



MILPITAS PLANNING COMMISSION STAFF REPORT

March 27, 2024

APPLICATION:	TWO SEPARATE MULTI-FAMILY RESIDENTIAL APARTMENT BUILDINGS – 1300 S MAIN STREET – P-SD22-0015 AND P-DB23-0001: An application for a Site Development and Density Bonus permits to develop two multi-family residential buildings, up to 77-8” feet,- eight inches (six stories) in height, with 118 below-market-rate (100% affordable) dwelling units, 39 vehicular parking spaces, a community garden, and associated site improvements on a 0.966-acre (42,079-square foot) parcel in the Multi-Family Very High Density Residential (R4) Zoning District at 1300 South Main Street.
RECOMMENDATION:	Staff recommends that the Planning Commission open and close the public hearing, and adopt Resolution 24-011, recommending approval of the above applications to the Milpitas City Council, subject to the Conditions of Approval.
PROJECT LOCATION: <i>Addresses and Assessor's Parcel Number (APN):</i> <i>Area of City:</i>	1300 South Main Street (APN 083-36-002) Milpitas Metro Specific Plan (MMSP): McCandless Subdistrict. The project site is located immediately southeast of the intersection of South Main Street and Great Mall Parkway.
PEOPLE: <i>Project Applicant and Owner:</i> <i>Project Planner:</i>	AMG & ASSOCIATES, LLC Avery Stark, Acting Senior Planner
LAND USE: <i>General Plan Designation:</i> <i>Specific Plan Area:</i> <i>Zoning District:</i>	Milpitas Metro Specific Plan Milpitas Metro Specific Plan (MMSP) Multiple-Family Very High Density with Transit Oriented Development Overlay (R4-TOD)
ENVIRONMENTAL:	The project is categorically exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section §15332 (Class 32: In-Fill Projects) and, as a separate and independent basis, Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning

EXECUTIVE SUMMARY

The City of Milpitas received an application from AMG & Associates, LLC (applicant) requesting a Site Development Permit, Density Bonus Permit, and Environmental Assessment to allow the development of two separate multi-family residential buildings, consisting of 118 below-market-rate dwelling units, up to 77-8” feet,- eight inches (six stories), 39 vehicular parking spaces, community garden, and associated site improvements on a 0.966-acre site at 1300 South Main Street in the McCandless District of the Milpitas Metro Specific Plan.

The Project consists of 15 studios, 39 one-bedroom, 34 two-bedroom, and 30 three-bedroom apartment units. All of the units, with the exception of two manager’s units, will be reserved for lower income households (94 units – low income & 22 – moderate income) and the Project will fully comply with the City’s Affordable Housing Ordinance (AHO). Since the applicant proposes to dedicate more than 10 percent of the units as low-income, the Project also qualifies for concessions, waivers, and parking reductions under the State Density Bonus Law.

The proposed Project requires two entitlements, as follows:

1. Site Development Permit No. SD22-0015: To allow the development of two separate multi-family residential buildings consisting of 118 below-market-rate dwelling units, up to 77 feet in height, 39 vehicular parking spaces, community garden, and associated site improvements on a 0.966-acre (42,079 sf) parcel; and,
2. Density Bonus Permit No. DB23-0001: To ensure compliance with State Density Bonus Law (Gov. Code § 65915 et seq)

Although not an entitlement, Environmental Assessment No. EA23-0015 was prepared to establish CEQA compliance.

Staff has found that the required entitlements comply with the policies, standards, and processes outlined in the State Density Bonus Law, the City of Milpitas 2040 General Plan, the Milpitas Metro Specific Plan (MMSP), the Zoning Ordinance, Objective Design Standards (ODS), and other provisions of the Milpitas Municipal Code (MMC), and recommends that the Planning Commission open and close the public hearing, consider the exemptions in accordance with CEQA, and adopt Resolution No. 24-011, recommending approval of the Project to the Milpitas City Council, subject to the conditions of approval. The balance of this report provides specific details regarding the Project.

