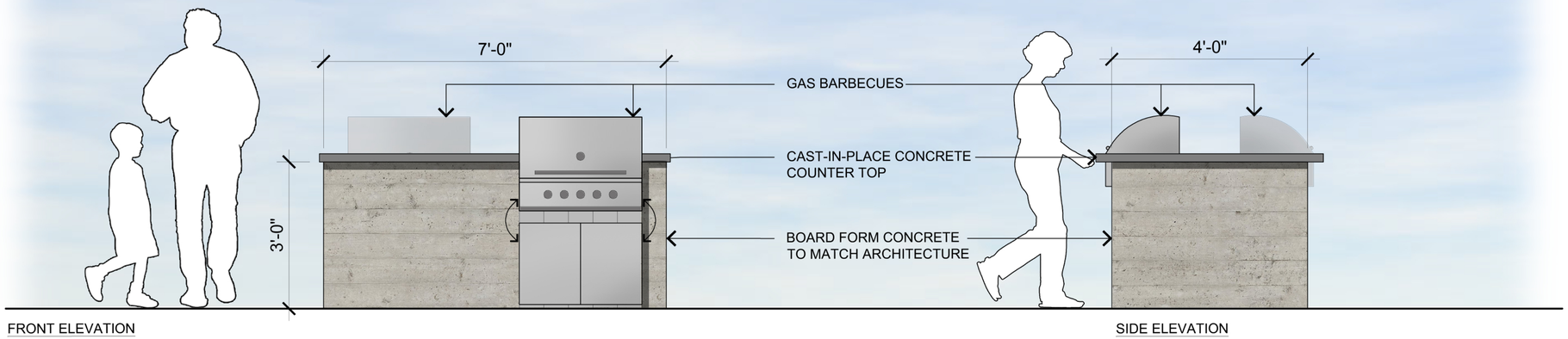


FIREPLACE (GROUND LEVEL COURTYARD)

SCALE 3/4"=1'-0"



OUTDOOR KITCHEN (GROUND LEVEL COURTYARD)

SCALE 3/4"=1'-0"

2001 TAROB COURT
Milpitas, CA
May 8, 2019

Site Amenities (Courtyard)
L005

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FRONT ELEVATION

TERRACE COUNTER WITH BARBECUE, REFRIGERATOR, AND STORAGE (TERRACE)

SCALE 3/4"=1'-0"

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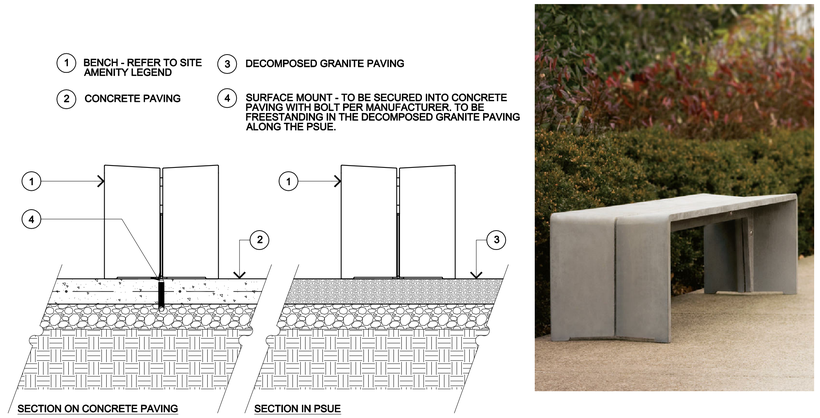
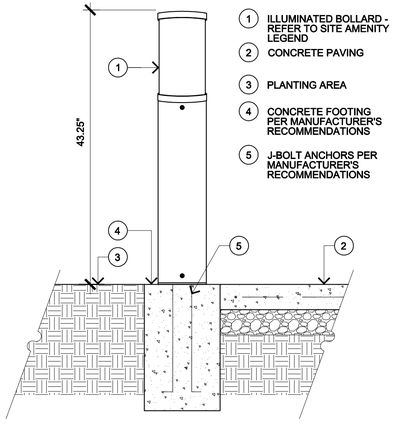


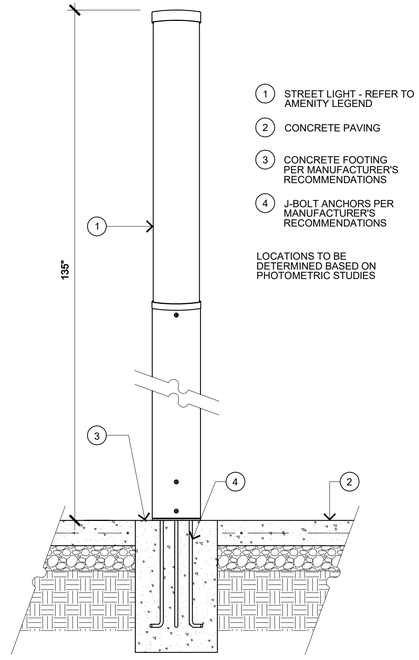
PERIMETER BENCH - REFER TO CONSTRUCTION LEGEND SHEET L004

SCALE: 1"= 1'-0"



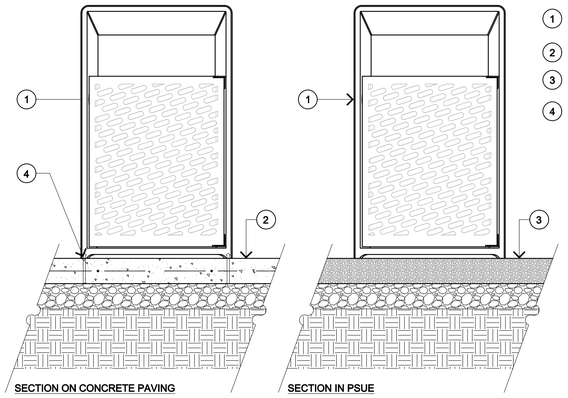
ILLUMINATED BOLLARD - REFER TO CONSTRUCTION LEGEND SHEET L004

SCALE: 1"= 1'-0"



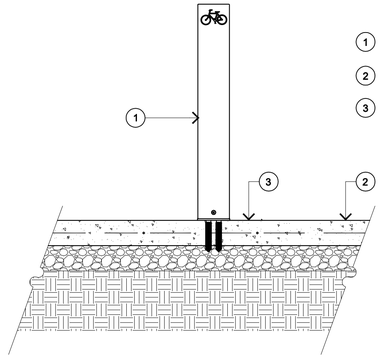
STREET LIGHT - REFER TO CONSTRUCTION LEGEND SHEET L004

SCALE: 1"= 1'-0"



WASTE RECEPTACLE - REFER TO CONSTRUCTION LEGEND SHEET L004

SCALE: 1"= 1'-0"



BICYCLE RACK - REFER TO CONSTRUCTION LEGEND SHEET L004

SCALE: 1"= 1'-0"

2001 TAROB COURT
Milpitas, CA
May 8, 2019

Site Furnishings (Ground Level & Courtyard)
L007

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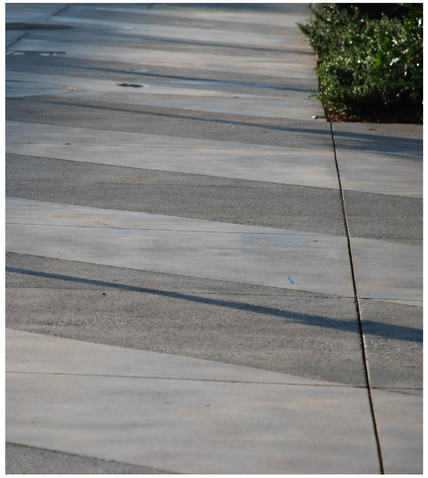
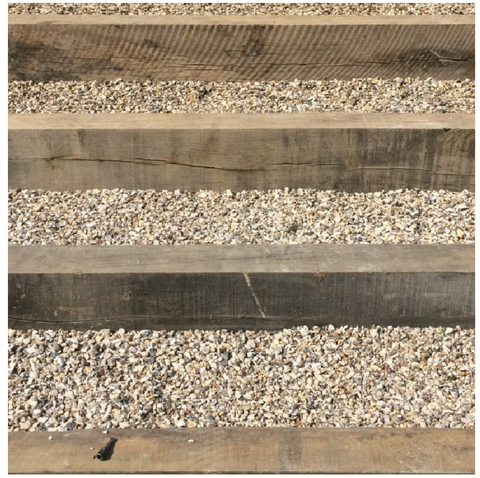


INTEGRAL COLORED
CONCRETE PAVING WITH
ALTERNATING FINISH
REFER TO CONSTRUCTION LEGEND
SHEET L004

STAMPED ASPHALT WITH BAND
REFER TO CONSTRUCTION LEGEND SHEET L004

CONCEPT

WELDED WIRE MESH FENCE OVER
DECORATIVE BLOCK RETAINING WALL
REFER TO CONSTRUCTION LEGEND SHEET L004



CONCEPT

TIMBER WOOD STEPS WITH
DECORATIVE PEBBLES

CONCEPT

TALL ACCENT PLANTERS

TABLES AND CHAIRS WITH UMBRELLA
REFER TO CONSTRUCTION LEGEND SHEET L004

CONCEPT

TIMBER SEATWALL

2001 TAROB COURT
Milpitas, CA
May 8, 2019

Site Furnishings (Ground Level & Courtyard)
L008

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LOUNGE SEATING AND TABLE

REFER TO CONSTRUCTION LEGEND SHEET L004

CONCEPT

STRING LIGHTS

DINING TABLE AND CHAIRS

REFER TO CONSTRUCTION LEGEND SHEET L004

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CONCRETE PAVERS ON VERSADJUST PEDESTALS

REFER TO CONSTRUCTION LEGEND SHEET L004

CONCEPT

TERRACE COUNTER AND BARSTOOLS

REFER TO CONSTRUCTION LEGEND SHEET L004

FIRE TABLE WITH LOUNGE SEATING

REFER TO CONSTRUCTION LEGEND SHEET L004

BAR TABLE AND CHAIRS

REFER TO CONSTRUCTION LEGEND SHEET L004

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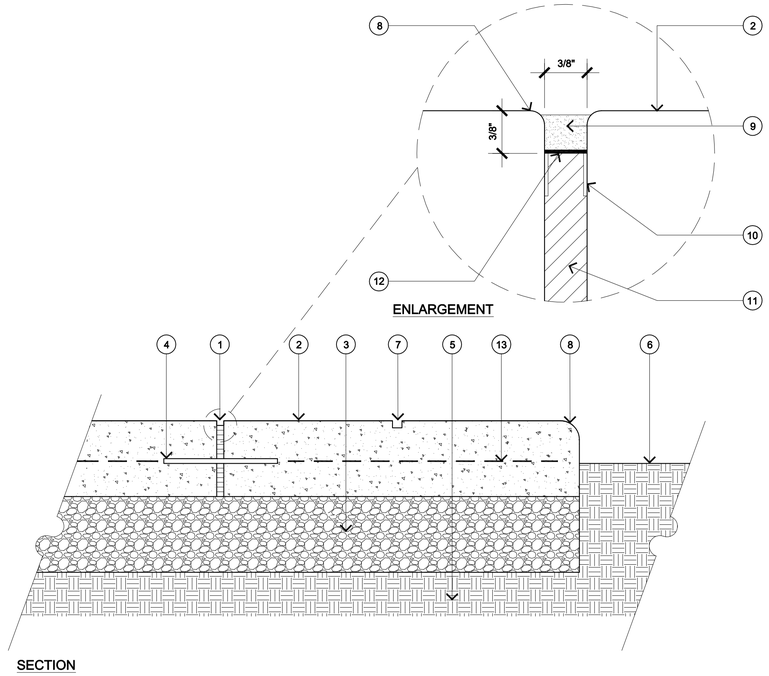
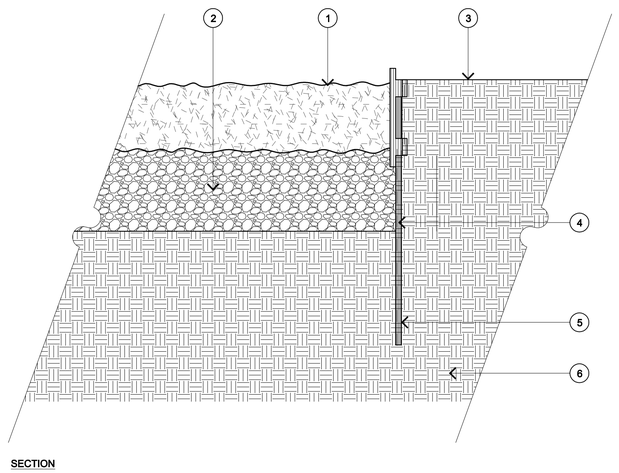


1. 3/8" EXPANSION JOINT WITH SEALANT & BACKER ROD. EXPANSION JOINTS SHALL OCCUR EVERY 25' C.C. EACH WAY- REFER TO PLAN FOR LOCATIONS.
2. 4" THICK CONCRETE PAVING - REFER TO CONSTRUCTION LEGEND FOR COLOR AND FINISH
3. 4" THICK CLASS II AGGREGATE SUB BASE
4. #4 X 24" LONG DOWELS @ 24" O.C.
5. 90% COMPACTED SUB GRADE
6. FINISH GRADE AT PLANTING AREA 1" BELOW AT TURF AREAS, 2" AT SHRUB AND GROUNDCOVER AREAS
7. SAWCUT JOINT- 1" DEEP X 1/4" WIDE SAWCUT @ 12"C.C. EACH WAY, REFER TO PLANS FOR LOCATIONS (TYP.)
8. RADIUSED EDGE
9. SEALANT - ALSO INSTALL WHERE PAVING ABUTS TO BUILDING FOUNDATIONS.
10. PVC CAP
11. EXPANSION MATERIAL
12. BOND BREAKER TAPE
13. #3 REBAR @ 18" O.C. BOTH WAYS

NOTE:
CONCRETE MIX SHALL BE LOW SHRINK.

1 CONCRETE PAVING

SCALE : 3"=1'-0"

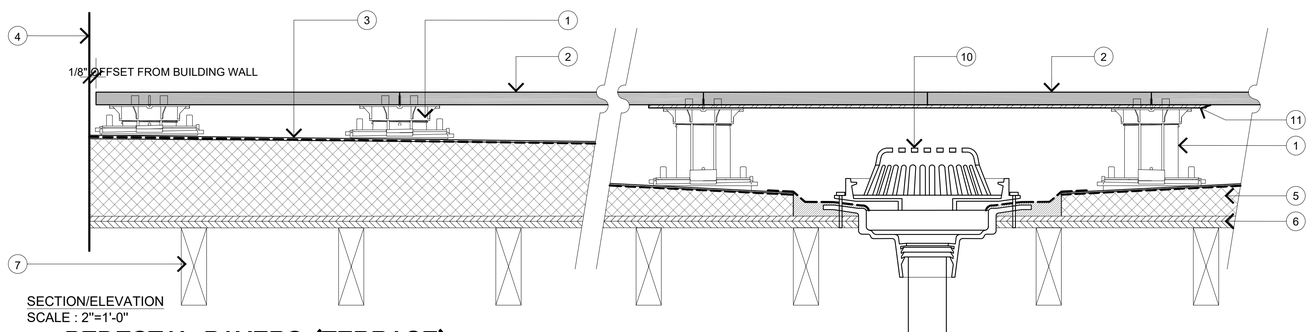


1. 3" LAYER COMPACTED DECOMPOSED GRANITE WITH STABILIZER. SET FLUSH WITH TOP OF ADJACENT PAVING - SEE CONSTRUCTION LEGEND
2. 4" THICK LAYER OF CALTRANS CLASS II AB AT 95% RELATIVE COMPACTION TO BE MOISTURE CONDITIONED TO NEAR OPTIMUM MOISTURE CONTENT AND RE-COMPACTED TO 90% RELATIVE COMPACTION PER SOILS REPORT
3. FINISH GRADE (PLANTING AREA)
4. STEEL EDGING - SEE CONSTRUCTION LEGEND
5. 15" STEEL STAKE
6. COMPACTED SUBGRADE OR ENGINEERED FILL PER SOILS REPORT

2 DECOMPOSED GRANITE PAVING

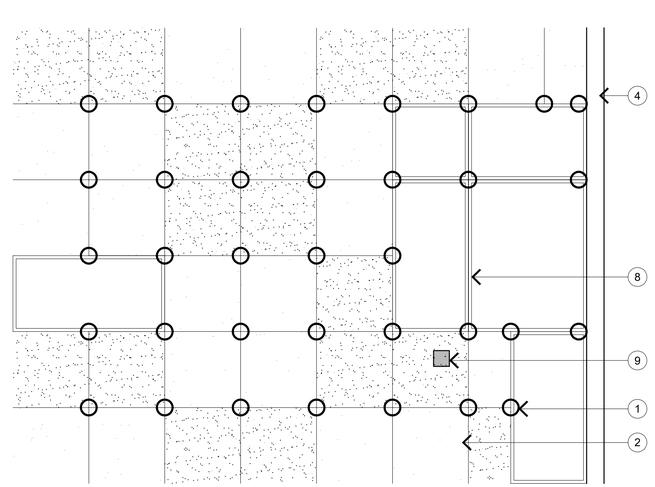
SCALE : 3"=1'-0"

1. BISON ADJUSTABLE PEDESTAL DECK SUPPORTS - REFER TO CONSTRUCTION LEGEND
2. CONCRETE PAVERS - REFER TO CONSTRUCTION LEGEND
3. TPO ROOFING MEMBRANE - REFER TO PLANS PREPARED BY KTGY
4. BUILDING EDGE
5. TAPERED RIGID INSULATION - REFER TO PLANS PREPARED BY KTGY
6. DECK SHEATHING - REFER TO PLANS PREPARED BY KTGY
7. BEAMS PER STRUCTURAL PLANS
8. PLANTER - REFER TO CONSTRUCTION LEGEND
9. PERGOLA POST
10. ROOF DRAIN - REFER TO PLANS PREPARED BY ARCHITECT
11. 1/4" STEEL PLACE PER BISON SPECIFICATIONS

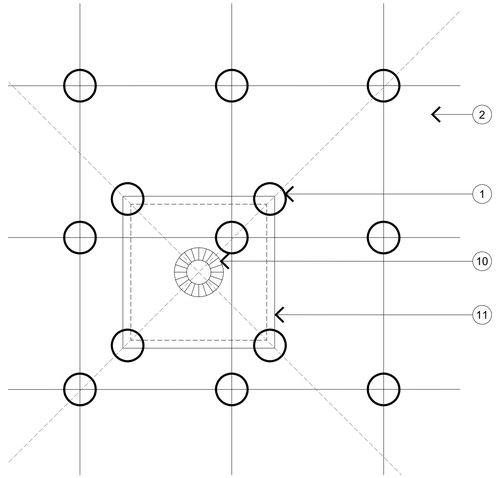


SECTION/ELEVATION
SCALE : 2"=1'-0"

3 PEDESTAL PAVERS (TERRACE)



TYPICAL PEDESTAL LOCATION PLAN
SCALE : 1/2"=1'-0"



TYPICAL PEDESTAL LOCATION PLAN AT DRAIN
SCALE : 1"=1'-0"

2001 TAROB COURT
Milpitas, CA
May 8, 2019

Construction Details (Ground Level, Courtyard, & Terrace)
L011

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IRRIGATION NOTES

1. THESE IRRIGATION DRAWINGS ARE DIAGRAMMATIC AND INDICATIVE OF THE WORK TO BE INSTALLED. ALL PIPING, VALVES, AND OTHER IRRIGATION COMPONENTS MAY BE SHOWN WITHIN PAVED AREAS FOR GRAPHIC CLARITY ONLY AND ARE TO BE INSTALLED WITHIN PLANTING AREAS. DUE TO THE SCALE OF THE DRAWINGS, IT IS NOT POSSIBLE TO INDICATE ALL OFFSETS, FITTINGS, SLEEVES, CONDUIT, AND OTHER ITEMS WHICH MAY BE REQUIRED. IN THE EVENT OF FIELD DISCREPANCY WITH CONTRACT DOCUMENTS, PLAN THE INSTALLATION WORK ACCORDINGLY BY NOTIFICATION AND APPROVAL OF THE OWNER'S AUTHORIZED REPRESENTATIVE AND ACCORDING TO THE CONTRACT SPECIFICATIONS. NOTIFY AND COORDINATE IRRIGATION CONTRACT WORK WITH APPLICABLE CONTRACTORS FOR THE LOCATION AND INSTALLATION OF PIPE, CONDUIT OR SLEEVES THROUGH OR UNDER WALL, ROADWAYS, PAVING AND STRUCTURES BEFORE CONSTRUCTION. IN THE EVENT THESE NOTIFICATIONS ARE NOT PERFORMED, THE CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR REQUIRED REVISIONS.

2. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE CODES, STANDARDS, AND REGULATIONS. ALL WORK AND MATERIALS SHALL BE IN FULL ACCORDANCE WITH THE LATEST RULES AND REGULATIONS OF THE NATIONAL ELECTRIC CODE; THE UNIFORM PLUMBING CODE, PUBLISHED BY THE WESTERN PLUMBING OFFICIALS ASSOCIATION; AND OTHER STATE OR LOCAL LAWS OR REGULATIONS. NOTHING IN THESE DRAWINGS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES OR REGULATIONS. THE CONTRACTOR SHALL FURNISH WITHOUT ANY EXTRA CHARGE, ANY ADDITIONAL MATERIAL AND LABOR WHEN REQUIRED BY THE COMPLIANCE WITH THESE CODES AND REGULATIONS.

3. THE CONTRACTOR SHALL COORDINATE INSTALLATION OF IRRIGATION SYSTEM WITH LAYOUT AND INSTALLATION OF THE PLANT MATERIALS TO INSURE THAT THERE WILL BE COMPLETE AND UNIFORM IRRIGATION COVERAGE OF PLANTING IN ACCORDANCE WITH THESE DRAWINGS, AND CONTRACT DOCUMENTS. THE IRRIGATION LAYOUT SHALL BE CHECKED BY THE CONTRACTOR AND OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO CONSTRUCTION TO DETERMINE IF ANY CHANGES, DELETIONS, OR ADDITIONS ARE REQUIRED. IRRIGATION SYSTEM SHALL BE INSTALLED AND TESTED PRIOR TO INSTALLATION OF PLANT MATERIAL.

4. THE INTENT OF THIS IRRIGATION SYSTEM IS TO PROVIDE THE MINIMUM AMOUNT OF WATER REQUIRED TO SUSTAIN GOOD PLANT HEALTH.

5. IT IS THE RESPONSIBILITY OF THE MAINTENANCE CONTRACTOR AND/OR OWNER TO PROGRAM THE IRRIGATION CONTROLLER(S) TO PROVIDE THE MINIMUM AMOUNT OF WATER NEEDED TO SUSTAIN GOOD PLANT HEALTH. THIS INCLUDES MAKING ADJUSTMENTS TO THE PROGRAM FOR SEASONAL WEATHER CHANGES, PLANT MATERIAL, WATER REQUIREMENTS, MOUNDS, SLOPES, SUN, SHADE AND WIND EXPOSURE.

6. IT IS THE RESPONSIBILITY OF A LICENSED ELECTRICAL CONTRACTOR TO PROVIDE 120 VOLT A.C. (2.5 AMP DEMAND PER CONTROLLER) ELECTRICAL SERVICE TO THE CONTROLLER LOCATION(S). IT IS THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO COORDINATE THE ELECTRICAL SERVICE STUB-OUT TO THE CONTROLLER(S). PROVIDE PROPER GROUNDING PER CONTROLLER MANUFACTURER'S INSTRUCTIONS AND IN ACCORDANCE WITH LOCAL CODES.

7. PROVIDE EACH IRRIGATION CONTROLLER WITH ITS OWN INDEPENDENT LOW VOLTAGE COMMON GROUND WIRE.

8. INSTALL NEW BATTERIES IN THE IRRIGATION CONTROLLER(S) TO RETAIN PROGRAM IN MEMORY DURING TEMPORARY POWER FAILURES. USE QUANTITY, TYPE AND SIZE REQUIRED AS PER CONTROLLER MANUFACTURER'S INSTRUCTIONS.

9. IRRIGATION CONTROL WIRES: SOLID COPPER WITH U.L. APPROVAL FOR DIRECT BURIAL IN GROUND. COMMON GROUND WIRE: SIZE #12-1 WIRE WITH A WHITE INSULATING JACKET. CONTROL WIRE SERVICING REMOTE CONTROL VALVES: SIZE #14-1 WIRE WITH INSULATING JACKET OF COLOR OTHER THAN WHITE. SPLICES SHALL BE MADE WITH 3M-DBY SEAL PACKS OR APPROVED EQUAL.

10. INSTALL TWO SPARE CONTROL WIRES OF A DIFFERENT COLOR ALONG THE ENTIRE MAIN

11. SPLICING OF LOW VOLTAGE WIRES IS PERMITTED IN VALVE BOXES ONLY. LEAVE A 36" LONG, 1" DIAMETER COIL OF EXCESS WIRE AT EACH SPLICE AND A 36" LONG EXPANSION LOOP EVERY 100 FEET ALONG WIRE RUN. TAPE WIRES TOGETHER EVERY TEN FEET. DO NOT TAPE WIRES TOGETHER WHERE CONTAINED WITHIN SLEEVING OR CONDUIT.

12. INSTALL BLACK PLASTIC VALVE BOXES WITH BOLT DOWN, NON HINGED COVER MARKED "IRRIGATION". BOX BODY SHALL HAVE KNOCK OUTS. ACCEPTABLE VALVE BOX MANUFACTURER'S INCLUDE NDS, CARSON OR APPROVED EQUAL.

13. INSTALL REMOTE CONTROL VALVE BOXES 12" FROM WALK, CURB, BUILDING OR LANDSCAPE FEATURE. AT MULTIPLE VALVE BOX GROUPS, INSTALL EACH BOX AN EQUAL DISTANCE FROM THE WALK, CURB, BUILDING OR LANDSCAPE FEATURE AND PROVIDE 12" BETWEEN BOX TOPS. ALIGN THE SHORT SIDE OF RECTANGULAR VALVE BOXES PARALLEL TO WALK, CURB, BUILDING OR LANDSCAPE FEATURE.

14. VALVE LOCATIONS SHOWN ARE DIAGRAMMATIC. INSTALL IN GROUND COVER/SHRUB AREAS (AVOID LAWN AREAS WHERE POSSIBLE).

15. THE CONTRACTOR SHALL LABEL CONTROL LINE WIRE AT EACH REMOTE CONTROL VALVE WITH A 2 1/4" X 2 3/4" POLYURETHANE I.D. TAG, INDICATING IDENTIFICATION NUMBER OF VALVE (CONTROLLER AND STATION NUMBER). ATTACH LABEL TO CONTROL WIRE. THE CONTRACTOR SHALL PERMANENTLY STAMP ALL VALVE BOX LIDS WITH APPROPRIATE IDENTIFICATION AS NOTED IN CONSTRUCTION DETAILS.

16. INSTALL A GATE VALVE TO ISOLATE EACH REMOTE CONTROL VALVE OR GROUP OF RCV'S LOCATED TOGETHER. GATE VALVE SIZE SHALL BE SAME AS THE LARGEST REMOTE CONTROL VALVE IN MANIFOLD.

17. FLUSH AND ADJUST IRRIGATION OUTLETS AND NOZZLES FOR OPTIMUM PERFORMANCE AND TO PREVENT OVER SPRAY ONTO WALKS, ROADWAYS, AND/OR BUILDINGS. SELECT THE BEST DEGREE OF THE ARC AND RADIUS TO FIT THE EXISTING SITE CONDITIONS AND THROTTLE THE FLOW CONTROL AT EACH VALVE TO OBTAIN THE OPTIMUM OPERATING PRESSURE FOR EACH CONTROL ZONE.

18. SET SPRINKLER HEADS PERPENDICULAR TO FINISH GRADE.

19. INSTALL NON POP-UP ROTARY SPRINKLERS 24" FROM WALKS AND CURBS.

20. LOCATE EMITTER OUTLETS ON UPHILL SIDE OF PLANT OR TREE.

21. LOCATE BUBBLERS ON UPHILL SIDE OF PLANT OR TREE.

22. INSTALL A HUNTER HCV SERIES, KBI CV SERIES, OR APPROVED EQUAL SPRING LOADED CHECK VALVE IN SPRINKLER RISER ASSEMBLIES WHERE LOW OUTLET DRAINAGE WILL CAUSE EROSION AND/OR EXCESS WATER.

23. WHERE IT IS NECESSARY TO EXCAVATE ADJACENT TO EXISTING TREES, USE CAUTION TO AVOID INJURY TO TREES AND TREE ROOTS. EXCAVATE BY HAND IN AREAS WHERE TWO (2) INCH AND LARGER ROOTS OCCUR. BACK FILL TRENCHES ADJACENT TO TREE WITHIN TWENTY-FOUR (24) HOURS. WHERE THIS IS NOT POSSIBLE, SHADE THE SIDE OF THE TRENCH ADJACENT TO THE TREE WITH WET BURLAP OR CANVAS.

24. NOTIFY LOCAL JURISDICTIONS FOR INSPECTION AND TESTING OF INSTALLED BACKFLOW PREVENTION DEVICE.

25. THE SPRINKLER SYSTEM DESIGN IS BASED ON THE MINIMUM OPERATING PRESSURE SHOWN ON THE IRRIGATION DRAWINGS. VERIFY WATER PRESSURE PRIOR TO CONSTRUCTION. REPORT ANY DIFFERENCE BETWEEN THE WATER PRESSURE INDICATED ON THE DRAWINGS AND THE ACTUAL PRESSURE READING AT THE IRRIGATION POINT OF CONNECTION TO THE OWNER'S AUTHORIZED REPRESENTATIVE.

26. IRRIGATION DEMAND: REFER TO PLANS.

27. PIPE SIZING SHOWN ON THE DRAWINGS IS TYPICAL. AS CHANGES IN LAYOUT OCCUR DURING STAKING AND CONSTRUCTION THE SIZE MAY NEED TO BE ADJUSTED ACCORDINGLY.

28. PIPE THREAD SEALANT COMPOUND SHALL BE RECTOR SEAL #5.

29. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR MINOR CHANGES IN THE IRRIGATION LAYOUT DUE TO OBSTRUCTIONS NOT SHOWN ON THE IRRIGATION DRAWINGS SUCH AS LIGHTS, FIRE HYDRANTS, SIGNS, ELECTRICAL ENCLOSURES, ETC.

30. WHEN WORK OF THIS SECTION HAS BEEN COMPLETED AND SUCH OTHER TIMES AS MAY BE DIRECTED, REMOVE ALL TRASH, DEBRIS, SURPLUS MATERIALS AND EQUIPMENT FROM SITE.

IRRIGATION LEGEND

SYMBOL	MODEL NUMBER	DESCRIPTION	NOZZLE GPM	OPERATING PSI	OPERATING RADIUS (FEET)
	570Z-6P-PRX-COM/ O-T-15-F,H,Q	TORO POP-UP SPRAY SPRINKLER (TURF)	2.3,1.16, 0.58	30	12–15
	570Z-6P-PRX-COM/ O-T-12-F,H,Q	TORO POP-UP SPRAY SPRINKLER (TURF)	1.5,0.75,.37	30	10–12
	570Z-6P-PRX-COM/ O-T-10-F,H,Q	TORO POP-UP SPRAY SPRINKLER (TURF)	1.03,0.51, 0.23	30	8–10
	570Z-12P-PRX-COM/ O-T-15-F,H,Q	TORO POP-UP SPRAY SPRINKLER (SHRUB)	2.3,1.16, 0.58	30	12–15
	570Z-12P-PRX-COM/ O-T-12-F,H,Q	TORO POP-UP SPRAY SPRINKLER (SHRUB)	1.5,0.75,.37	30	10–12
	570Z-12P-PRX-COM/ O-T-10-F,H,Q	TORO POP-UP SPRAY SPRINKLER (SHRUB)	1.03,0.51, 0.23	30	8–10
	570S/FB-25-PC	TORO BUBBLER, 1 PER SHRUB	0.25	30	TRICKLE
	570S/FB-50-PC	TORO BUBBLER, 2 PER TREE	0.5	30	TRICKLE
	T-YD-500-34	TORO AIR RELIEF VALVE			
	FCH-H-FIPT	TORO FLUSH VALVE			
	T-DL-MP9	TORO DRIP ZONE INDICATOR			
	P-220-26-6	TORO MASTER VALVE (NORMALLY CLOSED)			
	TFS-150	TORO FLOW SENSOR			
	P-220-26 SERIES	TORO REMOTE CONTROL VALVE			
	P220-27-04/ T-ALFD10150-L	TORO REMOTE CONTROL VALVE WITH A PRESSURE REGULATOR (SET TO 45 PSI) AND A 1" DISC FILTER			
	33 DNP	RAIN BIRD QUICK COUPLING VALVE			
	T113-K	NIBCO GATE VALVE (LINE SIZE)-2.5" AND SMALLER.			
	975XLSEU-2"	WILKINS REDUCED PRESSURE BACKFLOW ASSEMBLY			
	MC-30E/CL-R1	IRRITROL MC-E CONTROLLER IN A PEDESTAL ENCLOSURE WITH MAINTENANCE REMOTE. USE IN CONJUNCTION WITH CLIMATE LOGIC WEATHER SENSING SYSTEM.			
	CL-100-WIRELESS	IRRITROL CLIMATE LOGIC WEATHER SENSING SYSTEM. AUTOMATICALLY GATHERS ON-SITE WEATHER INFORMATION AND CALCULATES WATER REQUIREMENTS AND WATERING SCHEDULES.			
		CONTROLLER AND STATION NUMBER FLOW (GPM) REMOTE CONTROL VALVE SIZE (IN INCHES) ASSOCIATED REMOTE CONTROL VALVE			
		CONTROLLER AND STATION NUMBER AREA (SQ. FT.) FLOW (GPM) REMOTE CONTROL VALVE SIZE (IN INCHES) ASSOCIATED REMOTE CONTROL VALVE			
	MAIN LINE:	2 1/2" AND SMALLER: 1120-SCHEDULE 40 PVC PLASTIC PIPE WITH SCHEDULE 40 PVC SOLVENT WELD FITTINGS. 18" COVER.			
	LATERAL LINE:	3/4" AND LARGER: 1120-SCHEDULE 40 PVC PLASTIC PIPE WITH SCHEDULE 40 PVC SOLVENT WELD FITTINGS. 12" COVER.			
	SLEEVING:	SCHEDULE 40 PVC PLASTIC PIPE. COVER TO BE AS INDICATED IN SPECIFICATIONS OR AS INDICATED ABOVE FOR PIPE DEPTH OF COVER.			
	DRIP ZONE:	TORO DL2000 SERIES DRIPLINE WITH LOC-EZE FITTINGS, PART #RGP-212. TUBING TO BE INSTALLED 4" BELOW GRADE IN A 12" O.C. GRID ACCORDING TO DETAILS. MINIMUM PIPE SIZE OF PVC LATERAL LINE WITHIN DRIP AREAS TO BE 1". EXTEND PVC HEADERS TO THE ENDS OF ALL DRIP ZONES TO BALANCE FLOW. SEE DETAILS FOR FURTHER INFORMATION.			
	DRIP ZONE:	TORO BLUE STRIPE POLYETHYLENE HOSE. INSTALL ON-GRADE AS DETAILED. SEE DETAILS FOR INSTALLATION AND PART NUMBERS. INSTALL A END CLAMP AT THE END OF EACH DRIP ZONE REGION.			
FS FS FS FS FS	FLOW SENSOR/ MASTER CABLE:	APPROXIMATE ROUTING OF FLOW SENSOR AND MASTER VALVE WIRES IN SEPARATE 1" CONDUITS. REFER TO DETAILS FOR MORE INFORMATION.			

2001 TAROB COURT
Milpitas, CA
May 8, 2019

Irrigation Notes & Legend (Privately Maintained Landscape Areas)
L012

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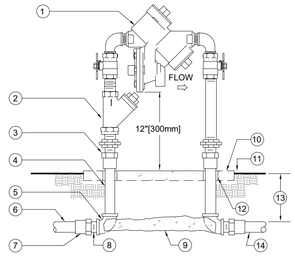


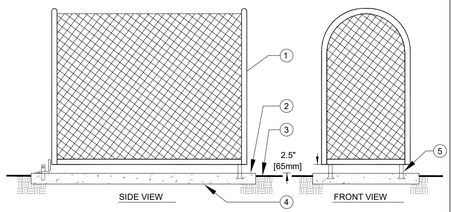
1. REDUCED PRESSURE BACKFLOW ASSEMBLY.
2. YB "Y" STRAINER SYSTEM (AS REQUIRED).
3. WROUGHT COPPER MALE ADAPTER-2 TOTAL (SOLDER x THREAD CONNECTION).
4. COPPER TYPE "K" PIPE (LENGTH AS REQUIRED).
5. WROUGHT COPPER 90° ELBOW-2 TOTAL (SOLDER x THREAD CONNECTION).
6. PVC MAIN LINE TO POINT OF CONNECTION.
7. BUSH AS NECESSARY FOR SIZE TRANSITION.
8. SCHEDULE 40 PVC MALE ADAPTER-2 TOTAL.
9. **CONCRETE SUPPORT BLOCK.**
10. CONCRETE PAD-SEE ENCLOSURE DETAIL.
11. FINISH GRADE.
12. PVC SLEEVE BOTH SIDES.
13. REFER TO IRRIGATION LEGEND
14. PVC MAIN LINE TO IRRIGATION SYSTEM.

NOTES:

1. **INSTALL A FREEZE PREVENTATIVE BLANKET AROUND BACKFLOW ASSEMBLY. BLANKET SHALL BE GREEN.**
2. DO NOT SOLDER CONNECT FITTINGS WHILE THREADED INTO BACKFLOW ASSEMBLY. THIS MAY CAUSE DAMAGE TO DEVICE.
3. NIPPLES AND FITTINGS TO BE SAME IPT SIZE AS BACKFLOW ASSEMBLY.
4. PROVIDE A STAINLESS STEEL ENCLOSURE TO COMPLETELY ENCLOSE DEVICE. INSTALL ENCLOSURE TO CONCRETE BASE AS DIRECTED BY MANUFACTURER.

1 REDUCED PRESSURE BACKFLOW ASSEMBLY

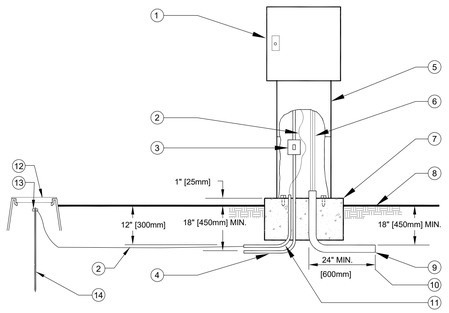
SCALE: NONE
DET: RPB-1



1. STAINLESS STEEL ENCLOSURE TO COMPLETELY ENCLOSE DEVICE
2. SET PAD 1/2" [13MM] ABOVE FINISH GRADE
3. FINISH GRADE
4. 6" [150mm] THICK CONCRETE PAD FOR ENCLOSURE SUPPORT TO EXTEND 6" [150mm] BEYOND ENCLOSURE ON ALL SIDES. CONCRETE TO HAVE MEDIUM BROOM FINISH.
5. MOUNTING BRACKETS (STANDARD WITH ENCLOSURE) TO BE SET INTO CONCRETE PAD. PROVIDE LOCKING TAB TO ACCEPT PADLOCK PER MANUFACTURER'S INSTRUCTION.

2 BACKFLOW ASSEMBLY ENCLOSURE

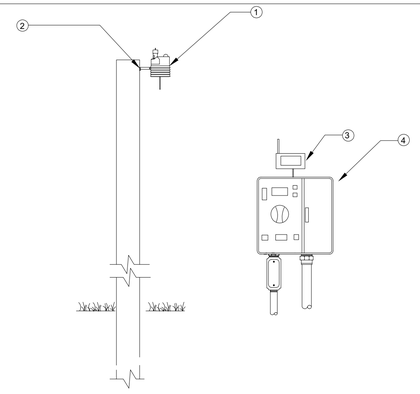
SCALE: NONE
DET: ENC-SMOOTH



1. IRRIGATION CONTROLLER.
2. #6 BARE COPPER GROUND WIRE.
3. 120 VOLT LOCKABLE WEATHERPROOF ON/OFF SWITCH PROVIDED UNDER IRRIGATION CONTRACT.
4. 120 VOLT A.C. ELECTRICAL SERVICE FROM SOURCE TO CONTROLLER LOCATION PROVIDED BY CONTRACTOR. IRRIGATION CONTRACTOR TO PROVIDE RIGID STEEL CONDUIT FROM SERVICE STUB-OUT TO CONTROLLER GCFI SWITCH AND COMPLETE ELECTRICAL SERVICE TO CONTROLLER.
5. PEDESTAL ENCLOSURE.
6. LOW VOLTAGE CONTROL WIRING.
7. **CONCRETE PAD-6" [150mm] THICK (MIN.) EXTEND 6" [150mm] BEYOND EACH SIDE AND BACK, 24" [600mm] IN FRONT AND 1" [25mm] ABOVE FINISH GRADE.**
8. FINISH GRADE.
9. **SCHEDULE 40 GREY PVC ELECTRICAL CONDUIT WITH SWEEP ELL FOR LOW VOLTAGE WIRE.**
10. 24" MIN. [600mm] AND OR 12" [300mm] BEYOND HARDSCAPE.
11. 1 1/2" [40mm] PVC SWEEP ELL FOR GROUND WIRE.
12. 6" ROUND BLACK PLASTIC BOX WITH T-LID FOR GROUND ROD.
13. CADWELD CONNECTIONS
14. 8' LONG COPPER GROUND ROD. LOCATE A MINIMUM OF 10' AWAY FROM CONTROLLER.

3 CONTROLLER - PEDESTAL MOUNT

SCALE: NONE
DET: PED-CONT

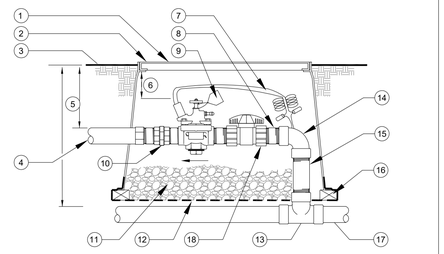


NOTE: MAXIMUM LINE OF SIGHT FROM SENSOR TO RECEIVER IS 1000 FT. DISTANCE IS LESS IF OBSTRUCTIONS EXIST. SENSOR MUST BE INSTALLED IN "CLEAR SPACE" WHERE IT IS EXPOSED TO UNOBSTRUCTED RAINFALL AND IS CLEAR OF IRRIGATION SPRAY..

1. WIRELESS CLIMATE SENSOR TRANSMITTER
2. SUITABLE POST, POLE, OR GUTTER MOUNT. MOUNT IN LOCATION WHERE SENSOR CAN RECEIVE FULL SUN, IS OPEN TO RAINFALL AND OUT OF SPRINKLER SPRAY PATTERN
3. SENSOR RECEIVER
4. CONTROLLER

4 WIRELESS WEATHER SENSOR

SCALE: NONE
DET: CL-W



1. REMOTE CONTROL VALVE WITH FLOW CONTROL AND MANUAL BLEED (PRESSURE REGULATOR WHERE SHOWN ON PLANS).
2. USE A 14" X 19" RECTANGULAR PLASTIC VALVE BOX WITH BOLT DOWN LID FOR 1" VALVES. FOR 1.5" AND LARGER VALVES INSTALL BALL VALVE WITHIN A SEPARATE 10" ROUND BOX OR ONE BALL VALVE PER MANIFOLD OF VALVES. GATE VALVE SIZE SHALL BE SAME AS LARGEST VALVE WITHIN MANIFOLD. ONE VALVE PER BOX- NO EXCEPTIONS. INSTALL BOX AS SHOWN IN BOX INSTALLATION DETAIL.
3. FINISH GRADE.
4. PVC LATERAL LINE.
5. REFER TO IRRIGATION SPECS.
6. 3" [75mm] MIN, 6" [150mm] MAX.
7. VALVE CONTROL WIRE- PROVIDE SEAL PACKS AT ALL SPLICES AND 3' [1m] OF EXCESS UF WIRE IN A 1" [25mm] DIAMETER COIL.
8. SCHEDULE 80 PVC NIPPLE (4 TOTAL).
9. VALVE I.D. TAG (CONTROLLER AND STATION NUMBER).
10. SCHEDULE 80 PVC THREADED UNION.
11. **PEA GRAVEL OR 3/4" DRAIN ROCK- 4" [100mm] DEEP BELOW VALVE (NO SOIL IN VALVE BOX).**
12. 19 GAUGE 1/2" [12mm] SQUARE WIRE MESH.
13. UPC APPROVED SCHEDULE 40 PVC TEE.
14. SCHEDULE 80 PVC 90° ELBOW (TxT).
15. SCHEDULE 80 PVC NIPPLE- LENGTH AS REQUIRED.
16. BRICK-1 EACH CORNER.
17. PVC MAIN LINE.
18. SCHEDULE 80 PVC UNION BALL VALVE (ONE PER VALVE).

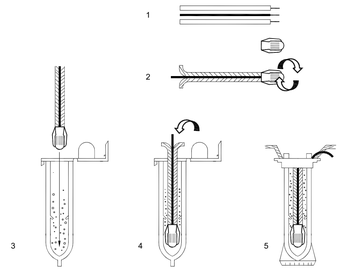
5 REMOTE CONTROL VALVE

SCALE: NONE
DET: RCV-UN-BV

1. FINISH GRADE
2. JUMBO RECTANGULAR PLASTIC VALVE BOX WITH BOLT DOWN LID. ONE VALVE PER BOX- NO EXCEPTIONS. INSTALL BOX AS SHOWN IN BOX INSTALLATION DETAIL.
3. SCHEDULE 80 PVC UNION BALL VALVE (ONE PER VALVE)
4. PRESSURE REGULATOR (INCLUDED IN DRIP ZONE KIT)
5. REMOTE CONTROL VALVE DRIP ZONE KIT. (SHALL INCLUDE VALVE, FILTER AND A 40 PSI PRESSURE REDUCING VALVE)
6. VALVE I.D. TAG (CONTROLLER AND STATION NUMBER).
7. SCHEDULE 40 MALE ADAPTER
8. BRICK-1 EACH CORNER.
9. PVC MAIN LINE.
10. UPC APPROVED SCHEDULE 40 PVC TEE.
11. SCHEDULE 80 PVC NIPPLE-(4-TOTAL) LENGTH AS REQUIRED.
12. **PEA GRAVEL OR 3/4" [20mm] DRAIN ROCK - 4" [102mm] DEEP BELOW VALVE (NO SOIL IN VALVE BOX).**
13. 19 GAUGE 1/2" [13mm] SQUARE WIRE MESH.
14. SCHEDULE 80 PVC 90° ELBOW (TxT).
15. VALVE CONTROL WIRE- PROVIDE 3M-DBY SEAL PACKS AT ALL SPLICES AND 3' [1m] OF EXCESS UF WIRE IN A 1" [25mm] DIAMETER COIL.
16. Y-FILTER (INCLUDED IN DRIP ZONE KIT)

6 REMOTE CONTROL VALVE (DRIPZONE)

SCALE: NONE
DET: RCV-FILTER4

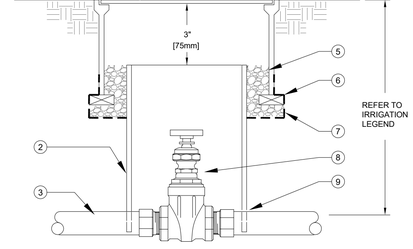


INSTRUCTIONS:

1. STRIP WIRES APPROXIMATELY 1/2" (13 mm) TO EXPOSE WIRE.
2. TWIST CONNECTOR AROUND WIRES CLOCKWISE UNTIL HAND TIGHT, DO NOT OVERTIGHTEN.
3. INSERT WIRE ASSEMBLY INTO PLASTIC TUBE UNTIL WIRE CONNECTOR SNAPS PAST LIP IN BOTTOM OF TUBE.
4. PLACE WIRES WHICH EXIT TUBE IN WIRE EXIT HOLES AND CLOSE CAP UNTIL IT SNAPS.
5. INSPECT FINAL SPLICE ASSEMBLY TO BE SECURE AND FINISHED.

7 WEATHERPROOF WIRE SPLICE ASSEMBLY

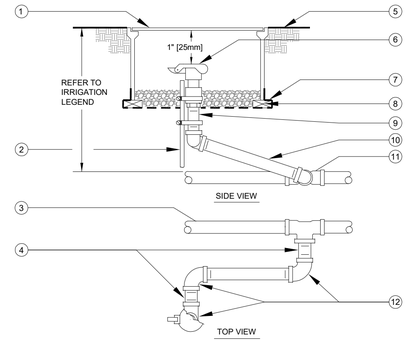
SCALE: NONE
DET: WIRE-SPL



1. 10" ROUND PLASTIC VALVE BOX WITH BOLT DOWN LID.
2. 8" [200mm] CLASS 160 OR SCHEDULE 40 PVC PIPE (NOTCH TO FIT OVER MAIN LINE PIPE).
3. PVC MAIN LINE.
4. FINISH GRADE.
5. PEA GRAVEL OR 3/4" [20mm] DRAIN ROCK - 4" [100mm] DEEP (NO SOIL IN VALVE BOX).
6. BRICK-2 TOTAL.
7. 19 GAUGE 1/2" [13mm] SQUARE WIRE MESH.
8. GATE VALVE.
9. MALE ADAPTER. REFER TO LEGEND FOR FITTING TYPE.

8 GATE VALVE

SCALE: NONE
DET: SGVD

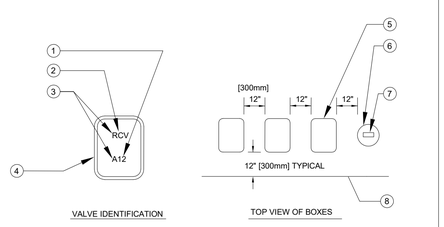


1. 10" ROUND PLASTIC VALVE BOX WITH BOLT DOWN LID.
2. 1 1/4" x 1 1/4" x 3/16" [30mm x 30mm x 5mm] ANGLE IRON 30" [760mm] LONG W/2 STAINLESS STEEL STRAPS (ONE AROUND QCV).
3. PVC MAIN LINE.
4. 3" [75mm] LONG SCHEDULE 80 PVC THREADED NIPPLE.
5. FINISH GRADE.
6. QUICK COUPLING VALVE.
7. 19 GAUGE 1/2" [13mm] SQUARE WIRE MESH.
8. BRICK - 2 TOTAL.
9. SCHEDULE 80 PVC THREADED NIPPLE.
10. 10" [250mm] LONG SCHEDULE 80 PVC THREADED NIPPLE.
11. UPC APPROVED SCHEDULE 40 PVC TEE OR ELBOW.
12. SCHEDULE 80 PVC THREADED 90° ELL.

NOTE:
NIPPLES AND FITTINGS TO BE SAME SIZE AS VALVE IPT INLET THREAD SIZE.

9 QUICK COUPLING VALVE

SCALE: NONE
DET: QUICK-C2



1. CONTROLLER AND STATION
2. VALVE TYPE
3. HEAT BRAND LETTERS AND NUMBERS INTO LID.
4. VALVE BOX COVER
5. RECTANGULAR VALVE BOX
6. ROUND VALVE BOX FOR QCV AND GATE VALVE.
7. HEAT BRAND LETTERS AND NUMBERS INTO LID (TYPICAL).
8. EDGE OF LAWN, WALK, FENCE, CURB, ETC.

INSTRUCTIONS:

1. CENTER VALVE BOX OVER REMOTE CONTROL VALVE TO FACILITATE SERVICING VALVE.
2. SET BOXES 1" [25mm] ABOVE FINISH GRADE OR MULCH COVER IN GROUND COVER/SHRUB AREA AND FLUSH WITH FINISH GRADE IN TURF AREA.
3. SET RCV AND VALVE BOX ASSEMBLY IN GROUND COVER/SHRUB AREA WHERE POSSIBLE. INSTALL IN LAWN ONLY IF GROUND COVER DOES NOT EXIST ADJACENT TO LAWN.
4. SET BOXES PARALLEL TO EACH OTHER AND PERPENDICULAR TO EDGE OF LAWN, WALK, FENCE, CURB, ETC.
5. AVOID HEAVILY COMPACTING SOIL AROUND VALVE BOXES TO PREVENT COLLAPSE AND DEFORMATION OF VALVE BOX SIDES.
6. INSTALL EXTENSION BY VALVE BOX MANUFACTURER AS REQUIRED TO COMPLETELY ENCLOSE ASSEMBLY FOR EASY ACCESS.

10 VALVE BOX INSTALLATION

SCALE: NONE
DET: VALVE-B1

2001 TAROB COURT
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Irrigation Details (Privately Maintained Landscape Areas, Ground Level & Courtyard)

L013

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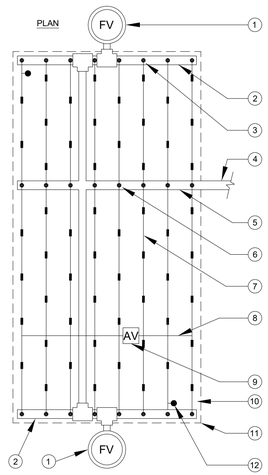
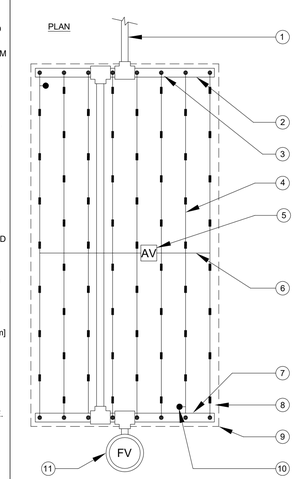


1. AUTOMATIC FLUSH VALVE PLUMBED TO FLUSH MANIFOLD AT LOW POINT
2. PVC FLUSH MANIFOLD. MINIMUM SIZE TO BE 1" UNLESS OTHERWISE NOTED.
3. MANIFOLD-TO-ELBOW CONNECTION (TYP).
4. PVC LATERAL LINE FROM VALVE. MINIMUM SIZE TO BE 1" UNLESS OTHERWISE NOTED.
5. PVC SUPPLY MANIFOLD.
6. MANIFOLD-TO-TEE CONNECTION.
7. DRIPLINE LATERAL.
8. AIR/VACUUM RELIEF LATERAL, BLANK POLY TUBING CENTERED ON MOUND OR BERM.
9. AIR/VACUUM RELIEF PLUMBED TO BLANK POLY TUBING AT EACH HIGH POINT.
10. PERIMETER LATERALS 2" [50mm] TO 4" [100mm] FROM EDGE.
11. AREA PERIMETER.
12. DRIPLINE OPERATION INDICATOR LOCATED AT THE ENDS OF EACH DRIPLINE ZONE.

NOTE:
1. THE TOTAL LENGTH OF A SINGLE DRIP LINE RUN SHALL NOT EXCEED 250 FT.
2. INSTALL DRIPLINE 2-4" BELOW GRADE AND STAKE DOWN EVERY 4' OR AS REQUIRED.

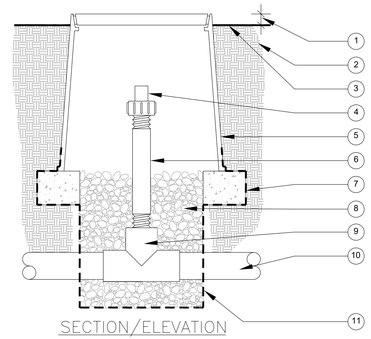
1 TORO DL 2000 CENTER FEED LAYOUT
SCALE: NONE



1. PVC LATERAL LINE FROM VALVE. MINIMUM SIZE TO BE 1" UNLESS OTHERWISE NOTED.
2. PVC FLUSH MANIFOLD. MINIMUM SIZE TO BE 1" UNLESS OTHERWISE NOTED.
3. MANIFOLD-TO-ELBOW CONNECTION (TYP).
4. DRIPLINE LATERAL.
5. AIR/VACUUM RELIEF VALVE PLUMBED TO BLANK 5/8" [16mm] TUBING AT EACH HIGH POINT.
6. AIR/VACUUM RELIEF LATERAL, BLANK 5/8" [16mm] POLY TUBING CENTERED ON MOUND OR BERM.
7. PVC FLUSH MANIFOLD.
8. PERIMETER LATERALS 2" [50mm] TO 4" [100mm] FROM EDGE.
9. AREA PERIMETER.
10. DRIP OPERATION INDICATOR LOCATED AT THE ENDS OF EACH DRIPLINE ZONES.
11. AUTOMATIC FLUSH VALVE PLUMBED TO FLUSH MANIFOLD AT LOW POINT.

NOTE:
1. THE TOTAL LENGTH OF A SINGLE DRIP LINE RUN SHALL NOT EXCEED 250 FT.
2. INSTALL DRIPLINE 2-4" BELOW GRADE AND STAKE DOWN EVERY 4' OR AS REQUIRED.

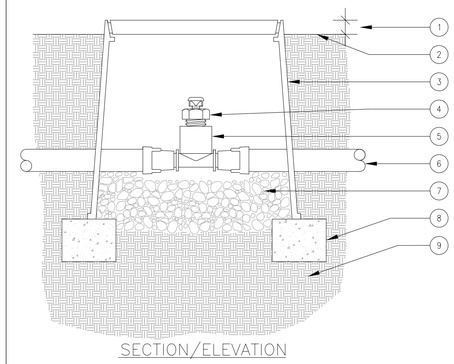
2 TORO DL 2000 END FEED LAYOUT
SCALE: NONE



1. 1" [25mm] ABOVE FINISH GRADE.
2. NATIVE SOIL.
3. FINISH GRADE.
4. FLUSH VALVE.
5. ROUND PLASTIC VALVE BOX. REFER TO IRRIGATION SPECS FOR BOX SIZE. HEAT BRAND "FV" ON LID IN 2" [50mm] HIGH CHARACTERS.
6. 3/4" [20mm] SCH 80 PVC NIPPLE (LENGTH AS REQUIRED).
7. BRICK - 2 TOTAL
8. PEA GRAVEL 18" (450mm) DEEP.
9. PVC TEE (SxSxT) WITH 3/4" [20mm] THREADED OUTLET.
10. PVC PIPING.
11. 19 GAUGE 1/2" [13mm] SQUARE WIRE MESH.

NOTE:
USE ONE FLUSH VALVE FOR EVERY 7 GPM PER ZONE. LOCATE AT LOW POINTS. FLUSH RATE IS 0.8 GPM. FLUSH PRESSURE IS 2 PSI.

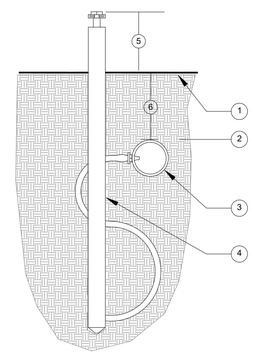
3 TORO DL 2000 FLUSH VALVE (PVC TEE)
SCALE: NONE



1. 1" ABOVE FINISH GRADE.
2. FINISH GRADE.
3. 6" ROUND PLASTIC VALVE BOX. HEAT BRAND "AR" ON LID IN 1" HIGH CHARACTERS.
4. TORO DL2000 AIR/VACUUM RELIEF VALVE (YD-500-34).
5. TORO LOC-EZE X 1/2" FPT TEE (FTF16).
6. TORO DL2000 TUBING (RGP-XX-XXX) OR TORO BLUE STRIPE POLY TUBING (EHD1645-XXX) AIR-RELIEF LATERAL.
7. PEA GRAVEL SUMP (6" DEEP).
8. BRICK SUPPORTS (2 COMMON BRICKS REQUIRED).
9. NATIVE SOIL PER SPECIFICATIONS.

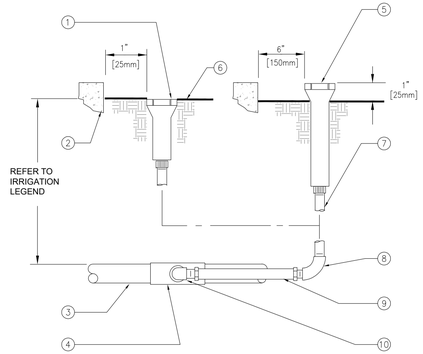
NOTE:
USE ONE AIR/RELIEF VALVE FOR EVERY 7 GPM PER ZONE. LOCATE AT HIGH POINTS.

4 TORO DL 2000 AIR VACUUM RELIEF VALVE
SCALE: NONE



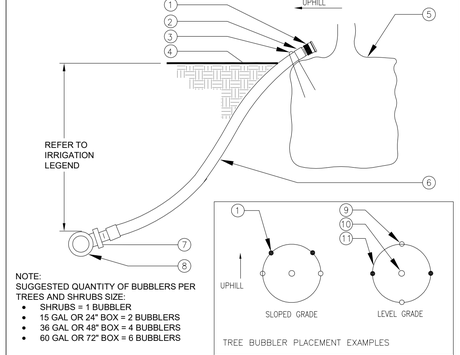
1. FINISH GRADE.
2. SOIL BACKFILL.
3. DRIPLINE.
4. OPERATION INDICATOR. USE ONE PER ZONE AND LOCATED AT FLUSH END OF ZONE.
5. 2"-3" [50mm - 75mm] ABOVE FINISH GRADE.
6. REFER TO IRRIGATION LEGEND.

5 TORO DL 2000 OPERATION INDICATOR
SCALE: NONE



1. POP-UP LAWN SPRAY SPRINKLER
2. WALL, WALK, CURB OR BUILDING
3. PVC LATERAL LINE
4. UPC APPROVED SCHEDULE 40 PVC TEE OR ELBOW
5. POP-UP SHRUB SPRAY SPRINKLER OR BUBBLER
6. FINISH GRADE
7. 1/2" [13mm] SCHEDULE 80 PVC THREADED NIPPLE (LENGTH AS REQUIRED).
8. 1/2" [13mm] SCHEDULE 40 PVC THREADED 90° ELL.
9. 1/2" [13mm] FLEXIBLE IPS HOSE 6" [150mm] LONG WITH MALE ADAPTERS OR 1/2" [13mm] FLEXIBLE SWING JOINT (1/2" x 6") [13mm x 150mm] WITH A MINIMUM PRESSURE RATING OF 100 PSI [690kPa].
10. 1/2" [13mm] SCHEDULE 40 PVC STREET ELL.

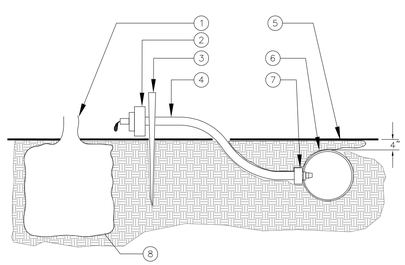
6 POP-UP SPRAY SPRINKLER RISER
SCALE: NONE
DET: SH/LW-POPSP



NOTE:
SUGGESTED QUANTITY OF BUBBLERS PER TREES AND SHRUBS SIZE:
- SHRUBS = 1 BUBBLER
- 15 GAL OR 24" BOX = 2 BUBBLERS
- 36 GAL OR 48" BOX = 4 BUBBLERS
- 60 GAL OR 72" BOX = 6 BUBBLERS

1. BUBBLER (TO BE INSTALLED ON TOP OF ROOTBALL).
2. 1/2" [13mm] SCH. 40 MALE ADAPTER.
3. 6" [150mm] STEEL STAPLE.
4. FINISH GRADE.
5. TREE OR SHRUB ROOTBALL.
6. 1/2" [13mm] IPS FLEXIBLE PVC.
7. PVC TEE (SST), ELBOW (ST) OR FEMALE ADAPTER.
8. PVC LATERAL LINE.
9. TREE STAKES.
10. TREE OR SHRUB.
11. EDGE OF ROOTBALL (TYPICAL).