BACKGROUND

History

On May 19, 1983, the Planning Commission approved a Conditional Use Permit (No. 591) for a tool rental business as required by the zoning ordinance for a “Contractors yard and office.” As of October 2018, Arena Stuart Rentals, Inc. has been operating out of the existing 1,300-square-foot office building onsite.

On June 3, 2008, the City Council adopted the Transit Area Specific Plan (TASP or Plan). The Plan encompassed 437 acres and 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. The Plan included 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 subdistricts, each with specific goals and policies to accommodate those unique characteristics.

On February 7, 2023, the City adopted the Milpitas Metro Specific Plan (MMSP) to replace the TASP. The MMSP increases the Plan Area from approximately 437 acres to approximately 510 gross acres and includes annexations on the east and west sides of the original Plan Area. The long-term focus of this work is to continue and accelerate the transformation of this area from industrial and auto-oriented to a vibrant, connected, and fully developed transit-oriented neighborhood.

On February 8, 2021, AMG & Associates, LLC. (applicant) submitted a Notice of Intent (NOI) informing the Planning Department of their intent to seek streamlined ministerial approval under SB 35.

On November 23, 2021, AMG & Associates (AMG) submitted a formal planning application (File No. P-PP21-0013) to develop two multi-family residential buildings AMG claimed the project qualified for Senate Bill 35 (SB35) status. SB35 is a statute streamlining housing construction in California counties and cities that fail to build enough housing to meet state mandated housing construction requirements.

On February 1, 2022, the City of Milpitas (City) conducted a Public Oversight Meeting to discuss the Project. At that meeting, it was determined the project is SB35 compliant, but requested AMG consider modifying the project to incorporate the following:

- Adding some on-site parking.
- Creating a ride-share drop-off vehicle parking space.
- Installing digital surveillance (i.e., security cameras) within the project site.
- Provide some open space
- Consider a portion of property to be used as a community garden.

On January 25, 2023, the applicant submitted a formal application for the subject Project.

On February 7, 2023, the City adopted the Milpitas Metro Specific Plan (MMSP) to replace the TASP. The MMSP increases the Plan Area from approximately 437 acres to approximately 510 gross acres and includes annexations on the east and west sides of the original Plan Area. The long-term focus of this work is to continue and accelerate the transformation of this area from industrial and auto-oriented to a vibrant, connected, and fully developed transit-oriented neighborhood.

PROJECT DESCRIPTION

Overview

The Project consists of two separate multi-family residential buildings. Building A includes 45 residential units and a gross floor area of 61,919 square feet, and Building B includes a total of 73 units and a gross floor area of 79,594 square feet. The overall unit mix is 15 studios (13%), 39 one-bedroom units (39%), 34 two-bedroom units (29%) and 30 three-bedroom units (25%). The Project proposes to dedicate 100 percent of the total units (94 units – low income & 22 – moderate

income), exclusive of the managers' units, as affordable for lower-income households, as defined by Section 50079.5 of the Health and Safety Code. Moreover, the Project meets both the City's affordable housing requirement and the State Density Bonus Law under Government Code Section 65915(b)(1)(G).

Since more than 30 percent of the apartment units are reserved for low-income households, the Project is eligible for certain concessions, waivers, and parking incentives under State Density Bonus Law (Gov. Code § 65915 et seq.). The "Project Analysis" section of this staff report includes a full discussion of the State Density Bonus provisions related to this Project.

Location and Context

The project is located on a 0.97-acre site located immediately southeast of the intersection of South Main Street and Great Mall Parkway. The site is located within the Milpitas Metro Specific Plan Area (MMSP). The specific plan designation is Multi-Family Very High Density Residential (VHD), and the planned implementing zoning district of that designation is Metro Multi-Family Very High Density Residential (R4-Metro). However, the Project site has not been rezoned yet. As such, the current zoning designation (Multi-Family Very High Density Residential with Transit Oriented Development Overlay (R4-TOD) and its standards remain in place wherever the MMSP is silent for such development standards. The site is currently occupied by a one-story light industrial building that is proposed for demolition. An existing masonry wall borders the western and northern property lines. The wall connects to an existing iron fence that borders the eastern and southern property lines. A metal gate and driveway off South Main Street provides vehicular access. Table 1 summarizes the project site's land use designation and surrounding uses. See Figures 1 and 2 for more information.