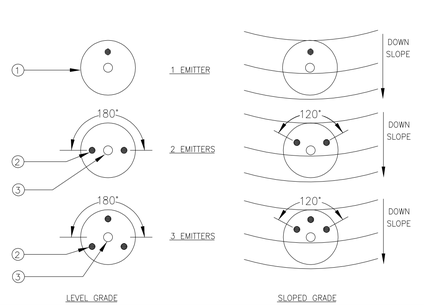
7 TREE AND SHRUB BUBBLER
SCALE: NONE
DET: TREE-SBUB



NOTE:
TO INSERT BARBED CONNECTOR INTO POLYETHYLENE TUBING, USE INSERTION TOOL. WHERE POLYETHYENE TUBING CAN BE PLACED ADJACENT TO SHRUB ROOTBALL, A BARBED EMITTER MAY BE INSTALLED DIRECTLY INTO POLYETHYENE TUBING AND DISTRIBUTION TUBING ELIMINATED. POINT OF WATER EMISSION FROM BARBED EMITTER MUST DRIP WATER DIRECTLY ON ROOTBALL.

1. SHRUB STEM.
2. EMITTER REFER TO EMITTER SCHEDULE FOR QUANTITY OF EMITTERS PER PLANT.
3. TUBING SUPPORT STAKE (SALCO DTS-200-400)
4. 1/4" TUBING DO NOT EXCEED 3' [1m] IN LENGTH.
5. FINISH GRADE.
6. SALCO PVC FLEX HOSE. INSTALL 4" [100mm] BELOW FINISH GRADE.
7. BARBED MALE ADAPTER.
8. EDGE OF ROOTBALL.

8 SALCO FLEX TUBING EMITTER PLACEMENT
SCALE: NONE
DET: SALCO-BELOW



1. EDGE OF ROOTBALL (TYPICAL)
2. EMITTER OR DISTRIBUTION TUBE OUTLET (TYPICAL)
3. SHRUB STEM (TYPICAL)

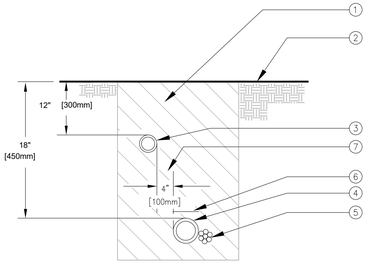
EMITTER SCHEDULE

PLANT SIZE	EMITTER SPECIFACATION	FLOW (GPH)/PER EMITTER OR OUTLET	QUANTITY OF EMITTERS PER SHRUB/TREE
1 GALLON SHRUBS	USE SLV-PS-CV-1	1 GPH	2
5 GALLON SHRUBS	USE SLV-PS-CV-2	2 GPH	2
15 GALLON	USE SLV-PS-CV-2	2 GPH	3

MAXIMUM AMOUNT OF FLOW PER DRIP TUBING RUN IS 240 GPH

9 SALCO EMITTER PLACEMENT AND SCHEDULE
DET: EMITTER-PL/SCH

NOTES:
1. ALL MAIN SUPPLY LINES AND LATERAL LINES SHALL BE PLACED IN SLEEVES UNDER PAVED SURFACES. INSTALL LOW VOLTAGE WIRES WITHIN A SEPARATE CONDUIT UNDER PAVED SURFACES. DO NOT TAPE WIRES WITHIN CONDUIT.



1. CLEAN BACKFILL MATERIAL.
2. FINISH GRADE.
3. LATERAL LINE.
4. MAIN LINE.
5. LOW VOLTAGE CONTROL WIRE. TAPE AND BUNDLE TUBING OR WIRING AT 10 FT. INTERVALS. WIRING SHALL BE LAID OUT LOOSELY IN THE TRENCH.
6. DETECTABLE WARNING TAPE OVER MAIN LINE - 3" [75mm] ABOVE PIPE.
7. TYPICAL DISTANCE BETWEEN PIPES.

10 TRENCHING
SCALE: NONE
DET: TRENCH

2001 TAROB COURT
Milpitas, CA
May 8, 2019

Irrigation Details (Privately Maintained Landscape Areas, Ground Level & Courtyard)
L014

The True Life Companies
12647 Alcosta Blvd., Suite 470 San Ramon CA 94583
925.824.4300

PLANNING URBAN DESIGN
LANDSCAPE ARCHITECTURE
201 4th street suite 101B, oakland, ca 94607
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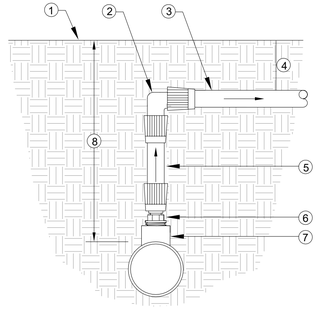
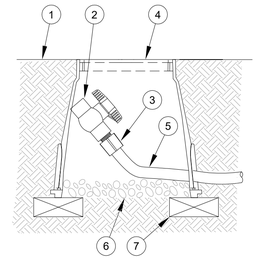


SECTION/ELEVATION
NOT TO SCALE

1. FINISH GRADE
2. TORO TRI-LOC ELBOW (TL-E)
3. DRIPLINE TUBING
4. DEPTH OF TUBING PER IRRIGATION LEGEND.
5. TORO BLUE STRIPE POLY TUBING (EHD1645)
6. TORO TRI-LOC MPT ADAPTER (TL-M50)
7. SCH 40 PVC TEE (SxSxT) WITH 1/2" FPT OUTLET.
8. DEPTH OF PVC LATERAL LINE PER IRRIGATION LEGEND

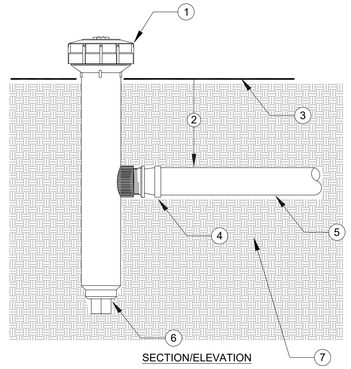
1 DRIPLINE MANIFOLD TO ELBOW CONNECTION
SCALE: NONE



NOTE:
ALLOW A MINIMUM OF PVC HOSE IN VALVE BOX IN ORDER TO DIRECT FLUSHED WATER OUTSIDE VALVE BOX.

1. FINISH GRADE
2. 1/2" SCH 40 THREADED BALL VALVE.
3. 1/2" SCH 40 MALE ADAPTER.
4. 6" ROUND PLASTIC VALVE BOX.
5. 1" IPS PVC HOSE FROM EXHAUST HEADER.
6. PEA GRAVEL SUMP (6" DEEP).
7. BRICK (1 OF 2)

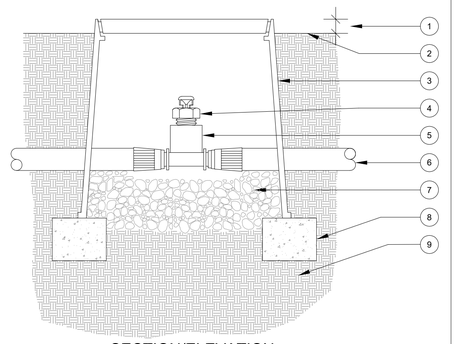
2 DRIPLINE-FLUSH POINT
SCALE: NONE



SECTION/ELEVATION

1. TORO 6" POP UP SPRINKLER WITH SIDE INLET (MODEL 570Z-6P-SI-PRX WITH 5' PRECISION NOZZLE (MODEL O-T-5-QP) TURNED COMPLETELY OFF WITH ADJUSTMENT SCREW. SPRINKLER SHALL OPERATE AS THE DRIPLINE INDICATOR. USE A MINIMUM OF ONE PER ZONE AND LOCATED AT END OF ZONE.
2. DEPTH OF DRIPLINE. REFER TO IRRIGATION LEGEND.
3. FINISH GRADE.
4. TORO TRI-LOC X 1/2" MPT ADAPTER (TL-M50)
5. DRIPLINE.
6. KEEP PLUG IN SPRINKLER. ONLY USE SIDE INLET.
7. SOIL BACKFILL.

3 DRIPLINE OPERATION INDICATOR
SCALE: NONE

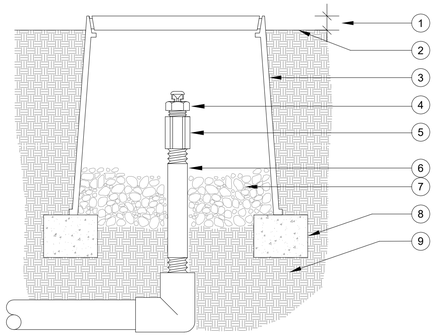


SECTION/ELEVATION

NOTE:
USE ONE AIR/RELIEF VALVE FOR EVERY 7 GPM PER ZONE. LOCATE AT HIGH POINTS.

1. 1" ABOVE FINISH GRADE.
2. FINISH GRADE.
3. 6" ROUND PLASTIC VALVE BOX. HEAT BRAND "AR" ON LID IN 1" HIGH CHARACTERS.
4. TORO DL2000 AIR/VACUUM RELIEF VALVE (YD-500-34).
5. TORO TRI-LOC TEE X 1/2" FPT ADAPTER (TL-T-F50)
6. TORO DL2000 TUBING (RGP-XX-XXX) OR TORO BLUE STRIPE POLY TUBING (EHD1645-XXX) AIR-RELIEF LATERAL.
7. PEA GRAVEL (4" DEEP).
8. BRICK SUPPORTS (2 COMMON BRICKS REQUIRED).
9. NATIVE SOIL PER SPECIFICATIONS.

4 AIR VACUUM RELIEF VALVE IN DRIPLINE
SCALE: NONE

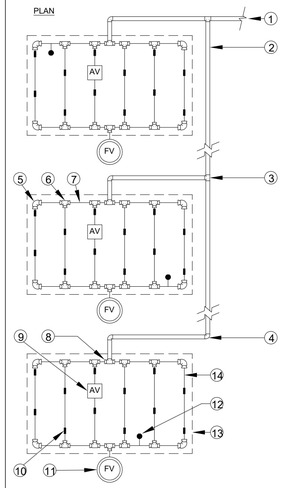


SECTION/ELEVATION

NOTE:
USE ONE AIR/RELIEF VALVE FOR EVERY 7 GPM PER ZONE. LOCATE AT HIGH POINTS.

1. 1" ABOVE FINISH GRADE.
2. FINISH GRADE.
3. 6" ROUND PLASTIC VALVE BOX. HEAT BRAND "AR" ON LID IN 1" HIGH CHARACTERS.
4. TORO DL2000 AIR/VACUUM RELIEF VALVE (YD-500-34).
5. 1/2" SCH 40 PVC COUPLING (TxT)
6. 1/2" SCH 80 PVC NIPPLE (LENGTH AS REQUIRED).
7. PEA GRAVEL (4" DEEP).
8. BRICK SUPPORTS (2 COMMON BRICKS REQUIRED).
9. NATIVE SOIL PER SPECIFICATIONS.

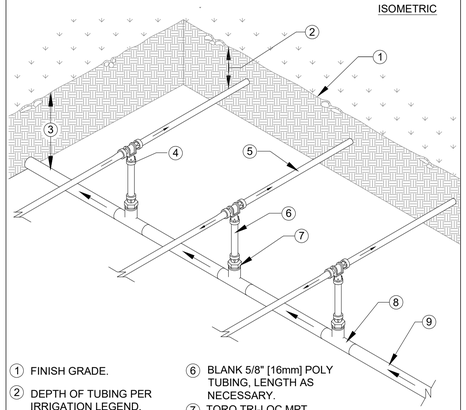
5 AIR VACUUM RELIEF VALVE ON PVC ELL
SCALE: NONE



1. PVC LATERAL LINE FROM VALVE. MINIMUM SIZE TO BE 1" UNLESS OTHERWISE NOTED.
2. PVC FLUSH MANIFOLD. MINIMUM SIZE TO BE 1" UNLESS OTHERWISE NOTED.
3. PVC TEE (SxSxS).
4. PVC ELL (SxS).
5. TORO TRI-LOC ELL (TL-E).
6. TORO TRI-LOC TEE (TL-T).
7. BLANK 5/8" [16mm] POLY TUBING AT SUPPLY AND FLUSH END OF EACH ISLAND.
8. REFER TO DRIPLINE TO PVC CONNECTION DETAIL.
9. AIR/VACUUM RELIEF VALVE PLUMBED TO TUBING AT HIGH POINT.
10. DRIPLINE LATERAL.
11. MANUAL FLUSH VALVE PLUMBED TO TUBING AT LOW POINT.
12. DRIPLINE OPERATION INDICATOR LOCATED AT THE ENDS OF EACH DRIPLINE ZONE.
13. ISLAND PERIMETER.
14. PERIMETER LATERALS 2" [50mm] TO 4" [100mm] FROM EDGE.

NOTE:
1. THE TOTAL LENGTH OF A SINGLE DRIP LINE RUN SHALL NOT EXCEED 300 FT.
2. INSTALL DRIPLINE 2-4" BELOW GRADE AND STAKE DOWN EVERY 4' OR AS REQUIRED.

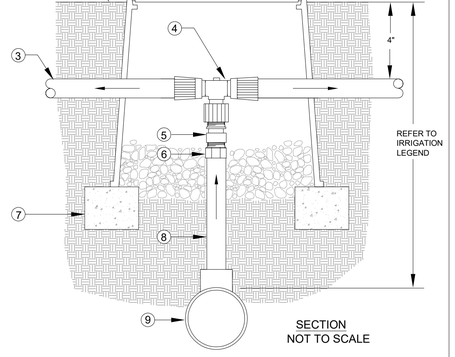
6 TORO DL 2000 PLANTER LAYOUT
SCALE: NONE



1. FINISH GRADE.
2. DEPTH OF TUBING PER IRRIGATION LEGEND.
3. DEPTH OF PVC LATERAL LINE PER IRRIGATION LEGEND
4. TORO TRI-LOC TEE (TL-T)
5. DRIPLINE TUBING.
6. BLANK 5/8" [16mm] POLY TUBING, LENGTH AS NECESSARY.
7. TORO TRI-LOC MPT ADAPTER (TL-M50)
8. PVC TEE (SxSxT) WITH 1/2" [13mm] FPT OUTLET.
9. PVC LATERAL LINE FROM REMOTE CONTROL VALVE.

NOTE:
THE TOTAL LENGTH OF A SINGLE DRIP LINE RUN SHALL NOT EXCEED 300 FT.

7 TORO DL 2000 CENTER FEED MANIFOLD
SCALE: NONE



SECTION
NOT TO SCALE

1. FINISH GRADE
2. CARSON 708 OR EQUAL. COLOR: BLACK. USE PURPLE FOR RECYCLED WATER SYSTEMS.
3. DRIPLINE TUBING
4. TORO TRI-LOC TEE X 1/2" FPT ADAPTER
5. TORO 1/2" CHECK VALVE (PCV-500)
6. 1/2" SCH 40 MALE ADAPTER.
7. BRICK (1 OF 2)
8. 1/2" SCH 40 PVC (LENGTH AS REQUIRED)
9. PVC LATERAL LINE SUPPLY. MINIMUM SIZE TO BE 1" UNLESS SIZED DIFFERENTLY ON DRAWINGS. USE SCH 40 PVC 1"x1"x1/2" TEE OR 90° ELBOW.

8 DRIPLINE TO PVC CONNECTION
SCALE: NONE

2001 TAROB COURT
Milpitas, CA
May 8, 2019

Irrigation Details (Privately Maintained Landscape Areas, Terrace)
L015

The True Life Companies
12647 Alcosta Blvd., Suite 470 San Ramon CA 94583
925.824.4300

PLANNING URBAN DESIGN
LANDSCAPE ARCHITECTURE
201 4th street suite 101B, oakland, ca 94607
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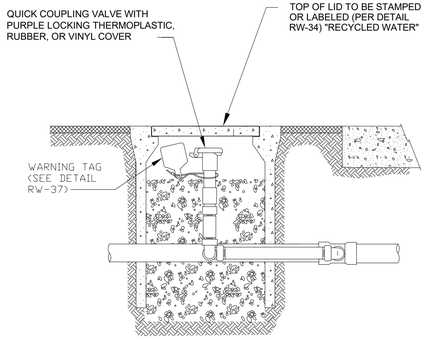
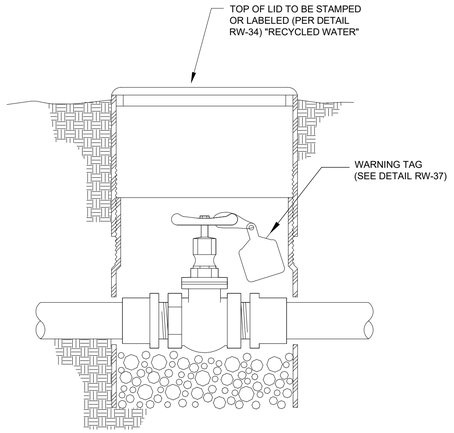
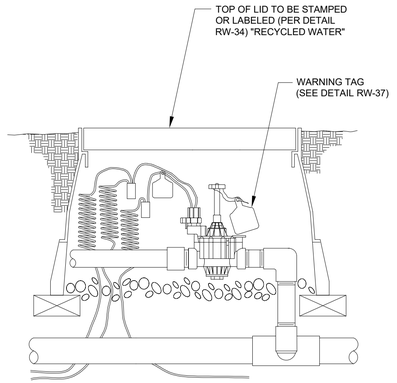


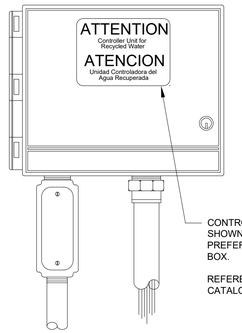
IDENTIFICATION OF QUICK COUPLING VALVE WITH WARNING TAG



IDENTIFICATION OF ISOLATION GATE VALVE (3" OR SMALLER) WITH WARNING TAG



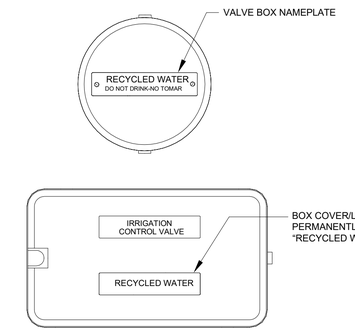
IDENTIFICATION OF REMOTE CONTROL VALVE WITH WARNING TAG



CONTROLLER BOX MARKER DECAL - SHOWN AFFIXED TO BOX EXTERIOR; PREFERABLY, AFFIX TO INTERIOR OF BOX.

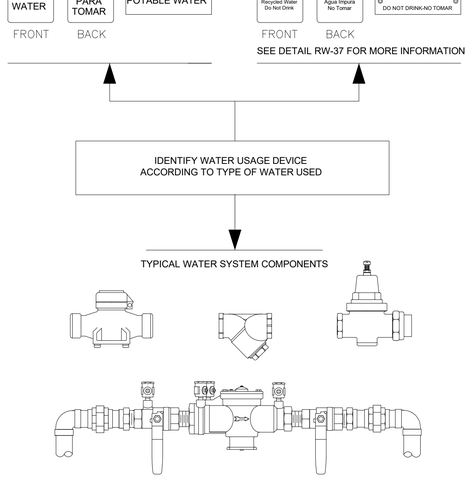
REFERENCE: T. CHRISTY ENTERPRISES, INC. CATALOG PART NO. 4100 OR EQUAL

IDENTIFICATION OF IRRIGATION SYSTEM CONTROLLER WITH ADVISORY WARNING DECAL



IRRIGATION BOX COVERS/LIDS SHALL PERMANENTLY READ "RECYCLED WATER." FOR PLASTIC BOX COVERS/LIDS, LETTERING SHALL BE IMPRINTED ON LID OR APPLIED USING A NAMEPLATE ATTACHED ONTO THE COVER/LID WITH RIVETS, SCREWS, OR BOLTS. FOR CONCRETE COVERS/LIDS, LETTERING SHALL BE IMPRINTED ON LID FROM FACTORY. FOR CAST IRON AND METAL CHECKER PLATE COVERS/LIDS, LETTERING MUST BE BEAD-WELDED OR PERMANENTLY STAMPED ONTO LID.

IDENTIFICATION OF IRRIGATION BOX COVERS/LIDS WITH "RECYCLED WATER"



IDENTIFICATION OF WATER CONTROL DEVICES WITH WARNING TAG

MOUNT SIGN SO THAT IT CLEARS HEIGHT OF SURROUNDING PLANTS WHEN THEY MATURE

APPROVED SIGNS MAY BE OBTAINED FROM SOUTH BAY WATER RECYCLING CONTACT (408) 277-3671 FOR MORE INFORMATION

RECYCLED WATER ADVISORY SIGN

SAMPLE WARNING TAG. BACKGROUND PURPLE (PANTONE 512) WITH BLACK LETTERING.

IDENTIFICATION OF RECYCLED WATER WARNING TAG

2001 TAROB COURT
Milpitas, CA
May 8, 2019

Irrigation Details (Publicly Maintained Landscape Areas)
L016

The True Life Companies
12647 Alcosta Blvd., Suite 470 San Ramon CA 94583
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925.634.7000 | sdgarchitectsinc.com

PROPOSED PLANT PALETTE

BOTANICAL NAME	COMMON NAME	MINIMUM CONTAINER SIZE	EXPOSURE	COMMENTS	WUCOLS
STREET TREES:					
PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX	SUN	STANDARD	M
NARROW EVERGREEN TREES:					
ARBUTUS 'MARINA'	NCN	24" BOX	N/A	STANDARD	M
MAGNOLIA GRANDIFLORA 'TEDDY BEAR'	MAGNOLIA	36" BOX	SUN/SHADE	STANDARD	M
MAGNOLIA 'LITTLEL GEM'	LITTLE GEM MAGNOLIA	24" BOX	N/A	STANDARD	L
TRISTANIA LAURINA	NCN	24" BOX	N/A	STANDARD	L
ACCENT TREES:					
AGONIS 'AFTERDARK'	NCN	24" BOX	N/A	STANDARD	M
SMALL FLOWERING ACCENT TREES:					
CHIONANTHUS RETUSUS	NCN	24" BOX	SUN/SHADE	STANDARD	L
CERCIS CANADENSIS 'FOREST PANSY'	EASTERN REDBUD	24" BOX	N/A	STANDARD	M
LAGERSTROEMIA INDICA 'MUSKOGEE'	LAVENDER CRAPE MYRTLE	24" BOX	SUN	STANDARD	L
MALUS SPECIES	CRABAPPLE	24" BOX	SUN	STANDARD	L
FOUNDATION SHRUBS:					
COLEONEMA PULCHRUM	PINK BREATH OF HEAVEN	5 GALLON	SUN		L
CORREA SPECIES	AUSTRALIAN FUCHSIA	5 GALLON	SUN/ PART SHADE		L
HIMALAYACALAMUS FALCONERI 'DAMARAPA'	CANDY STRIPE BAMBOO	5 GALLON	SUN/ PART SHADE		L
LOROPETALUM CHINESE	NCN	5 GALLON	PART SHADE		M
RAPHIOLEPIS INDICA 'SPRING RAPTURE'	INDIAN HAWTHORN	5 GALLON	SUN/ PART SHADE		L
ROSMARINUS 'BLUE SPIRES'	UPRIGHT ROSEMARY	5 GALLON	SUN/ PART SHADE		L
OSMANTHUS FRAGRENS	NCN	5 GALLON	SUN/ PART SHADE		L
INTERMEDIATE SHRUBS:					
CORREA SPECIES	AUSTRALIAN FUCHSIA	5 GALLON	SHADE/SUN		L
DIETES VEGETA	FORTNIGHT LILY	5 GALLON	SHADE/SUN		L
LIROPE GIGANTEA	LIRIOPE	5 GALLON	SHADE/SUN		L
NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GALLON	SHADE/SUN		M
PHORMIUM SPECIES	NEW ZEALAND FLAX	5 GALLON	SUN		L
PITTOSPORUM TOBIRA 'WHEELER'S DWARF'	PITTOSPORUM	5 GALLON	SUN/SHADE		L
ROSA SPECIES	SHRUB ROSE	5 GALLON	SUN		M
LAVANDULA SPECIES	LAVENDER	5 GALLON	SUN		L
FOREGROUND SHRUBS:					
AGAPANTHUS SPECIES	LILY OF THE NILE	1 GALLON	SHADE/SUN		M
HEMEROCALLIS HYBRIDS 'ORANGE/YELLOW MIX 50/50'	EVERGREEN DAYLILY	1 GALLON	SUN		M
KNIPHOFIA	RED-HOT POKER	1 GALLON	SUN		L
LAVANDULA 'MUNSTEAD'	ENGLISH LAVENDER	1 GALLON	SUN		L
LIRIOPE MUSCARI 'BIG BLUE'	BIG BLUE LILY	1 GALLON	SHADE		M
ANIGOZANTHOS	KANGAROO PAW	1 GALLON	SUN		L
PHORMIUM SPECIES (DWARF)	NEW ZEALAND FLAX	1 GALLON	SUN		L
SEDUM SPECIES	NCN	1 GALLON	SUN		L
SENECIO SPECIES	NCN	1 GALLON	SUN		L
CAREX SPECIES	CAREX	1 GALLON	SUN/SHADE		L
PITTOSPORUM SPECIES	TOBIRA	5 GALLON	SUN		L
GROUNDCOVERS:					
GREVILLEA LANIGERA 'COASTAL GEM'	NCN	1 GALLON	SUN/SHADE		L
ROSA 'PEACH DRIFT'	PEACH DRIFT	2 GALLON	SUN		M
ROSA 'PINK DRIFT'	PINK GROUNDCOVER ROSE	2 GALLON	SUN		L
ZAUSCHNERIA SPECIES	CALIFORNIA FUCHSIA	1 GALLON	SUN		L
GRASSES:					
CALOMOGROTIS SPECIES	REED GRASS	1 GALLON	SUN		L
FESTUCA MAIREI	ATLAS FESCUE	1 GALLON	SUN		L
LOMANDRA	LOMANDRA	1 GALLON	SUN		L
MUHLENBERGIA SPECIES	DEER GRASS	1 GALLON	SUN		L
PENNISETUM SPECIES	FOUNTAIN GRASS	1 GALLON	SUN		L
VINES:					
FICUS PUMILA	CREEPING FIG	5 GALLON	SUN/SHADE		M
PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	5 GALLON	SUN/SHADE		M
JASMINUM SPECIES	JASMINE	5 GALLON	SUN/SHADE		M
STORM WATER TREATMENT SHRUBS AND GRASSES:		1 GALLON	MIX EVENLY		

SPECIES/COMMON NAME

ARISTIDA PURPUREA - PURPLE THREE-AWN
BOUTELOUA GRACIS - BLUE GRAMA
CAREX TEMULICOLA - BERKELEY SEDGE
CHONDROPETALUM TECTORUM - CAPE RUSH
JUNCUS PATENS - BLUE RUSH
LEYMUS CONDENSATUS - GIANT WILD RYE
MELICA CALIFORNICA - CALIFORNIA MELIC
MIMULUS SPECIES - MONKEY FLOWER

NOTE:

SEVERAL TREE SPECIES ARE LISTED PER TREE TYPE TO ALLOW FOR FLEXIBILITY IN THE EVENT THAT A SPECIFIC SPECIES IS UNAVAILABLE AT INSTALLATION OR PLANTING AREA IS LIMITED BY UTILITIES. NOT ALL SPECIES OF TREES, SHRUBS, GROUNDCOVERS OR GRASS WILL BE PROPOSED FOR CONSTRUCTION DOCUMENTS.

MINIMUM TREE CLEARANCE NOTE:
1. SMALL TREES (15' TALL/WIDE) SHALL BE PLACED A MINIMUM OF 6' FROM BUILDINGS AND A MINIMUM OF 2' FROM EDGES OF PAVING, CURBS OR WALLS.
2. MEDIUM TREES (25' TALL/WIDE) SHALL BE PLACED A MINIMUM OF 10' FROM BUILDINGS AND A MINIMUM OF 3' FROM PAVING, CURBS OR WALLS.
3. LARGE TREES (ABOVE 25' TALL/WIDE) SHALL BE PLACED A MINIMUM OF 15' FROM BUILDINGS AND A MINIMUM OF 3' FROM PAVING, CURBS OR WALLS.
4. 5' MINIMUM FROM JOINT TRENCH, WATER LINES, WATER METERS AND FIRE HYDRANTS.
5. 8' MINIMUM FROM SANITARY SEWER AND STORM DRAINS.

WATER CONSERVATION CONCEPT STATEMENT:
THE IRRIGATION SYSTEM SHALL BE DESIGNED TO MEET CURRENT WATER EFFICIENCY STANDARDS AND STATE MODEL WATER EFFICIENT LANDSCAPE ORDINANCE AB1881 AS REQUIRED BY LOCAL JURISDICTIONS WHILE ACHIEVING THE FOAL OF EFFECTIVELY AND EFFICIENTLY PROVIDING THE LANDSCAPE WITH WATER BY MEANS OF HIGH EFFICIENCY SPRAY IRRIGATION TO THE TURN AND GROUNDCOVER AREAS AND DRIP IRRIGATION BUBBLERS TO RESTRICTED SHRUB PLANTING AND SHRUB MASS PLANTING AREAS AS APPLICABLE.

IRRIGATION SYSTEMS SHALL BE DESIGNED TO ACCOMMODATE RECYCLED WATER WHERE AVAILABLE EITHER CURRENTLY OR IN THE FUTURE AS DIRECTED BY THE LOCAL WATER PURVEYOR. RECYCLED WATER SYSTEMS SHALL BE DESIGNED IN ACCORDANCE WITH LOCAL AND STATE CODES.

IRRIGATION SYSTEMS FOR LANDSCAPES GREATER THAN 5,000 S.F. SHALL HAVE A DEDICATED WATER METER FOR IRRIGATION.

A WATER EFFICIENT LANDSCAPE WORKSHEET SHALL BE INCLUDED WITH HYDROZONE INFORMATION TABLE, WATER BUDGET CALCULATIONS AND IRRIGATION OPERATION SCHEDULES.

A STATE OF THE ART ET BASED SELF ADJUSTING IRRIGATION CONTROLLER SHALL BE SPECIFIED FOR THIS PROJECT TO AUTOMATICALLY CONTROL THE WATER ALLOCATED TO EACH VALVE GROUPED PER INDIVIDUAL, HYDROZONE (BASED ON PLANT TYPE AND EXPOSURE). THIS SHALL INCLUDE RAIN AND FLOW SENSORS AS APPLICABLE FOR A HIGHER LEVEL OF WATER CONSERVATION.

TREE BUBBLERS SHALL BE INCLUDED ON SEPARATE CIRCUITS TO ISOLATE THE IRRIGATION TO THE TREES AND PROVIDE DEEP WATERING TO PROMOTE A DEEPER ROOT STRUCTURE.

SPRAY IRRIGATION SYSTEMS FOR GROUNDCOVER AREAS GREATER THAN 8' WIDE IN ANY DIRECTION SHALL BE DESIGNED WITH COMMERCIAL SERIES SPRAY HEADS WITH HIGH EFFICIENCY NOZZLES THAT INCLUDE INTERNAL CHECK VALVES AND RPESSURE COMPENSATION DEVICES. THE HEADS SHALL BE DESIGNED IN A HEAD TO HEAD LAYOUT TO ACHIEVE AN EVEN LEVEL OF PRECIPITATION THROUGHOUT THE IRRIGATION SYSTEM. THE NOZZLES DELIVER WATER AT A MINIMUM 70% EFFICIENCY WITH A LOW PRECIPITATION RATE THAT MATCHES THE INFILTRATION RATE OF THE SOIL.