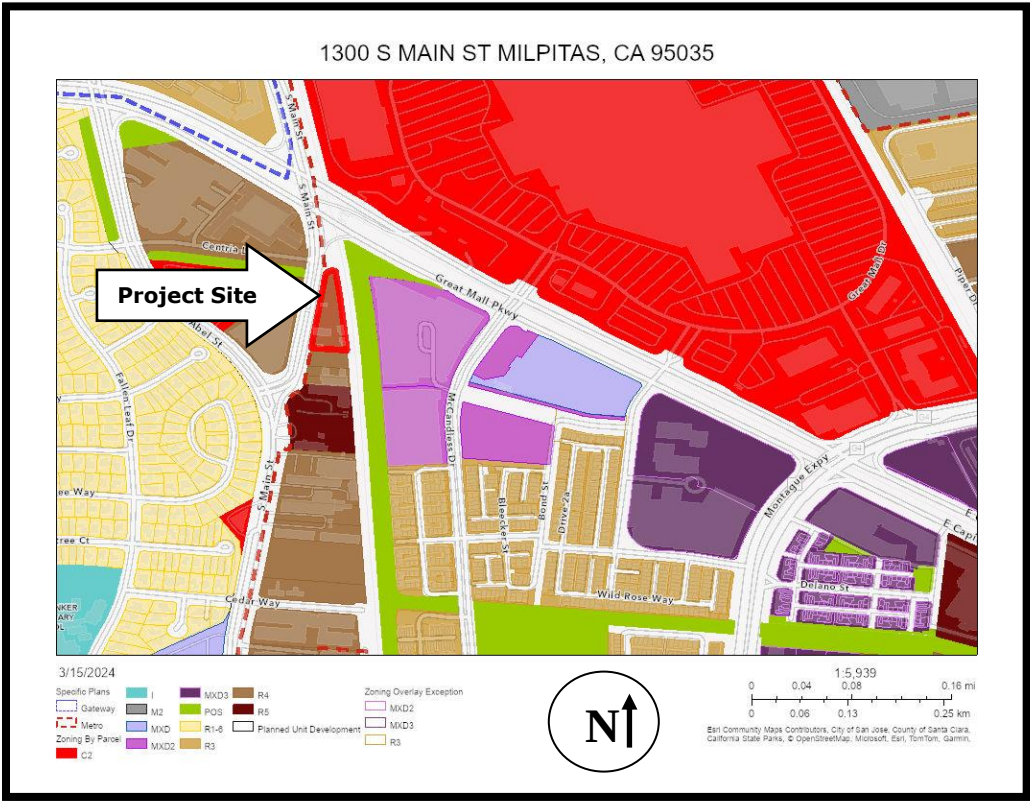
Table 1: Surrounding Zoning and Land Uses

	General Plan	Zoning	Existing Uses
Subject Site	MMSP - Milpitas Metro Specific Plan	Multi-Family Very High Density Residential (R4) with a Transit Oriented Development (TOD)	One-story Light Industrial Building
North	N/A	N/A	The intersection of Great Mall Parkway and South Main Street
South	MMSP - Milpitas Metro Specific Plan	Multi-Family Very High Density Residential (R4) with a Transit Oriented Development (TOD)	The future "Main Street Condos" site at 1316 South Main
East	MMSP - Milpitas Metro Specific Plan	High Density Mixed Use (MXD2)	Union Pacific Railroad
West	VHDR - Very High Density Residential	Multi-Family Very High Density Residential (R4) with a Transit Oriented Development (TOD)	Ilara Apartment Building

Figure 1 – Aerial Map – 1300 S Main St



Figure 2 – Zoning Map – 1300 S Main St



PROJECT ANALYSIS

This section will evaluate elements of the proposed Project for conformance with the Milpitas 2040 General Plan, the Milpitas Metro Specific Plan (MMSP), the Zoning Ordinance, Objective Design Standards (ODS), other provisions of the Milpitas Municipal Code, and the State Density Bonus Law.