THE DRIP SYSTEM SHALL INCORPORATE PRESSURE COMPESATING DRIP BUBBLERS WITH 1/4" DRIP TUBES TO EACH PLANT WHICH DELIVERS WATER AT 90% EFFICIENCY AT AN APPLICATION RATE THAT MATCHES THE SOIL TYPE.

WATER USE RATING LEGEND:
EBMUD CATEGORIES OF WATER NEEDS FROM:
PLANTS & LANDSCAPES FOR SUMMER DRY CLIMATES OF THE SAN FRANCISCO BAY REGION BY THE EAST BAY MUNICIPAL UTILITY DISTRICT, 2004

MOD	MODERATE WATER
OCC	OCCASIONAL WATER
INF	INFREQUENT WATER
NONE	NO ADDITIONAL WATER

WUCOLS III CATEGORIES OF WATER NEEDS FROM:
UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION, CALIFORNIA DEPARTMENT OF WATER RESOURCES, UNITED STATES BUREAU OF RECLAIMATION

H	HIGH
M	MODERATE
L	LOW
VL	VERY LOW

CALIFORNIA NATIVE PLANTS (CNP) FOR THE GARDEN BY CAROL BORNSTEIN, DAVID FROSS, BART O'BRIEN

MOD	MODERATE WATER
OCC	OCCASIONAL WATER
INF	INFREQUENT WATER

ON-SITE	TOTAL PLANTS	SUBTOTAL PLANTS WITH OCC/INF/NONE/ LOW/VERY LOW WATER REQUIREMENTS
PERCENTAGE OF PLANTS MEETING LOW WATER REQUIREMENTS: 94.7% MORE THAN 75% REQUIRED		

2001 TAROB COURT
Milpitas, CA
May 8, 2019

The True Life Companies
12647 Alcosta Blvd., Suite 470 San Ramon CA 94583
925.824.4300

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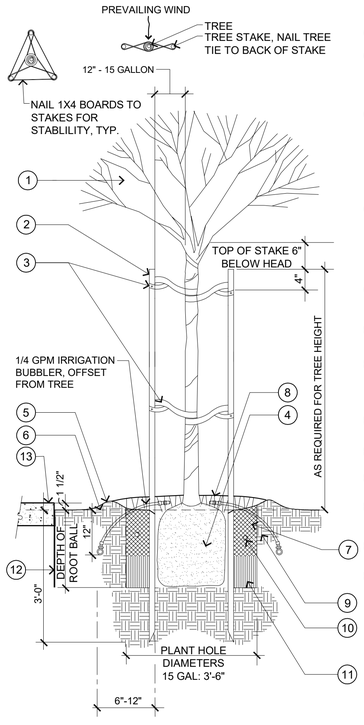
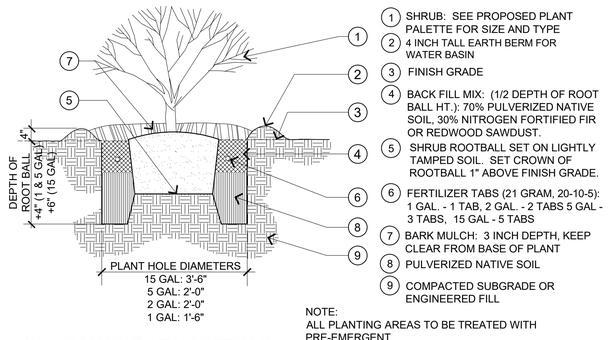
Proposed Plant Palette
L017



1. TREE: SEE PROPOSED PLANT PALETTE FOR SIZE AND TYPE
2. LODGE POLE PINE TREE STAKES: 3"X10' LONG TREE STAKES FOR WINDY CONDITIONS AND 36" BOX AND LARGER TREES
3. TREE TIE: WONDER TREE-TIE(800-910-2810) MODEL# W14-46, W24-84 OR APPROVED EQUAL. LOOP IN A FIGURE EIGHT AND NAIL TO BACK OF STAKE WITH GALVANIZED THREADED NAILS. ALLOW 3 INCHES OF MOVEMENT OF TREE IN ALL DIRECTIONS.
4. TREE ROOTBALL SET ON 12" LAYER UNDISTURBED NATIVE SOIL. DO NOT PENETRATE ROOTBALL WITH STAKES. TAMP SOIL TO 85% RELATIVE COMPACTION. SET CROWN OF ROOTBALL 2" ABOVE FINISH GRADE.
5. 4 INCH TALL EARTH BERM FOR WATER BASIN:
6. FINISH GRADE, SET 3" BELOW FINISH SURFACE.
7. BACK FILL MIX: (TOP 12 INCHES ONLY): 70% PULVERIZED NATIVE SOIL, 30% NITROGEN FORTIFIED FIR OR REDWOOD SAWDUST.
8. BARK MULCH: 3 INCH DEPTH, KEEP CLEAR FROM TRUNK OF TREE
9. NATIVE SOIL
10. FERTILIZER TABS (21 GRAM, 20-10-5): 15 GALLON - 4 TABS
11. PLANTING HOLE, PULVERIZED NATIVE SOIL BELOW 12 INCHES FROM FINISHED GRADE; SCARIFY WALLS
12. ROOT BARRIER
13. PAVING - SEE PLAN

PLANTING NOTES:
1. ALL PLANTING AREAS TO BE TREATED WITH PRE-EMERGENT.

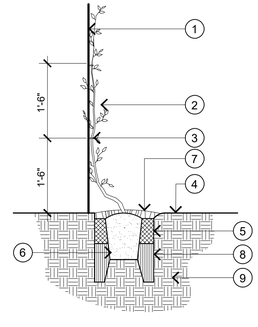
1 TREE STAKING
N.T.S.



1. SHRUB: SEE PROPOSED PLANT PALETTE FOR SIZE AND TYPE
2. 4 INCH TALL EARTH BERM FOR WATER BASIN
3. FINISH GRADE
4. BACK FILL MIX: (1/2 DEPTH OF ROOT BALL HT.): 70% PULVERIZED NATIVE SOIL, 30% NITROGEN FORTIFIED FIR OR REDWOOD SAWDUST.
5. SHRUB ROOTBALL SET ON LIGHTLY TAMPED SOIL. SET CROWN OF ROOTBALL 1" ABOVE FINISH GRADE.
6. FERTILIZER TABS (21 GRAM, 20-10-5): 1 GAL. - 1 TAB, 2 GAL. - 2 TABS 5 GAL - 3 TABS, 15 GAL - 5 TABS
7. BARK MULCH: 3 INCH DEPTH, KEEP CLEAR FROM BASE OF PLANT
8. PULVERIZED NATIVE SOIL
9. COMPACTED SUBGRADE OR ENGINEERED FILL

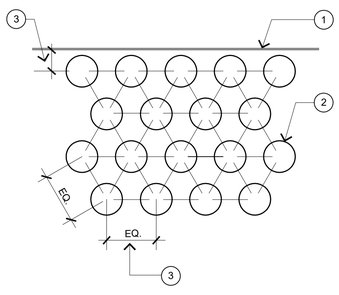
NOTE:
ALL PLANTING AREAS TO BE TREATED WITH PRE-EMERGENT

2 SHRUB PLANTING
N.T.S.



1. SOUND WALL OR TRASH ENCLOSURE
2. VINE: SEE PROPOSED PLANT PALETTE FOR SIZE AND TYPE
3. VINE TIES AT 1'-6" INTERVALS AS SHOWN
4. FINISH GRADE
5. BACK FILL MIX
6. VINE ROOTBALL SET ON LIGHTLY TAMPED SOIL. SET CROWN OF ROOTBALL 1" ABOVE FINISH GRADE
7. BARK MULCH: 3 INCH DEPTH, KEEP CLEAR FROM BASE OF PLANT
8. PULVERIZED NATIVE SOIL
9. COMPACTED SUBGRADE OR ENGINEERED FILL

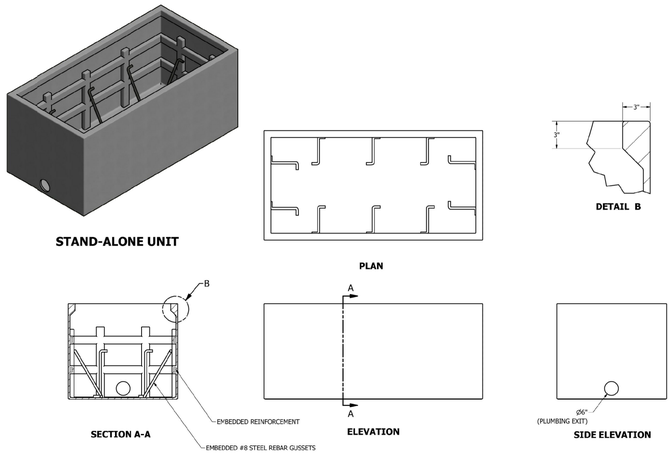
3 VINE PLANTING/STAKING
N.T.S.



1. EDGE OF PAVING, HEADER, FACE OF BUILDING, WALL, ETC.
2. GROUNDCOVER OR SHRUB
3. GROUNDCOVER AND SHRUB SPACING AS PER PLAN AND PROPOSED PLANT PALETTE

NOTES:
1. ALL PLANTS SHALL BE PLANTED AT EQUAL SPACING(TRIANGULAR) UNLESS OTHERWISE SPECIFIED ON THE PLANS.
2. CENTERLINE OF PLANTS SHALL BE 1/2 OF EQUAL SPACING MINIMUM FROM EDGE OF PLANTING AREA.
3. INFILL PLANTS AS REQUIRED TO MAINTAIN SPACING AT IRREGULAR EDGES.
4. KEEP MULCH CLEAR OF PLANT BASE.
5. ALL PLANTING AREAS TO BE TREATED WITH PRE-EMERGENT.

4 GROUNDCOVER PLANTING
N.T.S.



5 FLOW THROUGH PLANTER

2001 TAROB COURT
Milpitas, CA
May 8, 2019

Planting Details (Privately Maintained Landscape Areas, Ground Level & Courtyard)
L018

The True Life Companies
12647 Alcosta Blvd., Suite 470 San Ramon CA 94583
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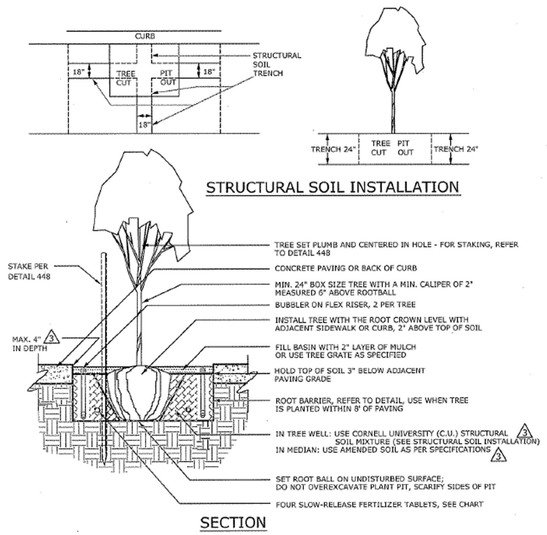
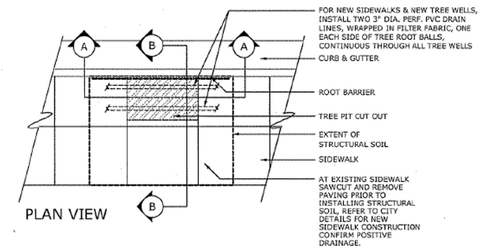


Notes:

1. TREES SHALL NOT BE ROOT-BOUND. CAREFULLY SCARIFY ROOTBALL BEFORE PLANTING, IF DIRECTED.
2. REMOVE ANY SPROUTS/SHOOTS WITHIN 6" OF SOIL.
3. CONFIRM POSITIVE DRAINAGE OF PLANT PIT PRIOR TO PLANTING TREE. INSTALL DRAIN AS PER TREEWELL DETAIL 448. DRAINAGE RATE OF ALL MATERIALS, INCLUDING MULCH, SHOULD BE NO LESS THAN 1/4" PER HOUR AND NOT EXCEED 2" PER HOUR.
4. WHEN TREE GRATES ARE USED, LOWER ALL FEATURES SHOWN WITHIN THE TREE PIT BY 3".

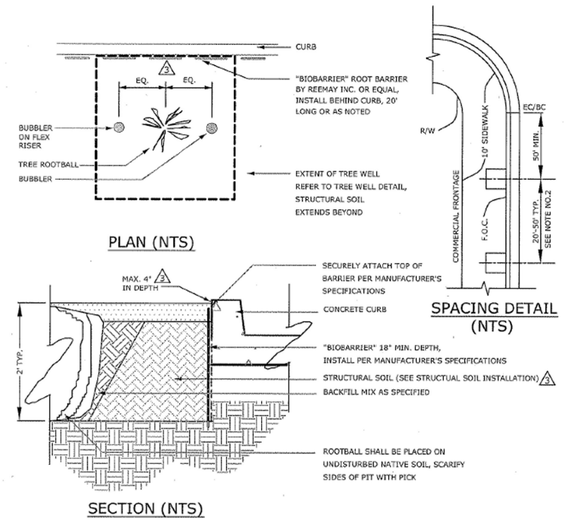
NOT TO SCALE

CITY OF MILPITAS, ENGINEERING DIVISION			STANDARD DRAWING
REVISION	DATE	STREET TREE PLANTING AT TREE WELLS & MEDIANS	NO. 448
1	1991		DATE : 6/15/10
2	2001		
3	2010	APPROVED BY: PUBLIC WORKS DIRECTOR / CITY ENGINEER RCE No. 40283	SHEET 1 OF 5



NOT TO SCALE

CITY OF MILPITAS, ENGINEERING DIVISION			STANDARD DRAWING
REVISION	DATE	STREET TREE PLANTING IN TREE WELL	NO. 448
1	1991		DATE : 6/15/10
2	2001		
3	2010	APPROVED BY: PUBLIC WORKS DIRECTOR / CITY ENGINEER RCE No. 40283	SHEET 4 OF 5



Notes:

1. ROOT BARRIER IS REQUIRED WHEN THE CENTERLINE OF THE TREE IS WITHIN EIGHT FEET OF STREET CURB OR PAVING.
2. ONE STREET TREE SHALL BE PROVIDED PER RESIDENTIAL LOT PER STREET, OR AS SHOWN ON PLANS APPROVED BY THE CITY ENGINEER. SPACING WILL VARY DEPENDING ON TREE SPECIES, IN GENERAL, THE SPACING SHALL BE EQUAL TO THE MATURE CANOPY DIAMETER.

NOT TO SCALE

CITY OF MILPITAS, ENGINEERING DIVISION			STANDARD DRAWING
REVISION	DATE	STREET TREE PLANTING	NO. 448
1	1991		DATE : 6/15/10
2	2001		
3	2010	APPROVED BY: PUBLIC WORKS DIRECTOR / CITY ENGINEER RCE No. 40283	SHEET 5 OF 5

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May 8, 2019

Ms. Lillian Hua
Associate Planner
455 E. Calaveras Blvd.
Milpitas, CA 95035

Re: New 40 Unit Condominium Development – P-SD18-0014, P-MT18-0004-2001Tarob Court

Dear Lillian,

Thank you for the City comments regarding our second submittal set forth in the April 29, 2019 letter and updated letter from Fire received on April 30, 2019. Attached you will find a spreadsheet that addresses each comment individually.

As a supplement to that spreadsheet, TTLC is addressing the Housing Department Comments as follows:

> *In 2017 TTLC set an affordable housing fee precedent for paying a 10% affordable fee (when the standard at the time was 5%) as per the October 16, 2017 (attached) stating that The True Life Companies was committed to paying such a fee for the 551 Lundy Place, 1992 Tarob Court, and 2001 Tarob Court properties. At the time, we had anticipated a voluntary contribution of approximately $650,000 as the affordable housing fee for the future 2001 Tarob project based on building a side by side townhome product.*
>
> *Now that the City has adopted a new affordable housing ordinance, TTLC will be paying the affordable housing fee at $33.00 per square foot. With an average unit size of 1,420 SF this fee would come to approximately $1,874,400.00. The actual fee amount will be determined at the time the building permits are issued.*
>
> *At one time, TTLC felt we could "build" the units if the percentage had remained at 10% and we were still doing townhome style units for the project, but with the City request for higher density and the adoption of the affordable housing fee at 15%, TTLC is now choosing to go back to our original 2017 approach by paying the fee.*

TTLC understands that there are some findings that City Council must make to approve affordable housing fees which are:

> *Prior to City Council approval to the requested exception, affirmative findings to the following must be made:*
>
> *1. The exception requested exceeds the minimum affordable requirements; and*
> *2. The project is better served with the exception; or*
> *3. The community benefits exceed the project benefits.*

TTLC proposes the following rational to make the above findings.

1. Paying the fee should be an alternative not an exception. Every City in the Bay Area is struggling to meet the housing demands made by a full spectrum of people across a broad range of socio-economic strata. With the total amount of for sale and rental housing already approved in the TASP nearing its maximum of 7000 new dwelling units serving a variety of income levels, the TASP properties within the approved Tarob Court neighborhood area are set up to serve the attainable housing population of folks who can afford market rate housing and want to live near transit.

   The City of Milpitas has an existing housed low income population that would like to stay in their homes for the foreseeable future. Established low income neighborhoods, such as the Sunnyhills Neighborhood, need subsidies from the City in order to stave off the pressures of redevelopment similar to the TASP and other Opportunity zones being studied in the upcoming General Plan Update.

   Affordable fees are the route to keeping the City's affordable housing fund liquid to help deserving folks and neighborhoods stay intact and in their homes. While building new affordable units provides a few new residents an opportunity to live in Milpitas at an affordable rate compared to their neighbors in the same new development, keeping existing residents in their homes attacks the problem of homelessness and affordable housing at the existing need.

2. TTLC feels that the project and the whole Tarob Court neighborhood is better served by keeping the adjacent projects all market rate. While everyone deserves housing, folks who participate in affordable housing lotteries are often in need of other social support services beyond mortgage assistance. The menu of social assistance programs available in Santa Clara County and the City of Milpitas are not located within this TASP neighborhood. Many of the Santa Clara County social and family assistance services are located in San Jose and Santa Clara.

   Paying the affordable fee allows Milpitas the flexibility to have funds on hand to support the under housed population through projects that may be more likely to be located near established social services in the future.

3. The community benefits of the project are inherently created by the project. TTLC has taken a small 1.2 acre property and proposed a high density 40 unit to the acre housing development even with a 40 foot wide PUE encumbering the frontage along Lundy Place and an 80' diameter Fire Apparatus turn around on the opposing property line. The point being, TTLC has committed to meeting the goals of

the City of Milpitas by producing a conforming R-3 TOD high density residential project within the TASP.

TTLC believes that this submittal meets the remaining requests of the City of Milpitas and looks forward to having our project deemed complete. Please let me know if the City or LSA will be requiring any other information to complete the project analysis.

Leah Beniston

Vice President of Entitlements
THE TRUE LIFE COMPANIES

CITY OF MILPITAS
AGENDA REPORT
(AR)

Item Title:	Move to Waive the First Reading and Introduce Ordinance No. 38.836 Amending Milpitas Municipal Code Title XI, Chapter 10, Sections 2, 4, 5, 7, 10, and 13 Relating to Nonindustrial Land Uses in Industrial Zoning Districts, Mobile Fueling Services, and Temporary Public Safety Facilities. (Staff Contact: Rozalynne Thompson, Senior Planner, 408-586-3278)
Category:	Public Hearings-Community Development
Meeting Date:	8/20/2019
Staff Contact:	**Rozalynne Thompson, 408-586-3278**
Recommendation:	1) Conduct a public hearing and move to close the hearing following comments. 2) City Attorney shall read aloud title of Ordinance No.38.836. 3) Consider the exemption from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15183 (Projects consistent with General Plan), Section 15301 (Existing Facilities) and 15061(b)(3) (Common Sense Exemption). 4) Move to waive the first reading beyond the title and introduce Ordinance No. 38.836 Amending Milpitas Municipal Code Section 2 ("Definitions"), Subsection 4.02 ("Residential Use Regulations"), Subsection 5.02 ("Commercial Use Regulations"), Subsection 7.02 ("Industrial Use Regulations"), Subsection 7.04 ("Industrial Zone Special Development and Performance Standards"), Subsection 10.02 ("Institutional Use Regulations"), and Subsection 13.11 ("Temporary Uses and Structures").

Background:

On June 26, 2019, the Planning Commission considered a series of zoning text amendments that generally fall into three categories: (1) protective restrictions on land uses in the industrial zoning districts, particularly the Heavy Industrial (M2) district, including prohibiting assembly, entertainment, commercial services, offices, hotels, medical and veterinary facilities, retail and wholesale sales, and other similar nonindustrial uses; (2) establishing mobile fueling service operations as conditionally permitted in the industrial zoning districts, with safety-related performance standards, and prohibiting mobile fueling in commercial and residential zones; and (3) additional provisions to allow public safety uses, such as fire stations and police stations, in the industrial zoning districts on a temporary basis (up to three years) upon approval of a Minor Conditional Use Permit.

Given the impending August 13, 2019 deadline to execute the lease with the property owner of the site of the temporary fire station, the Planning Commission voted seven to zero to recommend approval of the proposed zoning text amendments related to temporary public safety uses in industrial zones at the June 26, 2019 meeting. The Planning Commission continued discussion on the other zoning text amendments related to non-industrial uses in industrial zones and mobile fueling services to the July 31, 2019 meeting.

At its July 31, 2019 meeting, the Planning Commission voted six to zero to recommend approval of the proposed zoning text amendment with the following modifications for the Council's consideration:

1. Allowing existing non-industrial uses in industrial zoning districts to expand their existing footp needed, up to twenty percent within two years of the adoption of this ordinance. Staff would develop specific eligibility criteria for consideration of expansion of existing non-industrial uses.

2. With respect to mobile fueling services, consider minimum and maximum insurance coverage requirements, limit the number of company vehicles, and subject each operation to a yearly review.

Assembly Uses and Other Nonindustrial Uses in Industrial Zones

In 2009, the City enacted revisions to the zoning ordinance that prohibited "places of assembly" in the industrial zones. This change was made in response to a study conducted by Conley Consulting Group, as part of the implementation of the City's Economic Strategic Action Plan adopted in 2005, analyzing the impacts of the conversion of industrial land to nonindustrial uses. The zoning restriction on "places of assembly" was intended to preserve the industrial areas of Milpitas and to improve compatibility of uses in these areas.

In April 2015, an application for a Conditional Use Permit was submitted to the Planning Department to establish the Al Hilaal Mosque and Community Center in an existing building located at 372-374 Turquoise Street in the Heavy Industrial (M2) zoning district. A facility for religious worship is considered a "place of assembly" under the City's zoning ordinance. The Zoning Code did not permit assembly uses in the Heavy Industrial (M2) zone and General Plan Implementing Policy 2.a-I-9 prohibited non-industrial uses into industrial lands. The applicant concurrently requested a zoning text amendment and General Plan Amendment to conditionally permit assembly uses in industrial zones. Staff recommended denial of both the project and the zoning text amendment on the grounds that the proposed zoning changes and the requested land use were inconsistent with the City's General Plan. On July 8, 2015, the Planning Commission voted to recommend approval of the zoning text change to conditionally permit assembly uses in the M2 zone and directed staff to return with a CEQA study and a resolution supporting approval of the Conditional Use Permit for the mosque.

In light of strong community support for the mosque and concerns about the difficulty in finding a suitable property for the mosque elsewhere in Milpitas, on January 11, 2017, the Planning Commission recommended that the City Council approve (1) a General Plan Amendment to remove a policy prohibiting "social organizations" within industrial areas, (2) a Zoning Text Amendment to conditionally permit "places of assembly" uses in the Industrial Park (MP), Light Industrial (M1), and Heavy Industrial (M2) zones, and (3) the Conditional Use Permit for the Al Hilaal Mosque at 372-374 Turquoise Street. The City Council approved the General Plan Amendment, Zoning Text Amendment, and Conditional Use Permit on February 7, 2017.

Following the Council's approval of these changes to the General Plan and zoning regulations, several other assembly uses have been established in the city's industrial areas, including a Bingo facility and three additional places of worship. Due to potential adverse effects on these non-industrial uses from noise, hazardous materials, and truck traffic inherent in the surrounding industry and potential exposure to discharge, leakage, and spill of hazardous materials from nearby industrial uses that store or use these materials, these establishments face high costs and time-consuming efforts related to measuring and mitigating risk factors related to adjacent industrial uses. Consequently, despite the City's recent approval of assembly uses in the M2 zone, over the past two years as noted above, City decision makers and staff have recognized that allowing assembly, entertainment, retail, commercial services, and other similar uses in the Heavy Industrial (M2) Zoning District is not a wise long-term planning and economic development policy approach. Allowing non-industrial uses to locate in industrial areas creates land use conflicts and undermines the viability of these areas for the intended purpose of supporting heavy industrial uses and economic activity. To preserve industrial lands in Milpitas and ensure that these areas can continue to support manufacturing and heavy industry in the future, staff recommends that the Council restrict the Heavy Industrial (M2) Zoning District only to uses that are compatible with heavy industrial activity.

The ordinance would prohibit any new assembly, entertainment, and non-industrial uses from operating in the M2 Zoning District; however, existing assembly, entertainment, and non-industrial uses would be rendered nonconforming uses. A nonconforming use is a legally established use that is no longer permitted in a particular zoning district. Given their legal nonconforming status, existing assembly, entertainment, and non-industrial uses will be allowed to continue to operate.

Mobile Fueling Services in Milpitas

Mobile fueling services have become increasingly popular and available in the Bay Area in recent years. Mobile fueling service is the on-demand delivery and dispensing of fuel for private vehicles from special trucks equipped with fuel tanks at a location convenient to the customer, as opposed to the vehicle owner pumping his or her own fuel at a service station or other location with a fixed fuel storage tank.

Mobile fueling in Milpitas is currently subject to regulations in the Fire Code (Municipal Code Section V-300-2.111) and requires a Temporary Fire Permit. In late 2016 the City adopted the 2016 California Fire Code, along with local amendments to the City's Fire Code including regulations for mobile fueling (also known as on-demand fueling); these regulations became effective on January 1, 2017. The City issued the first Temporary Fire Permits for on-demand mobile fueling on January 12, 2017 for four corporate office sites located in the Industrial Park (MP) zone: the Irvine Company, KLA, SanDisk, and Cisco. Later that year the City entered into a pilot project with a mobile fueling vendor at a commercial/retail location, the Great Mall. Temporary permits from the Fire and Planning Departments, including Conditions of Approval, were issued to this vendor on December 3, 2017.

Since authorizing these mobile fueling operations, the City has observed that many vendors have failed to comply with applicable regulations as well as the Conditions of Approval attached to their temporary permits. Multiple concerns associated with mobile fueling services have arisen, including problems related to fire safety, location, hours of service, traffic safety and other operational issues. Examples include vendors not following proper safety procedures, vendors not adhering to their own policies and guidelines, vendors operating in residential neighborhoods and commercial centers without authorization, and individuals smoking in the vicinity of fueling vehicles. In addition, there are some mobile fueling vendors operating in Milpitas that have not obtained the appropriate permits and authorizations from the City. In addition, mobile fueling operations have created traffic flow problems and safety concerns in residential and commercial areas. Fueling trucks have been observed double parking on the street or parking in red curb zones and driveways, forcing cars into oncoming traffic lanes and creating unsafe conditions for bicycles and pedestrians.

In response to these concerns, the City is proposing to incorporate additional regulations for mobile fueling service into the Zoning Code to allow for better control over the location and operating characteristics of these operations as well as greater monitoring and enforcement of Conditions of Approval of approved permits. The new zoning regulations would restrict mobile fueling services to safe and appropriate industrial areas of Milpitas. Mobile fueling would be allowed on private property only and would be prohibited on public or private streets. The City also proposes to require mobile fueling vendors to have a fixed business location within Milpitas so that these businesses would be subject to applicable local taxes.

There are currently 10 industrial sites in the city with valid Temporary Fire Permits that expired on June 30, 2019. These permits will remain in effect until they expire or are extended by the Fire Marshal's office, pending adoption of the proposed new regulations. The pilot mobile fueling project at the Great Mall is no longer in operation; the permit for this operation was revoked due to violations of the Conditions of Approval. One new permit application to conduct mobile fueling operations was recently submitted to the Fire Department; this permit has not yet been reviewed or approved due in part to the pending zoning amendments.

Temporary Public Safety Uses in Industrial Zones

The proposed addition of a provision allowing temporary public safety uses in industrial areas is in response to the City's need to establish a temporary fire station during the rehabilitation of the existing Fire Station No. 2. Following some difficulty in finding an appropriate location, the City has identified a suitable building for a temporary fire station located at 1126 Yosemite Drive, located in the M2 zone. However, existing zoning regulations do not allow a fire station at this location.

The zoning ordinance is currently silent on public service uses and structures in the M2 zone and other industrial zoning districts, meaning that such uses are not permitted in these zones. In addition, while "public service structures" are currently listed as a conditionally permitted use in the residential zones and "public service use or structure" is stated as a conditionally permitted use in the Institutional zone, there is no definition for the term "public service use or structure," nor does the zoning code differentiate between uses related

public safety (e.g., fire stations, police stations) and other types of public service uses such as general government office buildings, public recreational or cultural facilities, corrections facilities, etc.

Given the critical need for a temporary fire station location in Milpitas and the shortage of available and suitable properties, the City is proposing zoning amendments that would conditionally allow public safety facilities in the industrial zones on a temporary basis (up to three years). If needed, two, six-month extensions may be requested to remove improvements.

Analysis:

Staff proposes the following changes to the City's Municipal Code in response to the issues outlined above:

Changes to Permitted and Conditionally Permitted Uses in Industrial Zones

Changes are proposed to several of the land uses listed in Table XI-10-7.02-1, *Industrial Zone Uses*. The following uses that are currently permitted ("P") or conditionally permitted ("CP") are proposed to change to not permitted ("NP"): adult businesses, commercial services, retail stores–general merchandise, billiards, commercial athletic facilities, kennels, medical and dental offices and clinics, veterinary hospitals, mini-storage complexes, hotels/motels, administrative/professional/research offices, financial institutions, vocational schools, places of assembly, and restaurants. The following uses that are currently permitted ("P") are proposed to change to conditionally permitted ("C"): business support services, medical support laboratories, and warehousing and wholesale. Service stations with car wash, which are currently not permitted ("NP") in the Light Industrial (M1) and Heavy Industrial (M2) districts, are proposed to change to conditionally permitted ("C") in both zones to be consistent with the requirement for this use in the Industrial Park (MP) zone.

In addition, because assembly uses are currently not defined in the zoning code, a definition for "Assembly" has been added to Subsection XI-10-2.03, *Definitions*.

New Mobile Fueling Service Regulations

Proposed new zoning regulations for mobile fueling service operations include the following:

A definition for "Mobile Fueling Services" has been added to Subsection XI-10-2.03, *Definitions*. The proposed definition is consistent with the California Fire Code regulations for mobile fueling (Chapter 57, Section 5707) as well as the City's current Fire Code regulations for mobile fueling operations (Milpitas Municipal Code Section V-300-2.111). Additional proposed locational standards and procedural requirements for mobile fueling services have been added as a subsection (XI-10-7.04(B)(4)) under *Industrial Zone Special Development and Performance Standards,* with cross-reference to the California Fire Code regulations and applicable local amendments.

"Mobile Fueling Service" has been added to the use tables for Residential (Table XI-10-4.02-1), Commercial (Table XI-10-5.02-1), and Industrial (Table XI-10-7.02-1). Mobile fueling is proposed to be not permitted ("NP") in all residential and commercial zones and conditionally permitted ("C") in all Industrial zones.

Following adoption of the proposed zoning amendments for mobile fueling, the Fire Department will begin to issue annual fee-based Operational Fire Permits at sites that are approved by the Planning Department through the Conditional Use Permit process.

New Provision for Temporary Public Safety Uses in Industrial Zones

A proposed definition for "Public Safety Use" has been added to Subsection XI-10-2.03, Definitions. In addition, proposed new definitions for "Public Service Use" and "Public Utilities" have been included to clarify the distinctions between these various categories of public uses (the terms "Public Service Use" and "Public Utilities" are currently used in the zoning code, but no definitions are given). In summary, Public Safety Uses include police and fire protection; Public Service Uses are general government services such as public administrative offices, courthouses and post offices; and Public Utilities are facilities related to essential services such as water, electricity, natural gas, and telecommunications.

A new provision for "Temporary Public Safety Uses" has been added to Subsection XI-10-13.11, *Temporary Uses and Structures*. Proposed regulations for this use include a two-year time limit and a requirement for all improvements associated with the temporary use to be removed at the time of expiration and the building or facility to be restored to its prior condition. Two, separate, six-month extensions may be requested to complete removal of all improvements.

Lastly, "Temporary Public Safety Uses" has been added as a conditional use in all Industrial zones, subject to a Minor Conditional Use Permit ("MC"), in Table XI-10-7.02-1, *Industrial Zone Uses*. "Public Safety Uses" on a permanent basis has been added as a conditional use in the Institutional zone in Table XI-10-10.02-1, *Institutional Zone Uses*.

Policy Alternatives:

Alternative 1: Do not amend the code and continue to allow nonindustrial land uses to operate in industrial zoning districts
Pros: Continue processing entitlement applications according to established procedures
Cons: Creates land use conflicts and public health and safety risks and undermines the viability of industrial lands
Reason not recommended: Continuing to allow nonindustrial land uses to operate in industrial zoning districts exposes such uses to excessive due noise, hazardous materials, and truck traffic from surrounding industry. Further, these establishments face high costs and time-consuming efforts related to measuring and mitigating risk factors related to adjacent industrial uses. The proposed elimination of nonindustrial uses from the Industrial zones will protect the viability of industrial lands and help maintain a thriving center for industry in the city and region. Ensuring the continuity and integrity of industrial land contributes to a balanced and diverse land use program and economic base for Milpitas.

Alternative 2: Do not amend the zoning code to regulate mobile fueling services
Pros: None
Cons: Ad hoc administration and enforcement of permits, no standard permit procedures, inability to use land use mechanisms to regulate mobile fueling service uses
Reason not recommended: Multiple concerns associated with mobile fueling services have arisen, including problems related to fire safety, location, hours of service, traffic safety and other operational issues. Amending the zoning code to provide a regulatory framework for mobile fueling services uses will allow for better control over the location and operating characteristics of these operations as well as greater monitoring and enforcement of Conditions of Approval of approved permits.

Alternative 3: Do not amend the zoning code to add a provision allowing temporary public safety uses in industrial zoning districts
Pros: None.
Cons: "Public Safety Uses" would be prohibited in industrial zoning districts
Reason not recommended: The zoning ordinance is currently silent on public service uses and structures in the M2 zone and other industrial zoning districts, meaning that such uses are not permitted in these zones. Given the City's need to establish a temporary fire station at 1126 Yosemite Drive, a site located in the Heavy Industrial (M2) zoning district, during the rehabilitation of the existing permanent station, the current zoning code would prohibit such a use. The proposed zoning amendment that would conditionally allow public safety facilities in the industrial zones on a temporary basis (up to two years) would meet the City's critical need for a temporary fire station location in Milpitas given the shortage of available and suitable properties.

California Environmental Quality Act:

Pursuant to Section 15061(b)(3) of the California Code of Regulations (CEQA Guidelines), staff has determined that the introduction and adoption of this ordinance is not subject to review under CEQA. CEQA Guidelines Section 15061(b)(3), also known as the "common sense exemption," states that CEQA only applies to projects that have the potential for causing a significant effect on the environment, and where it can be

with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. A "significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project. This ordinance would impose more restrictive land use regulations in the city's industrial areas than those currently in effect, and further would create new zoning requirements for a use that is not currently regulated in Milpitas (mobile fueling) for the purpose of protecting environmental quality, public health, and public safety. Therefore, it can be seen with certainty that there is no possibility that the ordinance in question would have a significant effect on the environment; accordingly, the ordinance under Section 15061(b)(3) is exempt from CEQA review.

Moreover, the introduction and adoption of this Ordinance is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning). Section 15183 of the CEQA Guidelines provides that projects that are consistent with a Community Plan, General Plan or Zoning for which an EIR has been certified "shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." The Land Use Element includes several policies and guidelines related to preserving industrial lands, ensuring a balanced and diverse economic base, and prioritizing the City's fiscal well-being when making land use decisions. The Amendment restricting uses in the industrial zones help accomplish all these goals. In addition, the Amendment regulating mobile fueling services is aligned with the goals and objectives related to orderly and planned management of uses in the Land Use Element, as well as those related to effective fire protection services in the Seismic and Safety Element. The Amendment to conditionally permit temporary public safety uses in industrial zones supports the Seismic and Safety Element goal of promoting high-quality, efficient fire protection services because it will allow operation of a temporary fire station in a suitable location during the construction of a permanent fire station in another location. Therefore, the proposed Amendment is consistent with the General Plan and is exempt from CEQA pursuant to Section 15183 of the CEQA Guidelines.

The introduction and adoption of this Ordinance is also exempt under CEQA Guideline 15301 (Existing Facilities). Section 15301 of the State CEQA Guidelines provides an exemption for "the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use." Given that that the proposed ordinance would impose more restrictive regulations in the City's industrial areas and would create new zoning requirements to uses not currently regulated, but would ultimately operate in existing public or private structures, facilities, mechanical equipment, the proposed ordinance is categorically exempt from CEQA pursuant to Section 15301 of the CEQA Guidelines.

Accordingly, this Ordinance is exempt from CEQA review pursuant to Sections 15061(b)(3), 15183, and 15301 of the CEQA Guidelines, each as a separate and independent basis.

PUBLIC COMMENT/OUTREACH:

The City Clerk provided public notice of the proposed zoning amendments in accordance with City and state public noticing requirements. At the time of writing this report, representatives from a mobile fueling service provider has inquired about staff's recommendations and the format of the public hearing. A notice was published in the *Milpitas Post* on August 10, 2019. A public notice was also provided on the City's website, www.ci.milpitas.ca.gov, and posted at City Hall.

Economic Development Director Alex Andrade has conferred with various employers in the industrial lands to discuss the proposed amendments with respect to nonindustrial uses in industrial lands. Moreover, on August 15, 2019, Planning and Economic Development staff provided a letter explaining the purpose of the proposed zoning ordinance amendments as additional notice to operators of assembly, entertainment, and nonindustrial land uses in the Heavy Industrial (M2) Zoning District.

Recommendation:

1) Conduct a public hearing and move to close the hearing following comments.

2) City Attorney shall read aloud title of Ordinance No. 38.836.

3) Consider the exemption from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15183 (Projects consistent with General Plan), Section 15301 (Existing Facilities) and 15061(b)(3) (Common Sense Exemption).

4) Move to waive the first reading beyond the title and introduce Ordinance No. 38.836 Amending Milpitas Municipal Code Section 2 (“Definitions”), Subsection 4.02 (“Residential Use Regulations”), Subsection 5.02 (“Commercial Use Regulations”), Subsection 7.02 (“Industrial Use Regulations”), Subsection 7.04 (“Industrial Zone Special Development and Performance Standards”), Subsection 10.02 (“Institutional Use Regulations”), and Subsection 13.11 (“Temporary Uses and Structures”)

Attachments:

a) Planning Commission Resolution No. 19-021
b) Proposed City Council Ordinance No. 38.836 for introduction

REGULAR

NUMBER: **38.836**

TITLE: **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MILPITAS AMENDING SECTIONS OF CHAPTER 10 OF TITLE V OF THE MILPITAS MUNICIPAL CODE RELATING TO ASSEMBLY USES, MOBILE FUELING USES, AND TEMPORARY PUBLIC FACILITIES AND MAKING FINDINGS OF CEQA EXEMPTION**

HISTORY: This Ordinance was introduced (first reading) by the City Council at its meeting of _____, upon motion by_____ and was adopted (second reading) by the City Council at its meeting of _____, upon motion by _____. The Ordinance was duly passed and ordered published in accordance with law by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

_____
Mary Lavelle, City Clerk

APPROVED:

_____
Rich Tran, Mayor

APPROVED AS TO FORM:

_____
Christopher J. Diaz, City Attorney

RECITALS AND FINDINGS:

WHEREAS, the City of Milpitas, California (the "City") is a municipal corporation, duly organized under the constitution and laws of the State of California; and

WHEREAS, California Government Code Section 65800 et seq. authorizes the adoption and administration of zoning laws, ordinances, rules and regulations by cities as a means of implementing the General Plan; and

WHEREAS, maintaining a sufficient supply of land zoned exclusively for industrial uses and similar compatible uses is important for the health and diversity of the City's economy and job market; and

WHEREAS, industrial lands have a net positive impact on the City's budget, generating more dollars in tax revenue than they cost in service expenditures, thereby helping to offset the cost of providing City services to lands with other uses such as residential and public; and

WHEREAS, the zoning regulations for industrial zones in Milpitas currently conditionally permit several nonindustrial uses that may be incompatible with adjacent heavy industrial activities, and the approval of conditional use permits for several nonindustrial uses in industrial zones in recent years has begun to adversely impact the integrity of industrial areas of the City; and

WHEREAS, the City Council and City Manager have determined that the preservation of industrial lands is an important policy priority for Milpitas; and

WHEREAS, restricting or prohibiting nonindustrial land uses in industrial zoning districts is an essential component in maintaining the supply of industrial land as well as the viability of such land for heavy industrial activities; and

WHEREAS, there has been a recent increase in mobile fueling service vendors operating in Milpitas, and the City has recognized a need to regulate the location and operating characteristics of these businesses; and

WHEREAS, the City has a need to establish a temporary fire station during the construction of a new permanent station, and has identified a suitable available property at 1126 Yosemite Drive, located in the Heavy Industrial (M2) zoning district; and

WHEREAS, the regulations for the M2 zoning district do not currently allow public service or public safety uses either on a short-term or long-term basis, and changes to the M2 zoning regulations are necessary in order to allow the operation of a temporary fire station, a critical public safety facility; and

WHEREAS, the City has prepared a Zoning Amendment ("Amendment") to the City's Municipal Code, including refinements to Section 2 ("Definitions"), Subsection 4.02 ("Residential Use Regulations"), Subsection 5.02 ("Commercial Use Regulations"), Subsection

7.02 (“Industrial Use Regulations”), Subsection 7.04 (“Industrial Zone Special Development and Performance Standards”), Subsection 10.02 (“Institutional Use Regulations”), and Subsection 13.11 (“Temporary Uses and Structures”) of the Municipal Code; and

WHEREAS, on June 26, 2019 the Planning Commission for the City of Milpitas held a lawfully noticed public hearing to solicit public comment and consider the proposed Amendment, take public testimony, and make a recommendation to the City Council on the project; and

WHEREAS, this ordinance is exempt from the California Environmental Quality Act, Public Resources Code Section 21000, *et seq*., each as a separate and independent basis, pursuant to CEQA Guidelines Section 15183 (projects consistent with the General Plan); Section 15301 (existing facilities) and Section 15061(b)(3) (no possibility of significant environmental effect)

NOW, THEREFORE, the City Council of the City of Milpitas does ordain as follows:

SECTION 1. RECORD AND BASIS FOR ACTION

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

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Based on its review of the entire record, including the staff report, public comments and testimony presented to the Planning Commission and City Council, and the facts outlined below, the City Council hereby finds and determines that this ordinance is categorically exempt from the California Environmental Quality Act (“CEQA”) under CEQA Guidelines, § 15061(b)(3), also known as the “common sense exemption”, which exempts from CEQA any project where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. A “significant effect on the environment” means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project. This Ordinance would impose more restrictive land use regulations in the city’s industrial areas than those currently in effect, and further would create new zoning requirements for a use that is not currently regulated in Milpitas (mobile fueling) for the purpose of protecting environmental quality, public health, and public safety. Therefore, it can be seen with certainty that there is no possibility that this Ordinance would have a significant effect on the environment; accordingly, this Ordinance is exempt from CEQA review.

Moreover, the City Council hereby finds that the introduction and adoption of this Ordinance is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning). Section 15183 of the CEQA Guidelines provides that projects that are consistent with a Community Plan, General Plan or Zoning for which an EIR has been certified “shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.” The Land Use Element includes several policies and

guidelines related to preserving industrial lands, ensuring a balanced and diverse economic base, and prioritizing the City's fiscal well-being when making land use decisions. The Amendment restricting uses in the industrial zones help accomplish all these goals. In addition, the Amendment regulating mobile fueling services is aligned with the goals and objectives related to orderly and planned management of uses in the Land Use Element, as well as those related to effective fire protection services in the Seismic and Safety Element. The Amendment to conditionally permit temporary public safety uses in industrial zones supports the Seismic and Safety Element goal of promoting high-quality, efficient fire protection services because it will allow operation of a temporary fire station in a suitable location during the construction of a permanent fire station in another location. Therefore, the proposed Amendment is consistent with the General Plan. Therefore, the proposed Amendment is consistent with the General Plan and is exempt from CEQA pursuant to Section 15183 of the CEQA Guidelines.

The introduction and adoption of this Ordinance is also exempt under CEQA Guideline 15301 (Existing Facilities). Section 15301 of the State CEQA Guidelines provides an exemption for "the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use." Given that that the proposed ordinance would impose more restrictive regulations in the City's industrial areas and would create new zoning requirements to uses not currently regulated, but would ultimately operate in existing public or private structures, facilities, mechanical equipment, the proposed ordinance is categorically exempt from CEQA pursuant to Section 15301 of the CEQA Guidelines.

Accordingly, this Ordinance is exempt from CEQA review pursuant to Sections 15061(b)(3), 15301, and 15183 of the CEQA Guidelines, each as a separate and independent basis.

SECTION 3. GENERAL PLAN CONSISTENCY

The proposed zoning amendment supports several of the guiding principles and policies of the General Plan. The Land Use Element includes several policies and guidelines related to preserving industrial lands, ensuring a balanced and diverse economic base, and prioritizing the City's fiscal well-being when making land use decisions. The Amendment restricting uses in the industrial zones help accomplish all these goals. In addition, the Amendment regulating mobile fueling services is aligned with the goals and objectives related to orderly and planned management of uses in the Land Use Element, as well as those related to effective fire protection services in the Seismic and Safety Element. The Amendment to conditionally permit temporary public safety uses in industrial zones supports the Seismic and Safety Element goal of promoting high-quality, efficient fire protection services because it will allow operation of a temporary fire station in a suitable location during the construction of a permanent fire station in another location. Therefore, the proposed Amendment is consistent with the General Plan.

SECTION 4. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 2

Title XI, Chapter 10, Section 2 "Definitions", Subsection XI-10-2.03 "Definitions" of the Milpitas Municipal Code is hereby amended to add the following definitions to read as follows:

Assembly" means the provision of activities for assembled groups of participants at institutions or facilities including but not limited to private and nonprofit clubs; social or fraternal organizations; and churches, temples, synagogues and other places of worship. Assembly uses in the context of groups of people is distinct from and unrelated to the definition of the industrial use "Assembly from pre-processed materials."

–"Assembly from pre-processed materials" means assembling, packaging, or distributing from previously prepared materials, such as cloth, plastic, paper, leather, precious or semi-precious metals or stones, electric or electronic instruments and devices such as television, radios, and pharmaceutical products. Assembly in the context of industrial manufacturing is distinct from and unrelated to the definition of "Assembly" involving groups of people.

"Mobile Fueling Service" means the operation of dispensing liquid fuels from tank vehicles into the fuel tanks of motor vehicles, primarily serving drivers of private vehicles as opposed to fleet vehicles. Mobile Fueling Service may also be known by other terms, including but not limited to "On-Demand Fueling," "Wet fueling" and "Wet hosing."

"Places of Assembly." See "Assembly"

"Public Safety Use" means facilities for public safety or emergency services, including police and fire protection.

"Public Service Use" means facilities owned and operated by governmental agencies that provide services to the general public, including but not limited to federal, state and municipal administration buildings, courthouses, and post offices.

"Public Utilities" means facilities for the production, storage, treatment, transmission and/or distribution of electricity, natural gas, water, wastewater, and telecommunications and other similar essential services.

SECTION 5. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 4

Title XI, Chapter 10, Section 4 "Residential Zones and Standards," Subsection XI-10-4.02 "Residential Use Regulations," Table XI-10-4.02-1 "Residential Zone Uses" of the Milpitas Municipal Code is hereby amended to read as follows:

Table XI-10-4.02-1
Residential Zone Uses

Use	R1	R2	R3	R4	R5
1. Commercial					
Commercial services [1,2]	NP	NP	C	C	C
2. Professional Offices and related uses					

Offices [1,2]	NP	NP	C	C	C
3. Public/Quasi-Public and Institutional Uses					
Child care center	C	C	C	C	P
Nursing home [3]	NP	C	C	C	C
Park, playground or community center (non-profit)	C	C	C	C	C
Parking lots	C	C	C	C	C
Public service use~~structure~~	C	C	C	C	C
School (not trade or vocational)	C	C	C	C	C
~~Social hall, lodge, fraternal organization, club and religious assembly (non-profit)~~ Places of Assembly	C	C	C	C	C
4. Residential Uses					
Condominiums and condo conversions	NP	SFR: C Duplex: C	C	C	C
Duplex (Two dwellings)	NP	P	NP	NP	NP
Group dwelling	NP	NP	NP	C	C
Guest house	C	NP	NP	NP	NP
Manufactured home [4]	P	P	NP	NP	NP
Multi-family dwellings (Three or more units)	NP	NP	P	P	P
Planned unit development [5]	P	P	P	P	P
Second residential dwelling unit [6]	P	SFR: P Duplex: NP	NP	NP	NP

Single-family dwelling	P	P	NP	NP	NP
Single-room occupancy residences [7]	NP	NP	C	C	C
Transitional and supportive housing	P [8]	P [8]	P [9]	P [9]	P [9]
5. Restaurants					
Restaurants [1,2]	NP	NP	C	P/C	P/C
6. Unclassified Uses					
Agriculture [10]	P	P	P	NP	NP
Boarding house (three or more persons)	NP	C	C	C	C
Golf course [11]	C	C	C	NP	NP
Live work units [12]	NP	NP	C	C	C
Model home complex [13]	P	P	P	P	P
7. Vehicle Related Uses					
Mobile Fueling Services	NP	NP	NP	NP	NP

SECTION 6. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 5

Title XI, Chapter 10, Section 5 "Commercial Zones and Standards", Subsection XI-10-5.02 "Commercial Use Regulations", Table XI-10-5.02-1 "Commercial Zone Uses" of the Milpitas Municipal Code is hereby amended to read as follows:

Table XI-10-5.02-1
Commercial Zone Uses

Use	CO	C1	C2	HS	TC
1. Commercial Uses					

Alcoholic beverage sales	C [6]	C	C	NP	C
Art/photography studio or gallery	NP	P	P	P	P
Bookstore	NP	P	P	P	P
Commercial services [1]	P	P	P	NP	P
Funeral home or mortician	NP	NP	C	C	NP
Furniture sales	NP	P	P	P	P
Grocery store (supermarkets)					
Within 1,000 ft. of residential zone	NP	C	C	C	C
Not within 1,000 ft. of residential zone	NP	P	P	P	P
Head/smoke/tobacco shop	NP	C	C	NP	C
Home improvement (hardware, blinds, interior decorating, etc.)	NP	P	P	C	P
Not fully enclosed operation	NP	C	C	C	C
Household appliance store [7]	NP	NP	P	P	NP
Small appliance repair	NP	NP	MCS	P	NP
Large appliance repair	NP	NP	NP	P	NP
Janitorial services	NP	NP	P	P	NP
Newsstand					
Indoor	P	P	P	NP	P
Outdoor	C	C	C	NP	C
Nursery (flower or plant)					

Indoor	NP	NP	P [2]	P	P
Outdoor	NP	NP	C	P	NP
Office supply sales (stationery, equipment)	P	P	P	P	P
Paint and wallpaper stores	NP	NP	P	P	P
Pawnshops	NP	NP	C	NP	NP
Pet stores	NP	NP	P	P	P
Printing (newspaper, publishing)	NP	NP	P	P	P
Rentals (medical supplies, costumes, party equipment, office equipment)	NP	NP	P	P	P
Retail stores, general merchandise	NP	P	P	NP	P
Tanning salon	NP	NP	P	NP	P
Thrift store [3]	NP	C	P	P	P
2. Entertainment and Recreation					
Adult business [4]	NP	NP	NP	P	NP
Bowling alley	NP	NP	P	P	P
Commercial athletic facilities					
Indoor	NP	C	P	P	P
Outdoor	NP	NP	NP	C	NP
Motion picture theater (See 7 below)					
Recreation or entertainment facility	NP	C	C	C	C
Shooting range, indoor	NP	NP	NP	C	NP

3. Health and Veterinarian Uses					
Animal grooming (no boarding)	NP	P	P	P	P
Hospital	C	NP	C	C	C
Kennel	NP	NP	C	NP	NP
Massage establishment	NP	NP	C	C	C
Medical and dental office	P	P	P	NP	P
Medical and dental clinic	P	C	C	NP	P
Medical support laboratories	P	C	C	C	C
Optician and optometrist shop	P	P	P	NP	P
Pharmacy or drug store	NP	P	P	P	P
Sauna and steam bath	NP	NP	NP	P	NP
Veterinary clinic	NP	NP	P	P	P
4. Industrial Uses [5]					
Assembly from pre-processed materials	NP	NP	C	NP	NP
Commercial fueling facility	NP	NP	NP	C	NP
Commercial laboratory	NP	NP	C	P	NP
Contractor's yards and offices	NP	NP	C	C	NP
Disinfection and extermination business	NP	NP	C	P	NP
Dry cleaning plant	NP	NP	NP	P	NP
Food storage locker	NP	NP	NP	P	NP

Landscape contractor	NP	NP	C	P	NP
Lumberyards	NP	NP	C	C	NP
Mini-storage complex	NP	NP	C	C	NP
Plumbing, metalworking, glassworking or woodworking	NP	NP	C	C	NP
Research & development	NP	NP	C	NP	NP
Sign sales and fabrication (Electric and neon sign, sign painting)	NP	NP	C	P	NP
Warehousing and wholesale	NP	NP	C	NP	NP
5. Lodging					
Hotel and motel	NP	NP	C	C	C
6. Professional Offices, Financial Institutions and Related Uses					
Automatic teller machines (freestanding) [6]	NP	P	P	P	P
Financial institutions (banks, savings and loans, etc.)	P	P	P	P	P
General offices (administrative and business services, real estate, travel agencies, etc.)	P	P	P	P	P
7. Public, Quasi-Public and Assembly Uses					
Auction hall	NP	NP	C	C	C
Child care					
Child care center	C	C	C	C	C
Day care school	C	C	C	C	C
Large family child care home	NP	NP	NP	NP	C
Small family child care home	NP	NP	NP	NP	C

~~Club or social organization, religious assembly~~ Places of Assembly	C	C	C	C	C
Cultural center	NP	NP	C	C	C
Educational institutions					
Schools, private (elementary, middle, high)	NP	NP	C	NP	C
Trade and vocational school	C	NP	P	P	C
Farmer's market (not including flea market)	NP	C	C	C	C
Instruction					
Group [8]	MCS	MCS	MCS	MCS	MCS
Private	P	P	P	P	P
Motion picture theater					
Indoor	NP	C	C	C	C
Outdoor	NP	NP	NP	C	NP
Parking facility, storage garage	NP	P	P	C	C
Public utilities	C	C	C	C	C
Transportation facility (taxi, limousine, etc.)	NP	NP	C	C	C
8. Restaurants or Food Service					
Banquet hall	NP	NP	C	C	C
Bar or nightclub	NP	NP	C	C	C
Catering establishment	NP	NP	P	P	P
Restaurants	C [7]	P	P	P	P

With live entertainment/dancing	NP	NP	C	C	C
With drive-in or drive-through	NP	C	C	C	C
With ancillary on-premise beer & wine with no separate bar	NP	MC	PMC	MC	MC
9. Residential Uses					
Caretaker (in conjunction with contractor's yard or mini-storage complex)	NP	NP	C	C	NP
Emergency shelters [9]	NP	NP	NP	P/C	NP
Single-room occupancy residences [10]	NP	NP	NP	C	NP
10. Vehicle Related Uses					
Auto repair (tire, oil change, smog check, etc.)	NP	NP	C	C	NP
Auto sales and rental, outdoor (new and used cars, RV and truck)	NP	NP	C	C	NP
Auto broker (wholesale, no vehicles on site)	MCS	MCS	MCS	MCS	MCS
Car wash	NP	NP	C	C	NP
Mobile Fueling Services	NP	NP	NP	NP	NP
Service stations (with or without repair or retail) [11]	C	C	C	C	C
Drive through uses (restaurants, pharmacies, etc.)	NP	C	C	C	C
11. Unclassified Uses					
Accessory structures [12]	P	P	P	P	P
Model home complex [13]	NP	NP	NP	NP	P
Mortuary or crematory	NP	NP	NP	C	NP
Radio or television station	NP	NP	C	P	NP

Temporary seasonal sales [14]	NP	P	P	P	P

SECTION 7. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 7

The following entry in Title XI, Chapter 10, Section 7 "Industrial Zones and Standards", Subsection XI-10-7.02, A (2) "Industrial Use Regulations" of the Milpitas Municipal Code is hereby amended to read as follows:

A. Permitted and Conditionally Permitted Uses.

2. Accessory Uses. The following accessory uses are allowed when incidental to the primary use:

a. In M1 and MP zones, incidental services, such as restaurants and recreation facilities for employee use only and when conducted in and entered from within the building or campus.

SECTION 8. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 7

Title XI, Chapter 10, Section 7 "Industrial Zones and Standards", Subsection XI-10-7.02 "Industrial Use Regulations," Table XI-10-7.02-1 of the Milpitas Municipal Code is hereby amended to read as follows:

Use	M1	M2	MP
1. Commercial Uses			
Adult Businesses [1]	P	NP	NP
Business support services	P	NP	P
Commercial services	P	NP	P
Janitorial services	P	NP	P
Office supplies	C	~~C~~NP	C
Printing (newspaper, blueprint, publishing)	P	NP	C
Retail stores, general merchandise [2]	C	NP~~C~~	C

2. Entertainment and Recreation Uses			
Billiards	C	NP~~C~~	C
Commercial athletic facilities	C	NP~~C~~	C
3. Health and Veterinarian Uses			
Hospitals	NP	NP	C
Kennel	P	NP	NP
Medical support laboratories	P	NP	P
Medical and dental offices and clinics [2]	P	NP	P
Veterinarian hospital	P	NP	P
4. Industrial Uses			
Assembly from pre-processed materials [3]	P	P	P
Auto assembly facility	NP	P	NP
Bottling facility	P	P	NP
Building material sales (equipment rental) [4]	NP	C	NP
Commercial fueling facility	C	C	NP
Commercial laboratory	P	P	P
Contractor's yard and offices [4]	NP	C	NP
Distribution facility	P	P	P
Freight and trucking yard [4]	NP	P	NP
Mini-storage complex	C	C	NP

Plumbing, metalworking, glassworking or woodworking	P	P	NP
Plant or facility (research & development, assembly, manufacturing, packaging, processing, repairing, etc. or materials, merchandise or products)	P	P	P
Pottery or tile manufacturing	P	P	NP
Recycling processing facility	C	C	NP
Warehousing and wholesale	P	P	P
5. Lodging Uses			
Hotels/motels	C	NP~~C~~	C
6. Professional Office Uses			
Administrative, professional or research [2]	P	NP~~P~~	P
Financial institutions (banks, savings and loans, etc.)	C	NP~~C~~	P
7. Public, Quasi-Public and Assembly Uses			
Auditorium [5]	NP	NP	C
Conference center [5]	NP	NP	C
Vocational school	C	NP~~C~~	C
Farmer's market (not including flea market) [6]	NP	NP	C
Public utilities [7]	P	P	P
Temporary Public Safety Uses[8]	MC	MC	MC
Transportation facility (taxi, parcel service, armored car, etc.) [4]	NP	P	NP
Places of assembly [9]	C	NP~~C~~	C
8. Residential Uses			

Caretaker's residence	C	C	NP
9. Restaurants or Food Service Uses			
Catering	P	NP	P
Restaurants			
With on-site service of alcohol	C	NP~~C~~	C
Without on-site service of alcohol	C	NP~~C~~	C
With live entertainment/dancing	NP	NP	NP
Drive-in or drive-thru	C	NP~~C~~	C
10. Vehicle Related Uses			
Auto junk yard [4]	NP	C	NP
Auto repair (tire, oil change, smog check, etc.) [10]	C	P	C [11]
Mobile Fueling Service[12]	C	C	C
Service stations (with or without repair or retail) [10]	C	C	C
With car wash	NP	NP	C
Vehicle sales and rental (auto, RV and truck-new and used in operable condition) [13]	C	C	C [11]
Auto broker (wholesale, no vehicles on site) [14]	MCS	MCS	MCS

[1] In accordance with the Title III, Chapter 4, Adult Business Ordinance and Subsection XI-10-13.04, Adult Businesses, of this Chapter.

[2] When found necessary to serve and appropriate to the industrial area.

[3] Assembling, packaging, or distribution from previously prepared materials, such as cloth, plastic, paper, leather, precious or semi-precious metals or stones, electric or electronic instruments and devices such as television, radios, and pharmaceutical products.

[4] When conducted wholly within a completely enclosed building or within an area enclosed on all sides with a solid wall or fence (e.g. chain link with slats) not less than eight feet in height.

[5] Shall be ancillary to the primary use or associated with business or industrial uses.

[6] Refer to Subsection XI-10-13.10, Farmers Markets, of this Chapter.

[7] Includes service facilities, electric transmission and distribution substations and public utility service centers.

[8] ~~Entrances to the service bays shall not be open to the street, but shall be so designed to face the rear or interior side property line~~. See Subsection XI-10-13.11(G), Temporary Public Safety Uses.

[9] ~~Within MP zones, rental and repair may be considered only when ancillary to new auto dealerships.~~ See Subsection XI-10-7.04(B)(3), Industrial Zone Special Development and Performance Standards for Places of Assembly.

[10] ~~Within MP zones, boat and camper sales are prohibited. Dealerships shall be on property at least three acres or greater in area.~~ Entrances to the service bays shall not be open to the street, but shall be so designed to face the rear or interior side property line.
[11] ~~See Subsection XI-10-7.04, Industrial Zone Special Development and Performance Standards.~~ Within MP zones, rental and repair may be considered only when ancillary to new auto dealerships.
[12] See Subsection XI-10-7.04(B)(4), Industrial Zone Special Development and Performance Standards for Mobile Fueling Services.
[13] Within MP zones, boat and camper sales are prohibited. Dealerships shall be on property at least three acres or greater in area.
[14] See Subsection XI-10-7.04(A)(1), Industrial Zone Special Development and Performance Standards for Auto Brokers.