General Plan Conformance

The General Plan designation for the project site is the Milpitas Metro Specific Plan – MMSP. The designation is intended to create a framework for a walkable, transit-oriented area with a mix of land uses, which encourages walking, biking, and transit trips and minimizes vehicle trips and reduces vehicle miles traveled (VMT).

The project is consistent with the applicable policies and standards in the City’s General Plan, as outlined in Table 2.

Table 2: General Plan Consistency

Policy	Conformance
<i>Policy LU 1-4:</i> Continue to provide for a variety of housing types and densities that meet the needs of individuals and families and offer residents of all income levels, age groups, and special needs sufficient housing opportunities and choices for locating in Milpitas.	Consistent. The Project provides 118 new housing units, resulting in a housing density of 122.15 dwelling units per acre. Of the 118 units, 94 would be rental units offered at 80-percent area median income (low income), and 22 would be rental units offered at 110-percent area median income (moderate income). By providing this type of housing at this density, Milpitas can accommodate residents from various income levels, age groups, and with special needs, fostering a more vibrant and sustainable community.
<i>Policy LU 4-4:</i> Encourage new development to facilitate pedestrian, bicycle, and transit access through techniques such as minimizing building separation from public sidewalks; providing safe, direct, accessible, convenient, and pleasant pedestrian connections; including secure and convenient bike storage; and orienting building entrances to transit service.	Consistent. The Project maintains the existing sidewalks and provides long and short-term bike racks on-site to accommodate pedestrians and gives bicyclists unobstructed access to a major transit stop (VTA Great Mall Light Rail Station), which is located within one-half mile of the site.

Policy	Conformance
Policy CD 2-7: <i>Include design elements during the development review process that address security, aesthetics, and safety. Safety issues include, but are not limited to, minimum clearance around buildings, fire protection measures such as peak load water requirements, construction techniques, and minimum standards for vehicular, bicycle, and pedestrian facilities and other standards set forth in local, state, and federal regulations.</i>	Consistent. The proposed apartment parking structure provides adequate and safe circulation for vehicles. The proposed apartment complex also provides adequate site illumination by installing wall-mounted lighting. Furthermore, the Milpitas Fire Department (MFD) and the Milpitas Police Department (MPD) have reviewed the site plans for the Project to ensure adequate protection measures are implemented.
Policy LU 2-3: <i>Allow densities and intensities which exceed the generally allowed ranges defined by the underlying land use for projects utilizing Density Bonus provisions (included within the Milpitas Affordable Housing Ordinance Title XII - HOUSING Chapter 1 - AFFORDABLE HOUSING ORDINANCE) including bonuses for senior housing, affordable housing, and for projects within designated overlay districts included in Milpitas Municipal Code Section 12 - Overlay Districts and Standards.</i>	Consistent. Through State Density Bonus Law, the Project provides a density of 122 dwelling units per gross acre, which exceeds the generally allowed density range in general plan the underlying zoning district.

Policy	Conformance
Policy CD-10: <i>Design multi-family residential, mixed use, commercial, and employment-generating development in neighborhoods, districts, and centers to:</i> <i>a.) Include open space and/or recreational amenities to provide visual relief from development, form pedestrian and bicyclist linkages to adjacent uses and other portions of the neighborhood, district, or center, and serve as buffers between uses, where necessary;</i> <i>b.) Locate building access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity;</i> <i>c.) Create a human-scale ground-floor environment that includes public open areas that separate pedestrian space from auto traffic or where these intersect, give special regard to pedestrian safety; and</i> <i>d.) Provide comfortable pedestrian amenities, such as quality seating areas, lighting, and wide, shaded paths, along with specialized and engaging design features, such as interesting fountains or public art to draw and maintain people's attention.</i>	Consistent. The Project provides open space and recreational amenities on-site, including an outdoor recreational area that consists of an outdoor playground on turf areas, a bench, and bike racks. The proposed outdoor recreational area will be visible to pedestrians, bicyclists, and motorists traveling along South Main Street. Pedestrian and bicycle access to the Project Site will be provided along South Main Street. Pedestrian access on-site will be provided to each apartment building. Additionally, pedestrian and bicycle routes will be provided via walkways and sidewalks. Refer to response to Policy CD 2-7 regarding the proposed lighting fixtures for the Project. The Project will include a direct connection to an existing pedestrian sidewalk on S Main. The Project also provides an entrance plaza for Building B, which creates a separate pedestrian space from the auto traffic. The site includes a community garden area, benches, and bike parking along South Main Street.