SECTION 9. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 7

Title XI, Chapter 10, Section 7 "Industrial Zones and Standards," Subsection XI-10-7.04, B(3) "Industrial Zone Special Development and Performance Standards" of the Milpitas Municipal Code is hereby amended and Subsection XI-10-7.04, B(4) is hereby added to read as follows:

B. Special Development Standards in All Industrial Zones.

3. Places of Assembly. Places of Assembly are prohibited in the M2 Heavy Industrial Zone. When any place of assembly use is established in an M1 or MP zone after the effective date of this Ordinance, such use shall be subject to the following requirements:

a. Applicant shall submit a review of potential hazardous site conditions and potential exposure of site users to these conditions. At a minimum, a Phase I Environmental Site Assessment (ESA) shall be performed for each proposed assembly use within the City's Light Industrial (M1), Heavy Industrial (M2), and Industrial Park (MP) zoning districts. Each individual project shall comply with the recommendations of the Phase I Environmental Site Assessment (which may include conducting Phase II sampling and implementing the recommendations of the Phase II ESA that may include cleanup of hazardous materials) and demonstrate that exposure of site users to hazardous materials conditions would be below established thresholds prior to approval of the Conditional Use Permit. In addition, an Accidental Release Assessment (ARA) shall be performed for each proposed assembly use within the City's Light Industrial (M1) ~~, Heavy Industrial (M2),~~ and Industrial Park (MP) zoning districts to determine if unacceptable safety risks may result from the proposed change in use. The ARA shall review and evaluate any and all Risk Management Plans prepared for facilities in the vicinity under the California Accidental Release Prevention (CalARP) program. The environmental professional preparing the ARA shall determine, based on Alternative Release Scenarios, whether the proposed new assembly use would result in unacceptable safety risks due to proximity of uses handling or emitting acutely hazardous materials. If unacceptable risks are identified, the proposed use shall not be allowed.

b. Applicant shall submit a further noise study. The noise study shall demonstrate that ambient noise conditions within the vicinity of the proposed assembly use do not exceed the City's "normally acceptable" Noise Compatibility Standard of 70 dBA Ldn. In the event that existing conditions exceed the "normally acceptable" standard the proposed assembly use may be required to install noise insulating materials to achieve the interior noise standard. Also as a condition of approval, proposed assembly uses shall be required to sign a disclosure of acknowledgment that they agree to operate within an existing industrial area and may be subject to noise levels that exceed the City of Milpitas's Noise Compatibility Standards for noise-sensitive uses.

c. No assembly use shall install or otherwise use exterior public address systems or other noise generating equipment that exceeds the 70 dBA noise standard.

d. No new structure shall be construed within the M1~~, M2,~~ or MP zoning district for use as a place of assembly and no more than 50% of the square footage of any existing structure within the M1~~, M2,~~ or MP zoning district shall be converted to use as a place of assembly.

e. No exterior modifications to any existing structure within the M1~~, M2,~~ or MP zoning district shall be permitted if such modifications would materially alter the structure's appearance or future use as an industrial building.

4. Mobile Fueling Services. All Mobile Fueling Service operations shall comply with the operational and safety standards in the California Fire Code Chapter 57, Section 5707, as may be amended from time to time, including any applicable local amendments.

a. Mobile Fueling Service operations shall be prohibited in private street rights of way.

b. Any vendor offering Mobile Fueling Service operations within the City of Milpitas shall establish a physical address within the city limits for business management purposes. A fixed address for a Mobile Fueling Service may be co-located on the premises of a service station or it may be a stand-alone office, in which case it shall be considered a business support office and may be located in any zoning district where such use is permitted.

c. Mobile Fueling Service operations shall be subject to all applicable local taxes.

d. An operations plan for a Mobile Fueling Service operation shall be submitted as part of the application for a Conditional Use Permit pursuant to Section XI-10-57.04 of this chapter.

~~a.~~ Subsequent to the approval of a Conditional Use Permit for Mobile Fueling Service, an Operational Fire Permit pursuant to Milpitas Municipal Code Section V-300-2.15 shall be required.

SECTION 10. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 10

Title XI, Chapter 10, Section 10 "Special Uses", Subsection XI-10-10.02 "Institutional Use Regulations," Table XI-10-10.02-1 "Institutional Zone Uses" of the Milpitas Municipal Code is hereby amended to read as follows:

Table 10.02-1
Institutional Zone Uses

Use	Institutional Zone
Correctional facility	C
Educational institutions *:* [1]	
Public colleges or universities	O

Private colleges or universities	C
Public schools	O
Farmer's market (not including flea market)	C
Government offices and related facilities (Federal, State and Local)	C
Hospital or sanitarium (Public) [1]	C
Library (Public)	C
Medical clinic or offices (Public)	C
Museum	C
Parks	C
Public safety uses	C
Public service uses	C
Public utilities	C
Temporary seasonal sales [2]	P
Transportation facility	C

SECTION 11. AMENDMENT OF MILPITAS MUNICIPAL CODE TITLE XI, CHAPTER 10, SECTION 13

Title XI, Chapter 10, Section 13 "Special Uses," Subsection XI-10-13.11 (I) (J) "Temporary Uses and Structures" of the Milpitas Municipal Code is hereby amended to read as follows:

I. Temporary Public Safety Uses. Temporary public safety uses may be conditionally permitted in the Industrial zoning districts, subject to the following provisions:

1. Interim Status. Public safety uses approved on a temporary basis are intended to serve a critical interim need only, such as during construction of a permanent facility in another location.

2. Time Limit. Temporary public safety uses shall be limited to a total of two (2) years. Two separate extensions, up to six months each, may be granted at the discretion of the Planning Director.

3. Review Procedures. Temporary public safety uses shall require approval by staff pursuant to the Minor Conditional Use Permit procedure set forth in Section XI-10-57.04.

4. Upon expiration of the approved term of the temporary public safety use, all building and site improvements associated with the temporary use shall be removed and the facility shall be restored to its prior condition.

5. As a condition of approval of a Minor Conditional Use Permit for a temporary public safety use, the City may require the permittee to post a surety bond and/or provide other security in an amount determined by the City. The security shall be of sufficient amount to ensure compliance with the conditions of the permit and this chapter.

J~~I~~. Conditions. When considering approval of a temporary use or structure, the review authority may impose conditions deemed necessary to ensure that the permit or approval will be in accordance with the standards prescribed in this Section and the findings required for the approval. These conditions may include, but are not limited to:

1. Regulation of operating hours and days;
2. Provision for temporary parking facilities, including vehicular ingress and egress;
3. Regulation of nuisance factors such as, but not limited to, prevention of glare or direct illumination on adjacent properties, noise, vibration, smoke, dust, dirt, odors, gases and heat;
4. Regulation of temporary structures and facilities, including placement, height and size, location of equipment and open spaces, including buffer areas and other yards;
5. Provision for sanitary and medical facilities;
6. Provision for solid, hazardous and toxic waste collection and disposal;
7. Provision for security and safety measures;
8. Regulation of signs;
9. Submission of a performance bond or other surety devices, satisfactory to the review authority, to ensure that any temporary facilities or structures used will be removed from the site within a reasonable time following the event and that the property will be restored to its former condition;
10. Provision for visual screening, not limited to landscaping;
11. Any other conditions which will ensure the operation of the proposed temporary use in an orderly and efficient manner and in accordance with the intent and purpose of this Section.

SECTION 12. SEVERABILITY

The provisions of this Ordinance are separable, and the invalidity of any phrase, clause, provision, or part has no effect on the validity of the remainder.

SECTION 13. EFFECTIVE DATE AND POSTING

In accordance with Section 36937 of the Government Code of the State of California, this Ordinance takes effect 30 days from the date of its passage. The City Council hereby directs the

City Clerk to cause this Ordinance or a summary thereof to be published in accordance with Section 36933 of the Government Code of the State of California.

RESOLUTION NO. 19-021

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MILPITAS RECOMMENDING THAT THE CITY COUNCIL ADOPT A CITY-INITIATED ZONING TEXT AMENDMENT TO AMEND SECTIONS OF CHAPTER 10 OF TITLE V OF THE MILPITAS MUNICIPAL CODE RESTRICTING NONINDUSTRIAL LAND USES IN INDUSTRIAL ZONING DISTRICTS, ADDING NEW REGULATIONS FOR MOBILE FUELING SERVICES, AND CONDITIONALLY PERMITTING TEMPORARY PUBLIC SAFETY FACILITIES IN INDUSTRIAL ZONING DISTRICTS; AND MAKING CEQA FINDING OF EXEMPTION FROM ENVIRONMENTAL REVIEW PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3)

WHEREAS, the City of Milpitas, California (the "City") is a municipal corporation, duly organized under the constitution and laws of the State of California; and

WHEREAS, California Government Code Section 65800 et seq. authorizes the adoption and administration of zoning laws, ordinances, rules and regulations by cities as a means of implementing the General Plan; and

WHEREAS, maintaining a sufficient supply of land zoned exclusively for industrial uses and similar compatible uses is important for the health and diversity of the City's economy and job market; and

WHEREAS, industrial lands have a net positive impact on the City's budget, generating more dollars in tax revenue than they cost in service expenditures, thereby helping to offset the cost of providing City services to lands with other uses such as residential and public; and

WHEREAS, the zoning regulations for industrial zones in Milpitas currently conditionally permit several nonindustrial uses that may be incompatible with adjacent heavy industrial activities, and the approval of conditional use permits for several nonindustrial uses in industrial zones in recent years has begun to adversely impact the integrity of industrial areas of the city; and

WHEREAS, the City Council and City Manager have determined that the preservation of industrial lands is an important policy priority for Milpitas; and

WHEREAS, restricting or prohibiting nonindustrial land uses in industrial zoning districts is an essential component in maintaining the supply of industrial land as well as the viability of such land for heavy industrial activities; and

WHEREAS, there has been a recent increase in mobile fueling service vendors operating in Milpitas, and the City has recognized a need to regulate the location and operating characteristics of these businesses; and

WHEREAS, the City has a need to establish a temporary fire station during the construction of a new permanent station, and has identified a suitable available property at 1126 Yosemite Drive, located in the Heavy Industrial (M2) zoning district; and

WHEREAS, the regulations for the M2 zoning district do not currently allow public service or public safety uses either on a short-term or long-term basis, and changes to the M2 zoning regulations are necessary in order to allow the operation of a temporary fire station, a critical public safety facility; and

WHEREAS, the City has prepared a Zoning Amendment ("Amendment") to the City's Municipal Code, including refinements to Section 2 ("Definitions"), Subsection 4.02 ("Residential Use Regulations"), Subsection 5.02 ("Commercial Use Regulations"), Subsection 7.02 ("Industrial Use Regulations"), Subsection 7.04 ("Industrial Zone Special Development and Performance Standards"), Subsection 10.02 ("Institutional Use Regulations"), and Subsection 13.11 ("Temporary Uses and Structures") of the Municipal Code; and

WHEREAS, the Planning Commission makes and accepts as its own the findings set forth in this resolution; and

WHEREAS, the Planning Commission is an advisory body to the City Council; and

WHEREAS, the Planning Commission hereby finds and determines that the project is exempt from further CEQA review pursuant to CEQA Guidelines section 15061(b)(3) (common sense exemption)); and

WHEREAS, on June 26, 2019, the Planning Commission held a duly noticed public hearing on the subject application, at which all those in attendance were given the opportunity to speak on the Zoning Text Amendment; and

WHEREAS, the Planning Commission has considered all of the written and oral testimony presented at the public hearing in making its decision; and

NOW THEREFORE, the Planning Commission of the City of Milpitas hereby finds, determines and resolves as follows:

SECTION 1. Recitals.

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

SECTION 2. CEQA Finding

The Planning Commission recommends that the City Council find, under CEQA

Guidelines, Section 15061(b)(3), that this Ordinance is exempt from further environmental review because it is the adoption of an ordinance amending zoning regulations, but would not permit any particular project. Therefore, it can be seen with certainty that there is no possibility that the Ordinance in question may have a significant effect on the environment; accordingly, the Ordinance is not subject to review under CEQA.

SECTION 3. Findings for Zoning Amendment (Milpitas Municipal Code, Subsection XI-10-57-02(G)(3)) - *The Planning Commission makes the following findings based on the evidence in the public record in support of Zoning Text Amendment No. ZA19-0005:*

1. *The proposed amendment is consistent with the General Plan.*

   The proposed zoning amendments support several of the guiding principles and policies of the General Plan. The Land Use Element includes several policies and guidelines related to preserving industrial lands, ensuring a balanced and diverse economic base, and prioritizing the City's fiscal well-being when making land use decisions. The zoning text amendments restricting uses in the industrial zones help accomplish all these goals. In addition, the zoning amendments regulating mobile fueling services are aligned with the goals and objectives related to orderly and planned management of uses in the Land Use Element, as well as those related to effective fire protection services in the Seismic and Safety Element. The amendments to conditionally permit temporary public safety uses in industrial zones support the Seismic and Safety Element goal of promoting high-quality, efficient fire protection services because they will allow operation of a temporary fire station in a suitable location during the construction of a permanent fire station in another location.

2. *The proposed amendment will not adversely affect the public health, safety and welfare.*

   The fundamental purpose of the proposed zoning amendments is to promote public health, safety and welfare. The changes to allowed uses in the industrial zones are intended to keep assembly, entertainment, retail, commercial services, and other nonindustrial uses separate from industrial areas. This will help prevent employees, customers, or patrons of businesses and community organizations from being exposed to potentially adverse impacts from heavy industry, such as hazardous materials, smoke or fumes, and emissions from heavy truck traffic. Similarly, the proposed new zoning regulations for mobile fueling will ensure that these operations are carried out safely and in appropriate locations (including away from residential areas).

SECTION 4: The Planning Commission of the City of Milpitas hereby adopts Resolution No. 19-021 recommending that the City Council adopt Zoning Text Amendment ZA19-0005 based on the above Findings.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Milpitas on June 26, 2019.

Sudhir Mandal
Chair

TO WIT:

I HEREBY CERTIFY that the following resolution was duly adopted at a regular meeting of the Planning Commission of the City of Milpitas on June 26, 2019 and carried by the following roll call vote:

COMMISSIONER	AYES	NOES	ABSENT	ABSTAIN
Ricky Ablaza	X			
Tim Alcorn	X			
Sudhir Mandal	X			
Demetress Morris	X			
Bill Chuan			X	
Steve Tao	X			
Evelyn Chua	X			

City Clerk's Office
AUG 16 2019
RECEIVED

Steve McHarris
City Manager
City of Milpitas
455 E. Calaveras Blvd.
Milpitas, Ca. 95035

August 12, 2019

Dear Mr. McHarris,

I am writing you today on behalf of Milpitas Charity Bingo (MCB), a California not-for-profit charity. MCB has received permission from the City of Milpitas to conduct charity Bingo games in Milpitas at 461 S. Milpitas Blvd. MCB has obtained a Conditional Use Permit and a Bingo license from the City and will commence playing charity Bingo games in September.

MCB is now aware that the City is proposing prohibiting assembly uses such as ours in industrial zones. We do not oppose this ordinance change, but we believe that those of us who will become pre-existing non-conforming uses should be accommodated if they wish to expand their use, within reason.

We would request that the City Council adopt the Planning Commission recommendations regarding this ordinance change. Those recommendations include allowing pre-existing non-conforming uses such as MCB to expand up to 20% above their approved square footage, but with significant restrictions. Those include a sunset clause that would not allow expansions more than 2 years after this ordinance's adoption, expansions being limited to those who received their Conditional Use Permit (CUP) after January 1, 2017, a requirement that proposed additions be approved as part of an amendment to the original approved CUP, and other requirements relating to risk assessments and Fire Department regulations.

Thank you in advance for your consideration. I will be in attendance at the City Council meeting when this item is discussed. Please feel free to contact me if you have any questions.

Robert Livengood
Milpitas Charity Bingo
408-655-0392
Bob.livengood22@gmail.com

CITY OF MILPITAS
AGENDA REPORT
(AR)

Item Title:	Milpitas Assistance Program, Residential Building Incentive Program
Category:	Community Services and Sustainable Infrastructure
Meeting Date:	8/20/2019
Staff Contact:	Renee Lorentzen, 408-586-3409, Sharon Goei, 408-586-3260
Recommendation:	Adopt Two Resolutions Approving the Establishment of the Milpitas Assistance Program and the Establishment of the Residential Building Incentive Program, as proposed

Background:

At its May 15, 2019 Special Meeting, City Council received a brief presentation on a new City Assistance Program and a new Residential Building Incentive Program. Both programs as presented offered discounts on existing City service fees. The City Council directed staff to bring back a resolution on those recommended programs.

The State, County, and several cities throughout the region offer assistance programs to give low income residents discounts on fees for essential City services. Recreation fee assistance programs are very common in the region, with most cities offering need-based scholarship programs for youth to participate in recreation programs. Some cities, including Milpitas, extend this program to low income seniors and adults wishing to participate in recreation programs.

Milpitas has offered its Recreation Assistance Program (RAP) since 2003. Although it was originally funded with Community Development Block Grant (CDBG) monies, this program is now funded by the General Fund and has an allocation of $27,000 for the FY 2019-20; the program also receives donations. RAP currently provides 50% subsidies up to $250 per individual or $500 per household.

This is the first time Milpitas has considered water and sewer bill assistance and residential permit fee waivers and incentives. Utility fee assistance programs are still not commonplace among Bay Area cities, but they are increasingly prevalent in other parts of California. Building permit fee waivers are very uncommon.

As it is difficult to predict the exact number of income-qualified Milpitas residents who might apply for a program offering discounts on fees for City services in the program's first year, Staff proposed an assistance program budget based on resident enrollment in the PG&E Cares Program and enrollment in the previous RAP model. By providing subsidies, we are ensuring the City's most vulnerable population has access to childcare and health and wellness services, and the required utilities for basic human living and ensuring the Milpitas residents will not become homeless and/or a burden on the community at large.

A budget for City assistance and incentive programs was approved by City Council for FY2019-20 at the June 11, 2019 City Council meeting for $366,426.

Analysis:

Under the proposed Milpitas Assistance Program (MAP), income-qualified customers would be approved at **Tier 1, 2 or 3** and could apply annually, through a single application process, for discounts on three types of

City services: recreation programs; water and sewer bills; and certain residential building permit fees**.** Eligibility Tiers are based on the California Housing and Community Development Income Levels.

Eligibility Tiers

Tier 1 customers would be very low-income households already participating in the PG&E Care Program or a Federal or State assistance such as: Medicaid or Medi-Cal; Healthy Families A & B; Women, Infants and Children (WIC); Supplemental Security Income (SSI); Low Income Home Energy Assistance Program (LIHEAP); CalFresh/SNAP (food stamps); CalWorks (TANF) or Tribal TANF; National School Lunch Program; Bureau of Indian Affairs General Assistance. Tier 1 applicants would be required to provide proof of their participation in a qualified program, through a voucher, recent award letter or letter of participation. Income-qualified Tier 1 customers would be eligible for all three types of discounts. Youth who are in the Foster Care or Juvenile Dependency system would also qualify for recreational program discounts only, regardless of their Foster family household income. Tier 1 customers would be qualified for one year and could re-apply annually. The maximum subsidy that a Tier 1 family could receive in a year is estimated at $1,942, if they used the full $1,000 discount for Recreation programs; received the bi-monthly water and sewer discounts for the full year; and 100% off residential building permit fees to replace all three eligible major appliances (water heater and furnace replacement at $309 permit fee each; and air conditioner replacement at $257 permit fee).

Tier 2 customers would be those who does not qualify for Federal or State assistance programs, but whose household income does meet the California Housing and Community Development Income Levels.
Tier 2 applicants would be required to provide the previous year's income tax return(s) for all members of the household and documentation for any income not reported on taxes. Tier 2 customers would be qualified for one year for all three types of programs and could re-apply annually. Additionally, Tier 2 customers would have the ability to enroll in a payment plan for youth recreation programs. The maximum subsidy that a Tier 2 family could receive in a year is $1,473.81, if they used the full $750 discount for Recreation programs; received the bi-monthly water and sewer discounts for the full year; and 75% off residential building permit fees to replace all three eligible major appliances (water heater and furnace replacement at $309 permit fee each; and air conditioner replacement at $257 permit fee).

Tier 3 customers would be those experiencing temporary financial hardship due to circumstances including job loss, loss of the primary wage earner, serious illness or a government shut down in which a wage earner may be working, but not receiving paychecks. Tier 3 customers would be required to provide documentation appropriate to their circumstance and showing that their monthly income was temporarily at or below the monthly income of Tier 2 customers. Tier 3 customers would be eligible for recreation and residential permit fee discounts. Additionally, they would be eligible to enroll in a payment plan for youth recreation programs and water and sewer bill payments; late fees incurred as a result of the approved hardship would be waived. Tier 3 customers would be qualified for 6 months and could reapply once only. If the financial hardship extends beyond one year, the customer would be directed to apply under Tier 1 or 2. The maximum subsidy that a Tier 3 family could receive in a year is $1,406.25, if they used the full $750 discount for Recreation programs; and 75% off residential building permit fees to replace all three eligible major appliances (water heater and furnace replacement at $309 permit fee each; and air conditioner replacement at $257 permit fee).

Discounts and Estimate Financial Impact

Type of Discount	Funding Source	Tier 1	Tier 2	Tier 3	Estimated Annual Impact by Program
Recreation programs	General Fund allocation and donations	75% off registration costs, $1,000 household max – estimated	50% off registration to $750 household max –	75% off to $750 household max – estimated	$27,000

		cost $16,200	estimated $8,100	$2,700	
Water and sewer bills	Late fees collected in previous fiscal year	$5.13 bi-monthly sewer, $6.13 bi-monthly water – estimated cost $101,500 sewer, $121,400 water (estimated 3,300)	$5.13 bi-monthly sewer, $6.13 bi-monthly water – estimated cost $15,400 sewer, $18,400 water (max 500)	No discount. However, waivers for late fees and payment plans would be considered.	$256,700
Residential building permit fees	General Fund	100% subsidy for water heater, furnace, A/C replacements – estimated cost $6,180 (20 permits)	75% subsidy for water heater, furnace, A/C replacements – $7,000 (30 permits)	75% subsidy for water heater, furnace, A/C replacements – $2,300 (10 permits)	$15,480
Estimated Impact by Customer Type		$245,280	$48,900	$5,000	**TOTAL** $299,180

Administration
The Recreation and Community Services Department, which currently administers RAP, would administer the new Milpitas Assistance Program (MAP). The application process for MAP is customer service focused, user friendly, and convenient. Residents will have the ability to apply in person, online, or a combination of the two. Recreation and Community Services staff will assist residents through the entire qualifying process from helping residents complete their applications, issuing award letters, and facilitating introductions between residents and staff in the service area where they are going to receive assistance.

MAP would have two (2) Open Enrollment Periods with the first at the beginning of a Fiscal Year, and the second in the following Spring. In its first year, the first enrollment period is anticipated to be in mid Fall. Those residents in Tier 3 facing hardship would be able to apply at any time. All promotional material, award letters, and applications will be translated in Spanish, Vietnamese, and Chinese.

At the June 11, 2019 City Council Budget Hearing, the Milpitas City Council approved the reclassification of a Case Manager to a Program Coordinator (Social Services). This position will be the community's point of contact for this program. At the time of approval, City Council requested that the position have a Masters in Social Work. Because this level of education is above the current classification of Program Coordinator, a classification and compensation Study is being conducted. Staff is anticipating returning to City Council with the results of the Study for approval of the position's classification and compensation in Fall 2019. Until the recruitment is completed, the Community Engagement and Inclusion Administrator will be managing the program, with the support of a part-time Case Manager.

The design of the MAP application process allows for the addition of future assistance programs of interest to the City Council such as the Rental Assistance Program. If the Council were to establish a Rental Assistance Program in the future, residents would be qualified through the MAP application process. The Program Coordinator (Social Services) would work directly with the Housing and Neighborhood Services Manager on those residents qualified for rental assistance. The Program Coordinator (Social Services) will also help facilitate connections between the resident and the Housing and Neighborhood Services Manager, ensuring a seamless process for the resident.

Other Incentives and Subsidies - Residential Building Incentive Program

In addition to the RAP, discounts are available to all residential customers, regardless of income, to promote health, safety, and welfare in the community. These are proposed 50% discounts for all residential customers seeking building permits to replace water heaters, furnaces and air conditioning units, and install solar photovoltaic or thermal systems. These incentives are provided to assist homeowners on essential maintenance activities to maintain habitability of dwelling units and to promote renewal energy. They would be consistent with the City's overall goal of ensuring health, safety, and welfare in the community by encouraging property maintenance, safe and energy-efficient installations, and renewable energy use, to promote energy efficiency and long-term household affordability through reduced energy costs. If approved, the fiscal impact of these subsidies on the General Fund is estimated to be $67,246.

Discounts and Estimate Financial Impact

Residential Building Fee Type	FY 2019-20 Fee	FY 2018-19 Fee	Proposed FY 2019-20 Modified Fee	Subsidy %	Avg. Permits Per Year	Annual General Fund Subsidy
Water Heater Replacement	$309	$141	$154.50	50%	136	$21,012
Furnace Replacement	$309	$141	$154.50	50%	51	$7,879
AC Replacement	$257	$141	$128.50	50%	40	$5,140
Solar PV, 15kW or less	$500	$141	$250	50%	130	$32,500
Solar PV, above 15kW, base	$500	$141	$250	50%	1	$250
Solar PV, above 15kW, per kW	$15		$7.50	50%	1	$7.50
Solar Thermal, 10kWth or less	$450	$141	$225	50%	1	$225
Solar Thermal, 10kWth or more, base	$450	$141	$225	50%	1	$225
Solar Thermal, 10kWth or more, per kWth	$15		$7.50	50%	1	$7.50
					TOTAL	**$67,246**

At its May 15, 2019 Special Meeting, City Council also received information on waivers of pre-application planning review for Accessory Dwelling Units (ADUs) at a value of $104,320. As staff further evaluated these fees, the amount of money required for ADU application waivers may not be as much as initially estimated. Incentive Programs for ADU's have been discussed as part of the City Council Subcommittee on Housing, and staff will be evaluating those types of programs. At this time, staff is not proposing any incentives, however these will be brought back to the full City Council for report and direction at a future meeting.

Policy Alternatives:
Alternative 1: Do not approve the establishment of the Milpitas Assistance Program and Residential Building Incentive Program

Pros: The City would not have to provide an estimated $$366,426 in subsidies for City services during FY 2019-20. The City could also save the cost difference of the re-classification of the Social Services Coordinator salary of $17,921, which had been approved as a new position in FY 2019-20.

Cons: Income-qualified Milpitas residents may not have access to key City services or may have to forego or limit other needed household expenditures in order to pay fees owed to the City during FY 2019-20.

Reason not recommended: The services for which discounts and fee waivers being considered are important to the sustainability of 'quality of life' for vulnerable populations.

Fiscal Impact:
The estimated annual fiscal impact of the Milpitas Assistance Program to the City's General Fund in FY 2019-20 is $299,180, which is included in the FY 2019-20 General Fund budget. The annual fiscal impact of the Resident Building Incentive Program to the City's General Fund in FY 2019-20 is $67,246, which is inclu

the FY 2019-20 General Fund budget. If there is very high community need for all or certain elements of Milpitas Assistance Program or the Resident Building Incentive Program, and resources are trending towards being expended early in the year, staff would return mid-year to request additional funds.

Next Steps:

If the Milpitas Assistance Program is approved, staff will finish the preparation of online and print marketing materials in multiple languages; publicize the new program through the local media, non-profits serving low-income residents and Milpitas schools; churches, and schedule several pop-up computer lab events, with staff available to assist residents with the application process. A similar process will be used to promote the Residential Building Incentive Program.

Recommendation:

1) Adopt Resolution Approving the Establishment of the Milpitas Assistance Program
2) Adopt Resolution Approving the Establishment of the Residential Building Incentive Program

Attachments:

1. Resolution of the City Council of the City of Milpitas Approving the Establishment of the Milpitas Assistance Program
2. Resolution of the City Council of the City of Milpitas Approving the Establishment of the Residential Building Incentive Program

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILPITAS APPROVING THE ESTABLISHMENT OF THE MILPITAS ASSISTANCE PROGRAM

WHEREAS, the City of Milpitas (the "City") charges fees ("Fees") for licenses, permits, as well as City-provided services, including property-related services such as water and sewer service, residential permitting for replacement of water heaters, furnaces, and air conditioners, and recreational services, which are essential for a high quality of life; and

WHEREAS, Fees are established and adjusted based on the City's cost to provide the services, permits, licenses, or regulatory activity for which the Fees are imposed; and

WHEREAS, the City recognizes that its low-income residents and residents experiencing temporary financial hardships may be unable to pay the full cost of Fees for City services, licenses, and permits; and

WHEREAS, the City desires to ensure that such permits, licenses, and services, which are either necessary for property ownership or for maintaining a sufficient standard for quality of life, are available to all its residents; and

WHEREAS, the City has identified certain legally available, unrestricted sources of funding that can be used to assist qualified low-income residents, including general fund dollars; and

WHEREAS, the City's Department of Recreation and Community Services has demonstrated, through its successful administration of Recreation Assistance Program ("RAP"), the ability to administer such a low-income assistance program. This includes, but is not limited to, promoting the availability of assistance funding; verifying financial need; making awards in a fair and impartial manner; maintaining secure and confidential records of applicants' personal information; and accurately tracking and reporting distribution of award funds.

NOW, THEREFORE, the City Council of the City of Milpitas hereby finds, determines, and resolves as follows:

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

2. The City Council does hereby approve the establishment of the Milpitas Assistance Program ("MAP"), subject to the criteria and limitations set forth therein, all as set forth in **Exhibit "A"** hereto, for the purpose of providing financial assistance through Fee discounts to qualified Milpitas residents, to offset service fees charged by the City. The MAP shall only be available to the extent sufficient unrestricted funding exists. If such funding no longer exists, the MAP shall be temporarily suspended until such funding is available for such purposes again.

3. Qualified low-income residents shall include residents that meet all of the criteria set forth in the MAP in **Exhibit "A"** hereto.

4. With the establishment of MAP, the City Council authorizes staff to incorporate the estimated impacts to the General Fund into the 2019-20 budget.

5. The MAP serves a public purpose, and is reasonably related to a legitimate governmental interest. The MAP ensures vital and quality-of-life services are available to City residents. By providing subsidies from unrestricted and legally available funds, the City is ensuring the City's most vulnerable population has access to necessary services, and the required utilities for basic human living and ensuring the Milpitas residents will not become homeless and/or a burden on the community at large.

PASSED AND ADOPTED this ____ day of _____, 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Mary Lavelle, City Clerk

APPROVED:

Rich Tran, Mayor

APPROVED AS TO FORM:

Christopher J. Diaz, City Attorney

EXHIBIT A

Milpitas Assistance Program

Under the proposed Milpitas Assistance Program (MAP), income-qualified customers would be approved at **Tier 1, 2 or 3** and could apply annually, through a single application process, for discounts on three types of City services: recreation programs; water and sewer bills; and certain residential building permit fees**.** Eligibility Tiers are based on the California Housing and Community Development Income Levels.

Eligibility Tiers

Tier 1 customers would be very low-income households already participating in the PG&E Care Program or a Federal or State assistance such as: Medicaid or Medi-Cal; Healthy Families A & B; Women, Infants and Children (WIC); Supplemental Security Income (SSI); Low Income Home Energy Assistance Program (LIHEAP); CalFresh/SNAP (food stamps); CalWorks (TANF) or Tribal TANF; National School Lunch Program; Bureau of Indian Affairs General Assistance. Tier 1 applicants would be required to provide proof of their participation in a qualified program, through a voucher, recent award letter or letter of participation. Income-qualified Tier 1 customers would be eligible for all three types of discounts. Youth who are in the Foster Care or Juvenile Dependency system would also qualify for recreational program discounts only, regardless of their Foster family household income. Tier 1 customers would be qualified for one year and could re-apply annually. The maximum subsidy that a Tier 1 family could receive in a year is estimated at $1,942, if they used the full $1,000 discount for Recreation programs; received the bi-monthly water and sewer discounts for the full year; and 100% off residential building permit fees to replace all three eligible major appliances (water heater and furnace replacement at $309 permit fee each; and air conditioner replacement at $257 permit fee).