Milpitas Metro Specific Plan (MMSP) Conformance

The MMSP land use designation for the Project is Multi-Family Very High Density Residential (VHD). This designation allows high-density residential development, such as multi-story apartments and condos. As demonstrated in Table 3, the Project is consistent with the applicable MMSP land use policies.

Table 3: MMSP Consistency

Policy	Conformance
LU 3. Housing Diversity and Affordability. Provide transit-oriented housing that is accessible and affordable for a range of household types and income levels.	Consistent. The Project provides 118 new housing units, resulting in a housing density of 122.15 dwelling units per acre. Of the 118 units, 94 units would be rental units offered at 80 percent area median income (low income) and 22 units would be rental units offered at 110 percent area median income (moderate income). By providing this type of housing at this density, Milpitas can accommodate residents from various income levels, age groups, and with special needs, fostering a more vibrant and sustainable community.
PPS 6. Community Gardens. Include Community Gardens for community wellness and benefit.	Consistent. The Project provides a community garden that will allow residents to grow local flowers, fruits, vegetables, and herbs.
LU 2. Transit Orientation. Capitalize on the transit orientation of the Plan Area to support transit ridership, reduce traffic congestion and greenhouse gas emissions, and support livability.	Consistent. The Project maintains the existing sidewalks and provides long and short-term bike racks on-site to accommodate pedestrians and provide bicyclists unobstructed access to a major transit stop (VTA Great Mall Light Rail Station), which is located within one-half mile of the site.
PA 4.1. Citywide Objective Design Standards. Follow Citywide Objective Design Standards for multi-family and mixed-use buildings, when applicable.	Consistent. As demonstrated in the attached Objective Standards Checklist, the project is consistent with most of the applicable Objective Design Standards (ODS). Where the project is not in compliance with objective standards, the State Density Bonus Law requires the City to grant appropriate concessions and waivers for qualifying projects.
PA 3.4. Landmark Building Design. Design and build new signature, landmark buildings to reflect Milpitas Metro's regional connectivity within Silicon Valley as a place for innovation, and to create a memorable skyline. Buildings are encouraged to have their own identity and use contemporary methods to define the character of the district.	Consistent: The Project's contemporary flat iron architectural design visually separates its typology from other suburban housing offerings while complementing the adjacent townhome projects along South Main Street. Grouped into small blocks that are stacked and glued together, the articulated façades foster a dynamic vertical play between space and void with layers of light and color.

Zoning Conformance

The specific plan designation is Multi-Family Very High Density Residential (VHD), and the planned implementing zoning district of that designation is Metro Multi-Family Very High Density Residential (R4-Metro). However, the Project site has not been rezoned yet. As such, the current zoning designation Multiple-Family Very High Density with Transit Oriented Development Overlay (R4-TOD) and its standards remain in place wherever the MMSP is silent for development standards. The purpose of this overlay district is to provide for land uses, land densities and intensities and development standards that act to enhance and support transit and to locate such uses near rail transit stations. These provisions allow for 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 for a desirable transition to the surrounding conventional areas. The project, as proposed, with the approval of Density Bonus concessions and waivers, meets the development standards of the Multiple Family – Very High Density Residential (R4) zoning district.

As demonstrated in Table 4, the project is consistent with most of the applicable development standards for the Metro - Multiple Family – Very High Density Residential (R4) Zoning District. Where the project is not in compliance with objective standards, the State Density Bonus Law requires the City to grant appropriate concessions and waivers for qualifying projects. In addition, the City of Milpitas Affordable Housing Ordinances (AHO) provides waivers for qualifying projects.