Tier 2 customers would be those who does not qualify for Federal or State assistance programs, but whose household income does meet the California Housing and Community Development Income Levels.

Tier 2 applicants would be required to provide the previous year's income tax return(s) for all members of the household and documentation for any income not reported on taxes. Tier 2 customers would be qualified for one year for all three types of programs and could re-apply annually. Additionally, Tier 2 customers would have the ability to enroll in a payment plan for youth recreation programs. The maximum subsidy that a Tier 2 family could receive in a year is $1,473.81, if they used the full $750 discount for Recreation programs; received the bi-monthly water and sewer discounts for the full year; and 75% off residential building permit fees to replace all three eligible major appliances (water heater and furnace replacement at $309 permit fee each; and air conditioner replacement at $257 permit fee).

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Discounts and Estimate Financial Impact

Type of Discount	Funding Source	Tier 1	Tier 2	Tier 3	Estimated Impact by Program
Recreation programs	General Fund allocation and donations	75% off registration costs, $1,000 household max – estimated cost $16,200	50% off registration to $750 household max – estimated $8,100	75% off to $750 household max – estimated $2,700	$27,000
Water and sewer bills	Late fees collected in previous fiscal year	$5.13 bi-monthly sewer, $6.13 bi-monthly water – estimated cost $101,500 sewer, $121,400 water (estimated 3,300)	$5.13 bi-monthly sewer, $6.13 bi-monthly water – estimated cost $15,400 sewer, $18,400 water (max 500)	No discount. However, waivers for late fees and payment plans would be considered.	$256,700
Residential building permit fees	General Fund	100% subsidy for water heater, furnace, A/C replacements – estimated cost $6,180 (20 permits)	75% subsidy for water heater, furnace, A/C replacements – $7,000 (30 permits)	75% subsidy for water heater, furnace, A/C replacements – $2,300 (10 permits)	$15,480
Estimated Impact by Customer Type		$245,280	$48,900	$5,000	**TOTAL** $299,180

Administration
The Recreation and Community Services Department, which currently administers RAP, would administer the new Milpitas Assistance Program (MAP). The application process for MAP is customer service focused, user friendly, and convenient. Residents will have the ability to apply in person, online, or a combination of the two. Recreation and Community Services staff will assist residents through the entire qualifying process from helping residents complete their applications, issuing award letters, and facilitating introductions between residents and staff in the service area where they are going to receive assistance.

MAP would have two (2) Open Enrollment Periods with the first at the beginning of a Fiscal Year, and the second in the following Spring. In its first year, the first enrollment period is anticipated to be in mid Fall. Those residents in Tier 3 facing hardship would be able to apply at any time. All promotional material, award letters, and applications will be translated in Spanish, Vietnamese, and Chinese.

At the June 11, 2019 City Council Budget Hearing, the Milpitas City Council approved the reclassification of a Case Manager to a Program Coordinator (Social Services). This position will be the community's point of contact for this program. At the time of approval, City Council requested that the position have a Masters in Social Work. Because this level of education is above the current classification of Program Coordinator, a classification and compensation Study is being conducted. Staff is anticipating returning to City Council with the results of the Study for approval of the position's classification and

compensation in Fall 2019. Until the recruitment is completed, the Community Engagement and Inclusion Administrator will be managing the program, with the support of a part-time Case Manager.

The design of the MAP application process allows for the addition of future assistance programs of interest to the City Council such as the Rental Assistance Program. If the Council were to establish a Rental Assistance Program in the future, residents would be qualified through the MAP application process. The Program Coordinator (Social Services) would work directly with the Housing and Neighborhood Services Manager on those residents qualified for rental assistance. The Program Coordinator (Social Services) will also help facilitate connections between the resident and the Housing and Neighborhood Services Manager, ensuring a seamless process for the resident.

Other Incentives and Subsidies - Residential Building Incentive Program

In addition to the RAP, discounts are available to all residential customers, regardless of income, to promote health, safety, and welfare in the community. These are proposed 50% discounts for all residential customers seeking building permits to replace water heaters, furnaces and air conditioning units, and install solar photovoltaic or thermal systems. These incentives are provided to assist homeowners on essential maintenance activities to maintain habitability of dwelling units and to promote renewal energy. They would be consistent with the City's overall goal of ensuring health, safety, and welfare in the community by encouraging property maintenance, safe and energy-efficient installations, and renewable energy use, to promote energy efficiency and long-term household affordability through reduced energy costs. If approved, the fiscal impact of these subsidies on the General Fund is estimated to be $67,246.

Discounts and Estimate Financial Impact

Residential Building Fee Type	FY 2019-20 Fee	FY 2018-19 Fee	Proposed FY 2019-20 Modified Fee	Subsidy %	Avg. Permits Per Year	Annual General Fund Subsidy
Water Heater Replacement	$309	$141	$154.50	50%	136	$21,012
Furnace Replacement	$309	$141	$154.50	50%	51	$7,879
AC Replacement	$257	$141	$128.50	50%	40	$5,140
Solar PV, 15kW or less Solar PV, above 15kW, base Solar PV, above 15kW, per kW	$500 $500 $15	$141 $141	$250 $250 $7.50	50% 50% 50%	130 1 1	$32,500 $250 $7.50
Solar Thermal, 10kWth or less Solar Thermal, 10kWth or more, base Solar Thermal, 10kWth or more, per kWth	$450 $450 $15	$141 $141	$225 $225 $7.50	50% 50% 50%	1 1 1	$225 $225 $7.50
TOTAL						**$67,246**

At its May 15, 2019 Special Meeting, City Council also received information on waivers of pre-application planning review for Accessory Dwelling Units (ADUs) at a value of $104,320. As staff further evaluated these fees, the amount of money required for ADU application waivers may not be as much as initially estimated. Incentive Programs for ADU's have been discussed as part of the City Council Subcommittee on Housing, and staff will be evaluating those types of programs. At this time, staff is not proposing any incentives, however will be brought back to the full City Council for report and direction at a future meeting.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILPITAS APPROVING THE ESTABLISHMENT OF THE MILPITAS RESIDENTIAL BUILDING INCENTIVE PROGRAM

WHEREAS, the City of Milpitas (the "City") charges fees for licenses, permits, and various services provided by the City (collectively, the "Fees"); and

WHEREAS, Fees are established and adjusted based on the City's cost to provide the services, permits, licenses, or regulatory activity for which the Fees are imposed; and

WHEREAS, the City recognizes that certain City-provided services – namely, residential permitting and inspection for replacement of water heaters, furnaces and air conditioners; and installation of solar photovoltaic or thermal systems – are essential activities to maintain housing habitability and encourage safe, energy-efficient installations and renewable energy use to promote energy efficiency and long-term household affordability through reduced energy costs; and,

WHEREAS, the City desires to ensure that these building safety and quality-of-life services are available to all its residents, regardless of their financial ability to pay the full fee, to achieve the City's overall goal of ensuring health, safety, and welfare in the Milpitas community; and

WHEREAS, the City's Building, Safety and Housing Department has demonstrated proficiency through its ongoing successful administration of the Building, Safety and Housing Department's numerous permits and varied programs, the ability to implement, maintain, track, and administer similar services.

NOW, THEREFORE, the City Council of the City of Milpitas hereby finds, determines, and resolves as follows:

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

2. The City Council does hereby approve the establishment of the Milpitas Residential Building Incentive Program for the purpose of ensuring health, safety, and welfare in the community by encouraging property maintenance, safe and energy-efficient installations, and renewable energy use, to promote energy efficiency and long-term household affordability through reduced energy costs.

3. With the establishment of the Residential Building Incentive Program, the City Council authorizes staff to incorporate the estimated impacts to the General Fund into the 2019-20 budget.

PASSED AND ADOPTED this ____ day of _____, 2019, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

_____
Mary Lavelle, City Clerk

APPROVED:

_____
Rich Tran, Mayor

APPROVED AS TO FORM:

_____

CITY OF MILPITAS
AGENDA REPORT
(AR)

Item Title:	**Approve Updated City of Milpitas Facility Use Manual**
Category:	Leadership and Support Services
Meeting Date:	8/20/2019
Staff Contact:	**Renee Lorentzen, 408-586-3409, Christopher Diaz, 408-586-3040**
Recommendation:	Approve the Updated City of Milpitas Facility Use Manual

Background:
The City of Milpitas' Facility Use Manual is the guiding document for the general use and rules of the City's Indoor and Outdoor facilities, fields and parks (Facility). At the Special City Council Budget Study Session on March 12, 2019, Council directed staff to bring back modifications to the Facility Use Manual that would enable the use of City facilities by City Councilmembers for non-campaign related community programs and events. These modifications are located on pages 4-8 of the Manual. A copy of the full manual can be here: http://www.ci.milpitas.ca.gov/wp-content/uploads/2016/08/Facility-Manual-Updated-062016-FINAL.pdf

Analysis:
Under the California Constitution, Article XVI, Section 6, there is a prohibition on the gift of public funds unless there is a documented public purpose. Further, California Government Code Section 8314 prohibits the use of public resources, including land and facilities, for campaign related purposes.

City Councilmembers wishing to host a program or event in a City-owned Facility could implement a request and approval process as part of the City of Milpitas Facility Use Manual, as long as the proposed program or event is non-campaign related and has a wide-reaching public purpose serving the Milpitas community at large.

To ensure compliance with state law and City Council policy, the review and approval of a Councilmember's request to host a program or event in a City-owned Facility would go through a process ensuring the documentation of public purpose, availability of facility space, and approval of funds associated with the use of a City-owned Facility by the City Council. City Councilmember requests would be submitted on a request form to: 1) describe the proposed program or event scope, 2) state additional community partners, 3) explain why the event is not campaign related, and 4) document the intended public purpose. The request form would be reviewed by the City Attorney's office and City Manager's office for public purpose review and determination of an available facility. Once reviewed, the request would be agendized for a future City Council meeting for approval.

The revocation of an approval to a City Councilmember could occur if the use of the City facility violates state law of if the use is inconsistent with the Councilmember's written request.

It is important to note that the focus of this update was on use of City facilities by City Councilmembers and is not intended to be a comprehensive update of the Facility Use Manual. Per the approved five-year Capital Improvement Plan, staff will be initiating a Recreation and Parks Master Plan update in fall 2019. Based on the recommendations of the master plan, staff may bring forward additional changes to the Facility Use Manual for Council consideration.

Policy Alternatives:

Alternative 1: Do not approve the updated City of Milpitas Facility Use Manual

Pros: Staff resources spent on managing individual City Councilmember program or event requests would be spent on previously approved programs and projects

Cons: City Councilmembers will not be able to request the use of City facilities for individual use.

Reason not recommended: With increasing interest in City Councilmembers being able to host programs and events in City Facilities, approved language documenting allowable use and process for approval is necessary.

Fiscal Impact:
At this time, the frequency of use and intended City Facilities are unknown, making an assumption of Fiscal Impact difficult. If the Updated City of Milpitas Facility Use Manual is approved, staff would track the rental revenue value of the facilities used for City Councilmember hosted programs and events at the resident rate. This Fiscal Impact data will be reported to the City Council mid-year.

Recommendation:
Approve the Updated City of Milpitas Facility Use Manual.

Attachments:
1) Draft City of Milpitas Facility Use Manual
2) Draft City Councilmember Program and/or Event Host Request Form

CITY OF MILPITAS
FACILITY MANUAL
INDOOR AND OUTDOOR FACILITIES

PLEASE NOTE FEES AND INSURANCE REQUIREMENTS ARE SUBJECT TO CHANGE

Approved by City Council ~~6/21/16~~8/20/19

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GENERAL RENTAL INFORMATION

1. Rental facilities may be viewed during regular business hours, by appointment only, provided no other functions are scheduled. To make an appointment, please call the desired rental facility.

2. No phone, mail or faxed reservations are accepted.

Permits for indoor and outdoor facilities must be obtained in person at the locations listed below:

Permits for use of the Community Center, Senior Center, Sports Center, Sal Cracolice Center, Higuera Adobe, City Parks, and outdoor facilities:

Community Center: 457 E. Calaveras Blvd., Monday - Thursday, 8:00 am to 6:00 pm, Friday, 8:00 am to 5:00 pm, 408-586-3210.

Barbara Lee Senior Center: 40 N. Milpitas Blvd., Monday - Friday, 8:30 am to 4:30 pm, 408-586-3400.

Sports Center: 1325 E. Calaveras Blvd., Monday - Thursday, 6:00 am to 9:00 pm, Fridays, 6:00 am to 5:00 pm, Saturday, 8:00 am to 1:00 pm, 408-586-3225.

Permits for use of the Police Department Community Room can be obtained at:

Milpitas Police Department: 1275 N. Milpitas Blvd., Monday - Friday, 8:00 am to 5:00 pm, 408-586-2400.

Permits for use of the City Hall Rotunda can be obtained at:

City Clerk's Office: 455 E. Calaveras Blvd., Monday - Friday, 8:00 am to 5:00 pm, 408-586-3000.

Special Event permits can be obtained at:

City of Milpitas Planning Department: 455 E. Calaveras Blvd., Monday - Friday, 8:00 am to 5:00 pm, 408-586-3279.

1. Facilities may be reserved for use anytime from 7:00 am to 12:00 am midnight with the exception of the Police Department Community Room, which is available for residents only from 8:00 am to 11:00 pm. Rental fees are charged from the time you or your caterers, florists, etc. enter the facility until you exit the building. When planning your rental times, be sure to include set-up time for decorating, caterers, florist, etc. and clean up time required after event.

RESERVATIONS TIMELINE

1. The City of Milpitas, must receive a Facility Use Application, a cleaning & damage deposit and an application fee before any function may be scheduled. **All fees must be paid in the form of a cashier's check, money order, cash or credit card. Cashier's check or money orders must be payable to: City of Milpitas.** No personal checks will be accepted. Final rental fees, set-up diagram, proof of insurance (if applicable) are due 30 days prior to the rental date and must be paid in person. Any rental requests made less than 30 days requires approval by the Recreation Services Manager or authorized representative. All fees are due at the time of the reservation

2. Generally, reservations can be made according to these timelines: Milpitas Residents – Up to 1 year in advance (two forms of proof of residency required, photo ID & current utility bill); Non-Residents – Up to 6 months in advance unless stated otherwise in this manual. Resident non-profits, please see the guidelines below.

RESIDENT NON-PROFIT ORGANIZATION TIMELINE

Organizations may reserve up to three dates on one application per quarter. Milpitas-based non-profits must submit, every January, the following:

1. A current roster with 51% or more Milpitas Residents and a California State letter verifying current non-profit status.
2. A letter listing two (2) individuals authorized to make reservations, changes or cancellations.
3. A mission statement of the organization's purpose.

For Non-Profit Meetings in	Non-Profit Application Accepted
January-March	**December 1**
April-June	**March 1**
July-September	**June 1**
October-December	**September 1**

For more information regarding rental policies, please refer to the Facility Use Rules & Regulations. Should you have any questions, please call the Milpitas Community Center at 408-586-3210.

I. PRIORITIES

Priorities are designed to determine fee and reservation status.

1.1 To provide for public activities in the best interest of the Community, City facilities will be reserved in accordance with the following group priorities:

Priority I. City administered programs, including any program hosted by a councilmember for a non-campaign related community event with a wide-reaching public purpose serving the Milpitas community at-large, as determined by the City Manager in consultation with the City Attorney. Under the California Constitution, Article XVI, Section 6, there is a prohibition on the gift of public funds unless there is a documented public purpose. Further, California Government Code Section 8314 prohibits the use of public resources, including land and facilities, for campaign related purposes.

Any councilmember request under Priority I shall be on a form established by the City Manager. In the form, the councilmember shall state why the event is not campaign related and provide a documented public purpose consistent with state law. The City Attorney shall review the form to ensure compliance with state law. ——Approval of councilmember requests under Priority I shall be approved by the City Council

1. No deposit
2. No rental fee
3. No staff fee
4. No application fee

Priority II. Programs or activities for Senior Citizens and approved co-sponsored groups which are principally composed of local residents (51% or more), public schools located in Milpitas, the Milpitas Chamber of Commerce and governmental agencies(excluding staff trainings, poll worker trainings, staff retirement parties, staff / volunteer recognition events).

1. No deposit
2. Rental fee according to Fee Schedule / Joint Use Agreement
3. Staff fee according to Fee Schedule / Joint Use Agreement
4. Application fee (non-refundable)
5. Any applicable insurance and processing fees that may apply

Priority III. Non-profit groups that are organized for recreational, social, cultural, religious or civic purposes and whose membership is principally composed of local residents (51% or more) or who is based in Milpitas and renting no more than 3 rental dates per quarter.

1. Facility deposit according to the Fee and Deposit Schedule
2. Rental fee according to Fee Schedule
3. Staff fee according to Fee Schedule
4. Application fee (non-refundable)
5. Any applicable insurance and processing fees that may apply

Priority IV. Any other group, business, private school or individual resident of the City of Milpitas.

1. Facility deposit according to the Fee and Deposit Schedule
2. Rental fee according to Fee Schedule
3. Staff fee according to Fee Schedule
4. Application fee (non-refundable)
5. Any applicable insurance and processing fees that may apply

Priority V. Any non-resident group, business or individual.

1. Facility deposit according to the Fee and Deposit Schedule
2. Rental fee according to Fee Schedule
3. Staff fee according to Fee Schedule
4. Application fee (non-refundable)
5. Any applicable insurance and processing fees that may apply

II. APPLICATIONS

~~1.~~A. Permits for use of City facilities (indoor and outdoor) shall be issued by the City upon the approval of the City Manager or authorized representative and shall be consistent with City regulations governing such use. No blanket or on-going permits will be allowed. Applications for consecutive-day events will be considered only during minimal use periods.

~~2.~~B. The use of those facilities shall not be inconsistent with other such use for City purposes or interfere with the regular conduct of City programs. City sponsored programs shall receive first priority over use by any other group or organization. The City reserves the right, if necessary, to preempt, or revoke permit (if previously issued) for the use if for any reason it becomes unavoidably necessary for the City to utilize said facility or facilities at the same time. If and when such action is necessary, the City will give applicants as much advance notice as possible. The City also reserves the right to revoke any approval provided to a Milpitas councilmember under Priority I if the use of the City facility violates state law or if the use is inconsistent with the councilmember's written request.

~~3.~~C. Applications for use of indoor City facilities and parks will not be accepted more than one (1) year to the date prior to proposed use for Priorities II-IV.

~~4.~~D. Priority V applications will not be accepted more than 6 months prior to the proposed use.

~~5.~~E. Applications for the Milpitas Sports Center Large Gym will not be accepted more than 90 days prior to proposed use for Priorities II-V.

~~6.~~F. For outdoor City facilities and sports fields, applications are accepted six (6) months to the date prior to the proposed use for Priorities II-IV and 90 days for Priority V.

~~7.~~G. Applications will not be accepted with less than 30 days prior to the proposed date, unless authorized by the Recreation Services Manager or his/her authorized representative.

~~8.~~H. In cases where the earliest date to reserve a facility falls on a weekend (Saturday or Sunday) or City holiday, reservations will be accepted on the preceding weekday. Should the preceding weekday be a City holiday, applications will be accepted on the prior workday.

~~9.~~I. Priority III organizations may reserve up to three dates on one application per quarter and must submit an application according to the reservation schedule listed on Page 5. Groups may not use a facility without an application on file. Should additional maintenance or custodial services be required, or the group exceeds the reserved rental hours, the groups will be assessed additional fees or charges as necessary.

~~10.~~J. Priorities II and III may reserve indoor facilities for one-time special event or party under the set Fee Schedule for Priority IV rentals / charges.

~~11.~~K. Priority III groups may drop off Facility Use Application(s) with requested dates and times as outlined above during facility business hours.

~~12.~~L. On the following business day, the designated City representative will review all Priority III applications with requested dates and times and distribute dates equally between any groups requesting the same dates. Should there not be an equal amount of dates available, the city representative will do a lottery pull for any extra date and

schedule accordingly. Rental applicants will be notified regarding the status of their application(s).

~~13.~~M. Once the facility reservations are confirmed, the groups will be required to remit payment for the applicable fees (i.e. application fee, deposit and rental fees according to the Fee Schedule) within 3 business days. Should payment not be received within 3 business days, the dates will be released. (Approved by City Council on October 16, 2007).

~~14.~~N. All applications for use must be signed by an adult (minimum of 18 years age) and said adult shall agree to be responsible for the facility use. Groups composed of minors 17 years of age and under must be supervised by one (1) adult for every 15 minors. All activities must have adult supervision to ensure adequate control. (Please refer to rule 6.4, regarding no alcohol at youth functions). The applicant or applicant designee must be present at all times during the rental. At the beginning of the rental, the applicant and facility staff shall meet to review the pre-facility inspection guidelines. Prior to leaving the facility, the applicant and facility staff shall confer and sign off on the facility inspection report.

~~15.~~O. Permits normally will not be issued for a period longer than one (1) day. Rental applicant may reserve a facility for consecutive days whenever the facility is in the periods of minimal demand. A separate deposit will be required for each rental day, and property / equipment cannot be left on the premises between rentals without approval from Recreation Services Manager or authorized representative.

~~16.~~P. Priority IV and V users may only reserve fields or sports facilities for three consecutive days during minimal use periods.

~~17.~~Q. City Facilities are closed on all holidays observed by the City of Milpitas. Reservations are not accepted for New Year's Day, Martin Luther King Jr.'s Birthday, ~~Lincoln's~~ Cesar Chavez Birthday, Presidents' Day, Easter Sunday, Memorial Day, July 4th, Labor Day, Veterans Day, Thanksgiving, Friday following Thanksgiving, Christmas Eve, Christmas Day and New Year's Eve .

~~18.~~R. A staff person shall be required for an indoor/outdoor facility where permits are granted involving the opening and closing of a building. Charges for necessary City personnel will be assessed according to the Fee Schedule. If more than 150 people are scheduled to attend, additional staff may be required.

~~19.~~S. No rental shall begin prior to 7:00 am and all activities shall cease at 12:00 am midnight for indoor facilities, and dusk for outdoor facilities, unless prior approval has been received from Director of Recreation and Community Services or authorized representative.

~~20.~~T. Any falsification of information on the application will result in the loss of all fees, including the deposit.

III. FEES AND CHARGES

~~1.~~A. Current rates are established by the Milpitas City Council. City staff does not have the authority to deviate from these rates.

~~1.~~B. No reservation will be accepted without the specified non-refundable application fee and the deposit. The deposit must be in the form of a cashier's check, money order, cash, or credit card, (personal checks are not accepted). Cashier's check or money orders must be made payable to: City of Milpitas. The deposit is refundable after the rental date and will

be returned to the applicant by mail in the form of a City check approximately 30 days after the rental, unless damages, additional maintenance or services were assessed. Checks are returned to the applicant listed on the Rental Application Form. Please contact us immediately should an address changes occur. Additional insurance and fees may apply.

~~1.~~C. Charges begin when a facility is entered for any purpose, i.e. decorating, catering, set-up etc. Groups will be assessed charges according to their reservation priority, nature of activity and/or services and staff required. Hours of use may not be changed less than 30 days prior to the rental date without staff approval. Additional insurance and fees may be required depending on the type of function. In cases where the deposit does not cover the damage, the rental applicant will be billed.

~~1.~~a. Fees will not be pro-rated for events or activities that finish prior to the approved permitted times. Not honoring approved hours may result in suspension of facility use and additional charges.

~~1.~~D. Rental fees shall be paid at least 30 days in advance of the rental date, or permit shall be declared invalid. Payment must be made by cashier's check, money order, cash, or by credit card. Cashier's check or money orders must be made payable to: City of Milpitas.

~~1.~~E. Waiver of rental fees or deposits must be approved by City Council. Fees for staff, insurance, and application are not eligible to be waived. To seek a fee waiver, the rental applicant must submit a written form with the City Clerk's office at least 90 days prior to the proposed date of use. The request will be reviewed by City Council at a regularly scheduled City Council meeting.

~~1.~~F. A Confirmed Rental must have the following:

~~1.~~a. A completed, signed and approved Facility Use Application on file.
~~1.~~b. Payment of appropriate Cleaning and Damage Deposit, Application Fee and applicable insurance fees (if necessary).
~~1.~~c. Signed Important Reminders for Permit Applicants on file.
~~1.~~d. Signed Rental Applicant Clean Up & Decorating Policies Responsibilities on file.

~~1.~~G. Groups participating in City sponsored leagues or City co-sponsored programs, such as end of the year banquets, are exempt from fees and deposits for regularly scheduled games or activities. Fees and deposits will apply for all other use of the facilities by such groups.

~~1.~~H. The rental applicant must come in person to request and process a facility rental cancellation for all facilities. The request must be done in writing on forms provided by the City. Mail or phone cancellations will not be accepted. Please note: All facility application cancellations will forfeit the application fee. Photo identification is required for cancellations.

~~1.~~a. A full refund will be granted, provided a cancellation is made within 91 days or more of the rental date.

~~1.~~I. If the cancellation is made 46-89 days prior to rental date, 50% of the deposit will be forfeited.

~~1.~~J. If the cancellation is made with 45 days or less prior to rental date, 100% of deposit will be forfeited.

~~1.~~K. If there are extenuating circumstances that require a cancellation within 45 days of the rental date, a refund may be approved by Recreation Services Manager or authorized representative. Evidence of extenuating circumstance may be requested for verification purposes.

~~1.~~a. Should the City cancel said reservation, a full refund of paid rental fees will be issued.

~~1.~~b. Should a request for a change of rental date be made, a rescheduling fee of $100 will be charged provided the date and staff are available, and there are 30 days remaining prior to the original rental date. Changes requested 29 days or less prior to the rental date will require management approval. A new rental date cannot exceed 365 days from the original requested rental date.

~~1.~~c. Any group not abiding by the Facility Use Rules and Regulations will forfeit entire rental deposit.

~~1.~~L. Depending on the nature of your event (i.e. alcohol being served, attendance at event, collection of money, youth function, fundraising event open to the public which includes presold tickets, etc.) security guards and liability insurance may be required at the discretion of Recreation Services Manager or authorized representative.

IV. SET-UP/CLEAN-UP

~~1.~~A. At least 30 days before the rental date, the user group must submit a room set-up diagram. Changes to the room set-up diagram may be made up to two weeks prior to the event.

~~1.~~B. The rental applicant is not allowed to alter any indoor facility.

~~1.~~C. The rental applicant is responsible for obtaining pre-approval and permission from Recreation Services staff prior to altering the sports fields in any manner (striping, temporary fencing, etc.)

~~1.~~D. **It is required that the rental applicant check in and out with staff and complete a pre and post inspection form upon arriving/leaving the facility.**

~~1.~~E. The rental applicant shall report any unsafe condition to Recreation Services immediately and suspend activities until corrections or repair has ensured that the situation is safe for participants or spectators.

~~1.~~F. Rental applicant is responsible to ensure that cleanup has occurred following any rental.

~~1.~~G. City facilities must be protected by the user from damage or mistreatment. Groups using City facilities must be responsible for the condition in which the facility and its equipment are left. Groups must leave the facility free of litter such as paper, food or drink. Failure to leave the facility in the condition it was in prior to the rental will result in the user group being charged accordingly.

~~1.~~H. Rental applicant is responsible to ensure that clean-up has occurred following any rental. Garbage cans are provided for clean-up purposes. If the facility is not cleaned, fees will be incurred.

~~1.~~I. Upon leaving the facility, each group must ensure that trash is placed in the appropriate receptacles, that restrooms and parking lots are free of litter and unwanted debris, and that the facility is returned to its original condition. Tables must be cleared and decorations removed.

~~1.~~J. Should damage to City property occur, the rental applicant is responsible for all direct and indirect costs involving in the repair, replacement or clean-up caused due to the damage.

~~1.~~K. The City of Milpitas reserves the right to revoke or cancel any permitted use if it is deemed to be dangerous, hazardous or not in the best interest of the City of Milpitas.

~~1.~~V. DECORATIONS

~~1.~~A. No decoration can be stapled, tacked or taped to any amenities (i.e. walls, windows, grounds, flag poles, or ceiling). All decorations must be freestanding and may not be placed in walkways or impede an evacuation creating a tripping hazard in any way. Nothing may be attached or hung from the Community Center Auditorium wiring, sound system or curtains.

~~1.~~B. All decorations must be flame retardant.

~~1.~~C. No confetti, birdseed or rice may be thrown in or outside any City facility.

~~1.~~D. Equipment in the facility may not be altered in any way without the consent of the staff on duty (i.e. moving existing equipment).

~~1.~~E. No candles (including birthday cake candles), lanterns, incense or open flames are allowed in any City facility (excluding Sterno).

~~1.~~F. Balloons: All balloons must be removed at the end of event or the applicant will be charged a clean-up penalty.

VI. FUNDRAISING
Priority II and III

~~1.~~A. Groups wishing to use City facilities for fundraising events and/or activities will be charged according to Priority II and Priority III facility use Fee Schedule.

~~1.~~B. Concessions, other than City operated, will be subject to the approval of the City Manager or authorized representative and must possess a valid City of Milpitas Business License and any other applicable state, county or federal permits. Concessions will be defined as the sale of any food, beverage, souvenir item or service (i.e. face painting). Copies of said permits and licenses must be submitted a minimum of 45 business days in advance of the rental date. Food being sold to the public requires a Health Permit obtainable from the County of Santa Clara's Health Department and must be submitted to the City 30 business days prior to the rental date.

~~1.~~C. Any person sponsoring, promoting, operating, etc. an entertainment activity (outside), open to the public, charging admission or as described in the Milpitas Municipal Code (Title III, Chapter 5, Entertainment Event) may be required to obtain a Special Event Permit. Permit information and applications are available at the Planning Department, 455 E. Calaveras Blvd., Monday - Friday, 8:00 am - 5:00 pm. If required, the Special Event Permit must be obtained prior to receiving a fully approved rental permit.

VII. FACILITY & FIELD RULES & PROCEDURES

~~1.~~A. Food and beverages can be served in any non-carpeted room, with exception to the dance studio. Rooms with carpet are not permitted to have food and beverages.

~~1.~~B. No barbecuing or use of propane stoves is allowed outside or near all City facilities unless in a designated fire pit at the Higuera Adobe Building. At the Higuera Adobe Building, only electric charcoal starters or fluids made for the purpose of igniting charcoal may be used in the fire pit. Starters must be used according to the manufacturers' instructions.

~~1.~~C. Groups granted use of City facilities and fields shall use them only for such purposes as specified in their facility use permit and shall limit use to the facility requested. Groups using additional facilities will be charged in accordance with the Fee Schedule and such charges may be deducted from the deposit.

~~1.~~D. Groups may use certain facility and field equipment, provided it is not removed from the premises. Use of equipment must be specified in the Facility Use Application. City approval is required for any removal or change in the location of any stage rigging or other equipment, structures, enclosures or utility connections. All equipment must remain inside all designated facilities (i.e. tables, chairs, etc.).

~~1.~~E. The Facility Attendant is provided by the City to assist you with equipment/furniture needs and room set up. The attendant is not present in the meeting/party/field site at all times during your event. The attendant is not responsible for supervision of guests, security, law enforcement or conflict resolution. The attendant, if present, is instructed to call 911 if an emergency situation arises. Rental applicant assumes responsibility for these and other unforeseeable possible situations.

~~1.~~F. Any person, public or private firm, organization or corporation, who rents the facility or field that hosts a ticketed event for live entertainment, shall make an announcement of the availability of emergency exits prior to the beginning of the live entertainment.

~~1.~~G. The Community Center marquee is to be used for City sponsored activities only. Exceptions must be approved by City Council. To seek an exception, the applicant must submit a written request at least 90 days prior to the proposed date of use. Requests will be reviewed by the City Council at a regularly scheduled City Council meeting.

~~1.~~H. Facility/Field use shall not be granted:

- ~~1.~~a. To any group or individual, political or otherwise that advocates the overthrow of the United States Government or the State of California by force, violence or other unlawful means.
- ~~1.~~b. When, for any reason, such use may not be in the interest of the City and/or community, as determined by the City Manager or authorized representative, whose decision may be appealed to the City Council whose decision shall be final.

~~1.~~I. Gambling, casino nights or any legal function or activity involving games of chance may be held in a City facility. The activity must, however, be open to the public and admission may not be charged. Donations may be accepted as long as access is not denied if a donation is not received.

~~1.~~J. The City of Milpitas is not responsible for accidents, injury, illness, or loss of group or individual property. The applicant agrees to indemnify at its own expense, and hold harmless the City, its officers, agents, volunteers, and employees from all costs, expenses, reasonable attorney fees, claims, liabilities or damages to persons or property that may arise during or be caused in any way by such use of occupancy of the facilities of the City of Milpitas. The applicant agrees to reimburse the City of Milpitas for any damage to said facilities occasioned by or growing out of the use herein requested and to abide by the rules and regulations governing such use of. The City

requires insurance coverage for certain types of rentals in accordance with the alcohol and insurance requirement guidelines. In addition, the City may, at its discretion, require user to provide at user's expense such police and/or fire protection as deemed reasonable for the protection and preservation of the public property and peace.

~~1.~~K. The City Manager or authorized representative, shall have the right to unrestricted access to all facilities at all times during any and all use. Groups found in violation of established City laws and ordinances or constituting a public nuisance may be required to leave the facility. The misuse of facilities, failure to conform to established regulations or other applicable City Ordinances, will be sufficient reason for termination of the function. Permits may not be transferred, assigned or sold.

~~1.~~L. Any group not abiding by all the Facility Use Rules and Regulations will forfeit entire rental deposit and paid rental fees.

VIII. SMOKING/VAPING/ALCOHOL

~~1.~~A. By City Ordinance, smoking is not permitted in any City facility or within 25 feet of the facility.

~~1.~~B. Smoking/vaping or alcohol consumption is not permissible in the Milpitas Sports Center gymnasium or on the pool deck.

~~1.~~C. Serving or selling alcohol must cease one hour prior to the rental end time as stated on the permit.

~~1.~~D. As a host of the event, if you are serving/selling alcohol, you are responsible and potentially liable for the safety of your guests at the event who are under the influence of alcohol. You should maintain strict control over alcohol service and ensure your guests are able to return safely home after the party. This is not the responsibility of the Facility Attendant.

~~1.~~E. No alcoholic beverages may be served or sold at youth oriented events. The designation of such an activity will be at the discretion of the Director of Recreation and Community Services or authorized representative. Should facility staff witness alcohol being served, consumed on the premises or in the parking lot, the party will be shut down immediately and the entire deposit and rental fees will be forfeited.

~~1.~~F. By City Ordinance, beer or wine is permissible for adults in City park picnic areas unless otherwise posted. California State law expressly forbids alcoholic beverages of any kind at Russell Middle School softball facility under any circumstances, as it is located on school property. Sale of beer, wine or other alcoholic beverages is allowed subject to the above location restrictions and upon approval of the Milpitas Police Department and the acquisition by the user group of a valid permit from the Alcoholic Beverage Control Department located at 100 Paseo de San Antonio, San Jose, CA, 408-277-1200. Alcohol permit is due 30 days in advance of the rental date. Additional insurance is required.

IX. PARKS/PICNIC AREA RULES & REGULATIONS

~~1.~~A. Reservations for park picnic areas must be made at least three (3) business days in advance.

~~1.~~B. Park picnic reservations that cannot be held due to inclement weather will be issued a full refund, minus processing fees. The rental applicant is responsible for contacting the Community

Center Office within two (2) business days after the scheduled event to initiate the credit.

~~1.~~C. Park reservations that are transferred to a new date within 30 days of the reservation will be charged a $20 Park Reservation Transfer fee and may require management approval.

~~1.~~D. Park reservation cancellations must be made 30 days prior to the rental date and will receive a credit minus the application and processing fees.

~~1.~~E. All City of Milpitas Municipal Codes regarding City Parks must be strictly adhered to.

X. GYMNASIUM RULES & REGULATIONS

~~1.~~A. Gymnasium facilities will only be rented to groups for sporting activities or programs. Requests for non-sports related activities will not be granted. Insurance will be required.

~~1.~~B. No food or beverages are allowed in the Milpitas Sports Center gymnasium.

~~1.~~C. Gymnasium participants must wear athletic type shoes. (Hard soles or black soles are not permitted on the gymnasium floor.)

~~1.~~D. Locker room facilities are not available.

~~1.~~E. Minors are not allowed inside the facilities without proper adult supervision.

~~1.~~F. No other type of equipment is allowed inside the gyms without prior consent of the Director of Recreation and Community Services or his/her designee. No equipment other than fixed pieces of equipment are available.

~~1.~~G. Access is limited to that portion of the facility as agreed upon in the permit. All other areas are restricted.

~~1.~~H. Recreation and Community Services staff shall be notified immediately of any maintenance problems or concerns, including vandalism and theft.

~~1.~~I. All garbage must be disposed of properly. Any wet spills must be taken care of promptly and thoroughly.

~~1.~~J. The facility should be left in the condition in which it was found.

~~1.~~K. Total gym capacity is not to exceed 600. Bleacher capacity is not to exceed 305 seated spectators.

~~1.~~L. Use of the scoreboard is NOT included in the established hourly rental fee. The scoreboard must be operated by Recreation and Community Services staff, no exceptions. User groups wishing to use the Scoreboard must put in the request with Recreation and Community Services staff at least 30 days in advance. Additional staffing fee will apply.

XI. POOL RULES & REGULATIONS

~~1.~~A. Smoking/vaping or alcohol consumption is not allowed in the aquatics facility.

~~1.~~B. All pool users and patrons must wear appropriate swim attire. No jeans, cut-off shorts, leotards or any other extra articles of clothing are allowed (CA. Health Code #65838).

~~1.~~C. Youth Locker Rooms are available for shower and changing use.

~~1.~~D. No personal floatation devices, no floatation devices attached to the swim suits or inflatable pool toys of any kind allowed.

~~1.~~E. No diving allowed.

~~1.~~F. No running allowed. Please walk at all times.

~~1.~~G. All children under 7 years of age swimming in the yard or meter pool must have an adult attendant in the water with them at all times.

~~1.~~H. Changing on the Pool Deck is NOT allowed. All parents must change their children in the Youth Locker Rooms or Family Changing Room.

~~1.~~I. No food or drink is allowed on the pool deck, except in the designated areas. Glass containers are not allowed.

Lifts are available for individuals with disabilities. Please contact Recreation and Community Services staff at (408) 586-3225 if assistance is needed with utilizing accessible equipment.

XII. SPORTS CENTER ARTIFICAL TURF FIELDS RULES & REGULATIONS

~~1.~~A. An approved rental permit is required to use the turf fields.

~~1.~~B. Food and beverages, including gym, seeds, nuts, candy or sports drinks are prohibited. Water only. Glass bottles or containers are prohibited.

~~1.~~C. Any cleats that are used must be rubber; no metal spikes.

~~1.~~D. Chairs, umbrellas, tents, flags and other outdoor furniture are not allowed on the field.

~~1.~~E. Spectator seating is only allowed in designated areas off of the field.

~~1.~~F. No driving of stakes.

~~1.~~G. Lining or marking of the field is not allowed without prior written approval from the City.

~~1.~~H. Smoking and tobacco products are prohibited.

~~1.~~I. Dogs and pets of any kind are prohibited on the synthetic turf.

~~1.~~J. Barbecues are prohibited.

~~1.~~K. Bikes, roller blades, skateboards, strollers, motorized vehicles and high-heeled shoes are prohibited.

~~1.~~L. Training drills & devices:

~~1.~~M. To insure optimum performance of the turf fields, we recommend that repetitive training drills and activities be rotated to prevent continuous wear at a single location.

~~1.~~N. Training devices should be used with caution. Sleds and various training devices should be used off the main field of play, such as D zones, end zones (if no inlaid logos appear) and areas away from the main boundaries of play where the panels run parallel to the field and no inlaid markings appear.

~~1.~~O. Tire flipping is not allowed.

~~1.~~P. Remove training devices form the field after each use.

~~1.~~Q. Lining or marking of turf *with* prior written approval from the City of Milpitas: Before beginning to paint on your field, consult with the Sports Center Recreation Supervisor for guidance on specific types of paint to use, recommended suppliers, machines and proper PSI machine settings.

XIII. PUBLIC BASKETBALL COURT RULES

~~1.~~A. Basketball Court hours are dawn-dusk daily.

~~1.~~B. Basketball Courts are for recreational purposes and are available on a drop-in basis. Courts should be used in two-hour increments and must be forfeited if another group/individual is waiting.

~~1.~~C. Amplified music including car and portable radios are prohibited.

~~1.~~D. The Milpitas Police Department may stop basketball play based on complaints.

XIV. TENNIS COURT RULES & ETIQUETTE

~~1.~~A. City-Sponsored Programs have first priority on tennis courts at all times.

~~1.~~B. Court Time Limit: Courts must be relinquished to players waiting after one hour of play for singles or 1 hour 30 minutes for doubles.

~~1.~~C. Waiting Players should state their intent of play to current occupants upon arrival.

~~1.~~D. Maximum of four (4) players per court.

~~1.~~E. No single player may use the court when others are waiting.

~~1.~~F. Tennis courts are for tennis and pickleball only. No other sports or games should be played on the courts. Absolutely no roller skates, roller blades, skateboards and bikes are allowed.

~~1.~~G. Food, glass objects or alcoholic beverages are NOT allowed on the courts. All food and drinks must be left outside the tennis court fence.

~~1.~~H. Smooth soled tennis shoes only. No knobby, blacked soled, sports cleats (baseball, soccer, football) or street shoes.

~~1.~~I. No instructional aids allowed (i.e ball machines, etc.) unless prior approval has been received from the Director of Recreation and Community Services or authorized representative.

~~1.~~J. Conducting any business or concession within any City Park is prohibited except by permit MMC 1-9-4.01 (i.e. private tennis lessons, selling food or beverages, etc.) and appropriate licenses or permits are required.

~~1.~~K. Smoking is prohibited within 25 feet of tennis courts.

XV. POLICE DEPARTMENT COMMUNITY ROOM

For rental of these facilities, please contact the Police Department at (408) 586-2400.

~~1.~~A. Rental hours are 8:00 am to 11:00 pm.

~~1.~~B. Use of the facility shall be primarily for resident groups or individuals. Non-resident group or non-resident individual use will not be permitted.

~~1.~~C. No alcohol is permitted in the facility.

~~1.~~D. No parties may be scheduled in the facility.

~~1.~~E. Exceptions to any policy or regulation are subject to the approval of the Chief of Police or authorized representative. The applicant must submit exception requests in writing. Decisions of the Chief of Police or authorized representative may be appealed to the City Manager and if not satisfied, to the City Council, whose decision shall be final.

XVI. CITY HALL BUILDING, PLAZA AND GROUNDS

For rental of these facilities, please contact the City Clerk's Office at (408) 586-3001.

~~1.~~A. No food is allowed in Council Chambers.

~~1.~~B. No tents or structures are allowed on the grass.

~~1.~~C. Chairs and tables are available on a first come, first serve basis, and due to the amount of rentals at the facility, may not be available for use. Should this occur, it is the rental applicant's responsibility to provide their own tables and chairs. Please Note: Samples of chairs and tables must be approved 45 days prior to the event.

~~1.~~D. Access to the parking garage is restricted.

~~1.~~E. Flag ceremonies in the Plaza Area are limited to ground ceremonies only and require prior City Council approval.

~~1.~~F. All facility rentals require staffing. The number of staff (Maintenance and Information Services) is to be determined by the City Manager or authorized representative on a per event basis.

~~1.~~G. All City Hall Buildings, Plaza and Ground permits are subject to Chapter 100, Title I of the Milpitas Municipal Code and all uses must be approved by the City Manager.

~~1.~~H. No political fundraising is allowed at the City Hall Building, Plaza, and Grounds.

~~1.~~I. No amplified or "live" music is allowed in the rentable outdoor facilities due to the disruption of the surrounding facilities.

~~1.~~J. City Council Chamber dais is not available for use.

~~1.~~K. Use of alcohol is permissible upon approval of the City Manager or authorized representative.

ADDENDUM 1
SPECIAL EVENT RULES AND REGULATIONS
EQUIPMENT RENTAL

I. CITY SPONSORED SPECIAL EVENTS

1.0 The purpose of City Sponsored Special Events is to provide the public with activities to attend within the community. Planning for each event takes place one (1) year prior to the event. These rules and regulations pertain to non-City group participation and use of City equipment for and during City sponsored, co-sponsored, public, and non-profit events.

1.1 Calendar of Events (dates and events are subject to change without notice)

Commissioner's Recognition	April
Memorial Day Ceremony	May
Summer Concert Series	Summer Season
Movie Night Out	Varies
4th of July Festival	July
Hot August Bites	August
Halloween Event	October
Veterans Day Ceremony	November
Tree Lighting Ceremony	December
Cultural Arts Grants	Throughout the year

II. SPECIAL EVENTS

2.0 All Special Event requests should be directed to the Director of Recreation and Community Services.

2.1 The rental applicant is required to submit a Special Event/Activity Application to the Planning Department along with their approved Recreation Services Rental Application and Permit.

2.2 All outdoor equipment (i.e. bleachers, picnic tables, barbeque pits, etc.) are not moveable and shall remain in their designated locations.

2.3 Additional equipment (i.e. bounce houses, chairs, additional seating, staging/platforms, etc.) must be noted on the application and pre-approved by Recreation and Community Services staff. All additional event features must be obtained independently by the rental applicant, including rental costs, fees, insurance and delivery.

2.6 All Recreation and Community Services equipment requests should be directed to the Director of Recreation and Community Services and should be made at least 6 months in advance of the requested rental date. Equipment use is subject to availability and approval.

ADDENDUM 2
YOUTH SPORT PRIORITY OUTDOOR SPORTS FIELD PRIORITIES
ALLOCATION AND PROCESS

~~A.~~I. Tiered Structure

~~A.~~1. Tier 1: All programs administered or sponsored by the City of Milpitas Recreation and Community Services.

~~B.~~2. Tier 2: Youth and sanctioned organizations and/or groups comprised of 51% Milpitas residents.

~~C.~~3. Tier 3: Organizations and/or groups comprised of less than 51% Milpitas residents.

~~A.~~i. Required to pay full rental fees.

~~B.~~II. Specifications

~~a.~~1. The City will give field allocation priority to the sport in season.

~~b.~~2. The City will allocate fields according to age groups appropriate for field usage.

i. Age appropriateness of the fields will be predetermined by the City

~~c.~~3. The percentage of Milpitas residents will be determined by the average of the previous 3 year's season rosters.

~~d.~~4. Recreation Services will predetermine a calendar, per season, that will show a breakdown of field maintenance and available fields/times.

~~e.~~5. Recreation Services will administer the Youth Sport User Group Fee of $10/player per season, per sport.

i. Rosters will be required mid season so that the youth groups can be invoiced.
ii. Fees must be paid in full prior to new field allocations being approved.

~~f.~~6. For regular season play, it is required that a Milpitas based team be playing on the allocated fields.

i. This does not apply for tournament play.

~~C.~~III. Locking Policy

~~i.~~1. Our fields will be locked when they are not allocated or rented. This will assist in keeping our natural turf fields in playable condition,

ADDENDUM 3
YOUTH SPORT INDOOR FACILITY PRIORITIES
ALLOCATION AND PROCESS

~~1.~~I. Priorities

1. **Tier 1:** All programs administered or sponsored by the City of Milpitas.

~~1.~~2. **Tier 2:** Youth and sanctioned organizations and/or groups comprised of 51% Milpitas residents.

~~1.~~3. **Tier 3:** Youth organizations and/or groups comprised of less than 51% Milpitas residents.

~~1.~~II. Allocation Process

1. Priority will be assigned as follows:

~~1.~~i. First application/Initial Allocation

~~1.~~a. Based on rosters from prior 3 quarters

~~1.~~b. If no rosters are available, Tier 3 will be assigned

~~1.~~ii. Tiers may be reassigned with a review of rosters from 3 prior consecutive quarters

~~1.~~a. Please note that due to the high demand and limited availability, should multiple groups request the same dates and times, a lottery system will be utilized to determine allocation.

~~1.~~2. The Indoor Sport Facility will be allocated on a quarterly basis. Applications must be submitted by the 1st of the month prior to the start of the quarter.

~~1.~~i. January – March: application due December 1

~~1.~~ii. April – June: application due March 1

~~1.~~iii. July – September: application due June 1

~~1.~~iv. October – December: application due September 1

~~1.~~III. Specifications

1. The City will give Indoor Sport Facility priority to the sport in season.
~~1.~~2. Priority will be assigned according to the percentage of residents based on rosters from 3 quarters.
~~1.~~3. Recreation Services will administer the Youth Sports User Group Fee of $15 per player, per quarter, per sport.
    ~~1.~~i. Rosters will be required mid quarter so that the youth groups can be invoiced.
        ~~1.~~a. Fees must be paid in full prior to new Indoor Sport Facility allocations being approved.
    ~~1.~~ii. A refundable deposit of $500 will be due upon application approval.
        ~~1.~~a. For additional information and guidelines on rental deposits please refer to the Facility Manual.

~~1.~~IV. Leagues

If you run games or league play, a team from your organization must be playing. This does not apply to tournaments.

~~1.~~V. Tournaments

The Indoor Sport Facility Allocation Process does not include requests for tournaments. Tournament requests should be submitted as a private rental.

CITY OF MILPITAS
FACILITY & PARKS

ALCOHOL AND INSURANCE REQUIREMENT GUIDELINES FOR RENTAL GROUPS

The table below summarizes the Insurance and Alcohol Permit requirements by rental type for facilities and parks rentals.

RENTAL TYPE	FACILITY	PARK
Private use/meeting No alcohol	No insurance required	No insurance required
Private Party – no alcohol	No insurance required	No insurance required
Party or meeting serving alcohol	1. Purchase Special Events Liability Insurance **and** 2. Purchase Liquor Legal Liability Coverage **Or** 3. Provide Certificate of Insurance with endorsement to the City w/Liquor Legal Liability Coverage	No insurance required
Public Attended Event (Please refer to the type of events that require insurance and hazard classification)	1. Purchase Special Events Liability Insurance **Or** 2. Provide Certificate of Insurance with	1. Purchase Special Events Liability Insurance **Or** 2. Provide Certificate of Insurance with

	endorsement	endorsement
Sell Alcohol	1. Purchase Special Events Liability Insurance **and** 2. Purchase Liquor Legal Liability Coverage **Or** 3. Provide Certificate of Insurance with endorsement to the City w/Liquor Legal Liability Coverage **And** 4. Obtain Alcohol Permit	1. Purchase Special Events Liability Insurance **and** 2. Purchase Liquor Legal Liability Coverage **Or** 3. Provide Certificate of Insurance with endorsement to the City w/Liquor Legal Liability Coverage **And** 4. Obtain Alcohol Permit

The rental applicant, which opts to provide a certificate of insurance, must satisfy the minimum insurance requirement of $2,000,000 general liability per occurrence and general aggregate. The insurance coverage must be endorsed to provide primary coverage and must name the City, its officers, agents, volunteers, and its employees as additionally insured.

The rental applicant must provide the certificate of insurance **30 days** prior to the rental date.

Please note: this information is subject to change without prior notice.

Milpitas City Council Facility Use Request Form
Fiscal Year 2019-20

City Councilmember Name: _____

Program/Event Description: _____

_____

_____

_____

Community Partners (if applicable): _____, _____, _____, _____

I will be seeking sponsors (circle one): *Yes* *No*

Estimated Attendance: _____ (youth) _____ (adult)

Preferred Facility: First Choice: _____ Second Choice: _____

Program/Event Date Request:

Date First Choice: _____ Program/Event Hours: _____-_____

Date Second Choice: _____ Program/Event Hours: _____-_____

Additional City Resources Needed: (circle all that apply) *Funding* *City Staff* *Marketing*
Explanation: _____

This event is not campaign related because: _____

_____

Intended Public Purpose Statement: _____

_____

_____

Councilmember Signature: _____ **Date:** _____

DRAFT

CITY OF MILPITAS
AGENDA REPORT
(AR)

Item Title:	Provide direction to staff on draft Council policies for training and events
Category:	Leadership and Support Services
Meeting Date:	8/20/2019
Staff Contact:	Christopher Diaz, City Attorney, (408) 586-3040 Ashwini Kantak, Assistant City Manager, (408) 586-3053
Recommendation:	Provide direction to staff on draft Council policies for training and events

Background:

The City recognizes the importance of attending conferences and trainings to ensure members of the Council stay informed about best practices in local government and are able to represent the City at the local, regional, and national level. The purpose of the proposed Council policy for training is to establish City policy, guidelines and conditions for the use of funds appropriated to the City Council for attending conferences and trainings. The Approved Fiscal Year 2019-2020 Budget includes funding of $5,000 each for training for members of the City Council.

During the Fiscal Year 2019-2020 Budget development process, the City Council expressed an interest in individual Councilmembers having the ability and funding to host events that benefit the City and the Milpitas community, and to use City facilities for this purpose. The use of City facilities is governed by the Milpitas Facility Use Manual and updates to this Manual are being brought forward for Council consideration to enable use of City facilities by individual Councilmembers.

The proposed Council policy for events establishes City policy, guidelines and conditions for the use of funds appropriated to individual members of the City Council for hosting events, donating to intergovernmental agencies and non-profit organizations and for requesting fee waivers for events. These events support the City Council's priorities and shall not be related to campaigning or any other political advocacy efforts and shall generally serve a public purpose.

Analysis:

Policy for Training

The proposed draft Council policy for training includes training objectives; general conditions of the policy, including which training the policy applies to; responsibilities of the Councilmembers and the City Manager to ensure appropriate use of the training budget; and procedures for reimbursement of expenses.

Policy for Events

The Approved Fiscal Year 2019-2020 Budget includes funding in the amount of $25,000 for the City Council to make donations to intergovernmental agencies and non-profit organizations and to approve fee waivers for events and for individual Councilmembers to either host his/her own events or to donate to additional events and provide fee waivers, distinct from those submitted per the adopted policy – City Council Donations and Fee Waiver/Reduction Policy are regulated by Council policy 01-07.

Per this policy, all requests for events and fee waivers or donations for non-profit organizations shall continue to be brought forward for Council consideration. Based on historical informaiton about Council donation

fee waivers, staff is recommending setting aside a budget of $10,000 for the full City Council and $3,000 for every individual member of the City Council.

The proposed policy outlines general conditions as described below:

Any events hosted or sponsored by an individual Councilmember shall be for a wide-reaching public purpose serving the Milpitas community at-large, and shall support the priorities of the full Council. Events shall be open to the public and to any other Councilmembers who may wish to attend. Councilmember hosted events shall not be related to a campaign event. To ensure the integrity of the events, no hosted events shall take place in the six months preceding a municipal election.

The proposed policy provides guidance about type of staff support and number of staff hours. The proposed policy also describes the responsibilities of the City Councilmembers and the City Manager and outlines the procedures for reimbursement of expenses.

Key items for Council consideration and input:

1. Allocation amounts from the total $25,000 budget for the full City Council and individual Councilmembers.
2. Eligible expenditures for individual Councilmember funds.
3. Number of events hosted by individual Councilmembers.
4. Use of City faciliites.
5. Timeframe of events hosted by individual Councilmembers with respect to municipal elections.
6. Amount of staff support hours per event and cumulative number of hours for events hosted by each Councilmember.
7. Approval Process.

Next Steps
Based on Council feedback, staff will bring forward both policies for adoption in late summer/early fall 2019.

Fiscal Impact
No additional funding is needed at this time. There may be some future fiscal impact depending on direction from the City Council about number of events and the amount of staff support time.

Recommendation:
Provide direction to staff on draft Council policies for training and events.

Attachment
Draft Council Policy for Training
Draft Council Policy for Events

No.
Effective: *16.*

CITY OF MILPITAS, CALIFORNIA

SUBJECT: COUNCIL TRAINING POLICY

PURPOSE OF THE POLICY

The purpose of this policy is to establish City policy, guidelines and conditions for the use of funds appropriated to the City Council for attending conferences and trainings. The City Council recognizes the importance of attending conferences and trainings to ensure members of the Council stay informed about best practices in local government and are able to represent the City at the local, regional, and national level.

TRAINING OBJECTIVES

- To promote regionalism and ensure that Milpitas' interests are represented at the regional, state, and national levels and receive recognition for Milpitas' contributions and accomplishments.
- To ensure that the Council is informed about best practices in local government
- To advocate for the City's interests in the state and federal legislature and with regional agencies

PROCEDURES

A. General Conditions

1. Training may be a class, seminar, workshop, or conference related to the Mayor and Councilmembers' duties except for duties on other regional boards.
2. All travel to attend conferences or training, which is not directly connected to their Council or regional representative role, must be approved by the City Council during budget adoption or at a subsequent Council meeting.
3. All travel for a class, seminar, workshop, or conference shall be limited to the actual days of the event or immediately after the event and a Councilmember shall not extend their travels for personal pleasure unless fully paid for by the Councilmember.

B. Responsibility of the Councilmember

1. Each Councilmember, with the assistance of staff, must complete the Travel and Expense Request Form prior to submitting the form to the Finance Department for processing. All travel for the Council has to be approved by the full Council.
2. A copy of the registration material must be submitted with the Travel and Expense Request Form. The travel approval by the City Council during the budget process or a copy of the Council minutes approving subsequent requests must also be attached with the form.
3. Each Councilmember is expected to provide a brief verbal or written report, within 30 days of the training, to the full Council on the benefits and outcome of the conference or training.

C. Responsibility of the City Manager

It is the City Manager's responsibility to review the training budget and travel requests during the budget process. The City Manager will provide a travel schedule for individual Councilmembers, to the extent known, to the City Council for its review and approval during the budget process. The City Manager shall track the training budget for the Mayor and each Councilmember throughout the year and provide regular updates to them.

D. Expense Reimbursement

Travel and training expense reimbursements are subject to the procedures and guidelines established under SOP No. 6-1, Travel and Expense Policy and SOP No. 6-2, Use of City Vehicles Policy.

xxx

No.
Effective:
Revised:

16.

CITY OF MILPITAS, CALIFORNIA

SUBJECT: COUNCIL POLICY FOR EVENTS

PURPOSE OF THE POLICY

The purpose of this policy is to establish City policy, guidelines and conditions for the use of funds appropriated to the City Council for hosting or donating to intergovernmental agencies and non-profit organizations and for requesting fee waivers for events. This policy addresses the desire of the City Council for individual Councilmembers to be able to host events that benefit the City and the Milpitas community. These events support the City Council's priorities and shall not be related to campaigning or any other political advocacy efforts and shall generally serve a public purpose.

PROCEDURES

A. General Conditions

1. The City Council has an approved budget for donations and fee waivers for intergovernmental agencies or non-profit organizations that provide Milpitas community benefit. In addition to this, each individual Councilmember shall have an approved budget for either hosting his/her own events or for donating to additional events and providing fee waivers, distinct from those submitted per the adopted policy – City Council Donations and Fee Waiver/Reduction Policy are regulated by Council policy 01-07. Per this policy, all requests for events and fee waivers or donations for non-profit organizations shall continue to be brought forward for Council consideration.
2. Guidelines for the use of City facilities for a Councilmember hosted or sponsored program or event are outlined in the City of Milpitas Facility Use Manual (Indoor and Outdoor Facilities).
3. Any events hosted or sponsored by an individual Councilmember shall be for a wide-reaching public purpose serving the Milpitas community at-large, and shall support the priorities of the full Council. Events shall be open to the public and to any other Councilmembers who may wish to attend. Councilmember hosted events shall not be related to a campaign event. To ensure the integrity of the events, no hosted events shall take place in the six months preceding a municipal election.
4. Staff support for any individual Councilmember hosted events shall be limited to x hours, including staff time needed for facility use, unless approved by the full Council. The level of staff support, excluding general facility attendant staff, will be identified and assigned by the City Manager or his/her designee.
5. The approved budget may be used for facility rentals within the City of Milpitas, refreshments, contractual services, and supplies but cannot be used to provide gifts to event participants or to serve alcohol.

B. Responsibility of the Councilmember

1. Each Councilmember, with the assistance of staff, must complete the Event and Facility Use Request Forms and submit to the City Manager and City Attorney's office for review to ensure compliance with state law, and approval.
2. Event coordination and any purchase of refreshments and supplies for events hosted by individual Councilmembers shall be the responsibility of the individual Councilmember.
3. Each Councilmember shall submit all receipts related to the event within 30 days after the event in order to be reimbursed.
4. Each Councilmember shall provide a brief verbal report to the full Council on the benefits and outcome of the event, including event attendance.

C. Responsibility of the City Manager

It is the City Manager or designee's responsibility to review and track the events budget for each Councilmember and to provide regular updates.

D. Expense Reimbursement

Councilmembers shall submit expense reimbursement requests on Finance Department provided forms with original receipts within 30 days after the event.

xxx

DRAFT

MILPITAS CITY COUNCIL MEETING

PREVIEW OF AGENDA ITEMS

(NOTE: City Manager & 2 City Councilmembers absent)

SEPTEMBER 3, 2019

CONSENT CALENDAR

1. Accept City Council calendar for September 2019 (Mary Lavelle)
2. Approve City Council meeting minutes of August 9, 13 and 20, 2019 (Mary Lavelle)
3. Waive 2nd reading/Adopt Ordinance No. 43.212 for Time Limited Parking in Transit Area Specific Plan area (Steve Chan)
4. Waive 2nd reading/Adopt Ordinance No. 38.835 zoning amendment regarding M2 zone assembly uses and mobile fueling (Ned Thomas)
5. Adopt Resolution Authorizing List of Flag Flying ceremonies for 2019-20 (Renee Lorentzen)
6. Adopt Resolution for PERS to authorize hiring retired annuitant as contract Hazmat Inspector (Liz Brown, Albert Zamora)
7. Adopt Resolution Approving the green Stormwater Infrastructure Plan (Steve Erickson)
8. Accept Report of FY 2018-19 Budget year-end ("clean up") (Jane Corpus)
9. Authorize City Manager to Execute Improvement Agreement for Commercial Development at 521 Alder Drive (Kan Xu)
10. Approve Conceptual Plan for Sandalwood Park Renovation, Project No. 5110 (Steve Erickson**)**
11. Award the Bid and Authorize the City Manager to Execute the Agreement with 2Meart.com for Citywide Clothing, Jackets, and Caps (Chris Schroeder)
12. Accept Office of Traffic Safety Grant to Milpitas Police Dept. (Jared Hernandez)
13. Approve Mayor's recommendation to re-appoint 7 Youth Advisory Commissioners (Mary Lavelle)
14. Approve Mayor's recommendation to appoint 1 new Economic Development & Trade Commissioner (Alex Andrade)
15. Approve Mayor's recommendation to change the Councilmember appointed to the Board of Directors of Silicon Valley Clean Energy (City Manager)
16. Authorize Mayor & City Councilmembers travel to League of California Cities conference in Long Beach, CA October 16–18, 2019 (Mary Lavelle)
17. Approve Two $500 Donation Requests from Milpitas Community Educational Endowment for Mid-Autumn Festival and from Korean Language & Culture Foundation for Hangeul Day (Mary Lavelle)

PUBLIC HEARINGS

18. Adopt Public Health Goals for Water (Tony Ndah)
19. Adopt FY 2018-2019 Consolidated Annual Performance Report regarding federal Community Development Block Grant funds (Sharon Goei, Robert Musallam)
20. Consider the Summary Vacation of an Existing Public Service Utility Easement at 1646 Centre Pointe Drive (Kan Xu)

PREVIEW NEXT AGENDA

21. Preview list of items for September 17, 2019 Regular City Council meeting (Mary Lavelle)