Table 4: Summary of MMSP and R4-TOD - Development Standards

Development Standard	Required	Proposed	Complies?
Density (Objective Zoning Standard)	40-85 dwelling units/acre (base density under MMSP) 72 – 153 dwelling units/acre (with an 80% density bonus allowed for 100% affordable projects under the State Density Bonus Law 65915(f)(3)(D)(i).	122.15 dwelling units/acre	Yes, because the project complies with State Density Bonus Law
Building Height, maximum	75 feet, an increase of up to three additional stories, or 33 feet are allowed with the State Density Bonus Law	77 feet, 8 inches	Yes, because the project complies with State Density Bonus Law and is located within ½-mile of the VTA Great Mall light rail station
Front Yard Setback	8 feet min, 20 feet max from the back	6 feet	Yes, with approval of a waiver under the AHO

Development Standard	Required	Proposed	Complies?
	of the sidewalk		
Side Yard Setback (street side), minimum	8 feet min, 15 feet max from the back of the sidewalk	32 feet, 11 inches	Yes, with approval of a waiver under the AHO
Side Yard Setback (interior) Minimum	10 feet	6 feet, 9 inches	Yes, with approval of a waiver under the AHO
Rear Yard Setback, Minimum	10 feet	6 feet	Yes, with approval of a waiver under the AHO
Projections into Required Yards	Porches, stairs, balconies, bay windows, and awnings may project up to six feet into required setbacks.	The project includes no projections into required yards	Yes
Building Orientation and Entrances	Buildings must face the street; and primary building entrances must be oriented toward the street.	Buildings entrances face S. Main Street	Yes
Common Open Space (MMSP) • Courtyards • Gardens • Play areas • Outdoor dining • Recreation amenities • Rooftop amenities • Landscaping	Private development must provide on-site open space at a rate of 100 square feet of private or common space per unit. 118 Units x 100 sq ft = 11,800 sq ft required delta of 2,386 sq ft	9,414 sq ft	Yes, with approval of a waiver under the State Density Bonus Law.
	Common Shared Space Minimum of 30% of total open space .30 X 11,800 = 3,540 sq ft required	3,975 sq ft	Yes

Development Standard	Required	Proposed	Complies?
Publicly accessible • Park • Plaza • Garden • Public sitting area	Accessible to the Public Minimum of 5% of total open space $.05 \times 11,800 = 590$ sq ft required	+590 sq ft	Yes
Off-Street Parking, minimum	Minimum parking requirements are no longer applicable to 100% affordable projects of this kind with unobstructed access to a major transit stop within ½ mile. (Gov. Code, § 65915(p)(3)(A).)	39	Yes, this project is located within one-half mile of the VTA Great Mall light rail station.
Bicycle Parking	Long-Term Parking Requirement 0.5 spaces per bedroom, $197 \text{ bedrooms} / 2 = 98.5$ Short-Term Parking Requirement 0.1 spaces per bedroom, $197 / 10 = 19.7 \sim$	Long Term:26 Short Term:20	Yes, with approval of a waiver under the AHO
Tree Removal	If any protected trees are proposed for removal, they must be replaced by a 2:1 ratio.	None	Yes

State Density Bonus Law

To encourage affordable housing production, the State Density Bonus Law (Gov. Code § 65915 et seq.) allows developers to receive a density bonus and other incentives, such as concessions, waivers, and parking reductions, when affordable housing is incorporated within a project. The Density Bonus is a state mandate, and any Project that meets the requirements of the state law is entitled to receive the incentives associated with it.

Since 100 percent of the units in the development, exclusive of manager units, are for lower income households, and no more than 20 percent of the units are for moderate-income households, the density bonus shall be an increase of 80 percent over the maximum allowable residential density (85 units/ac) under the Metro Specific Plan. The applicant may also request waivers and concessions under the State Density Bonus Law. For a project of this kind, the applicant is entitled to 5 concessions. There is no limit to the waivers an applicant may request to reduce additional standards, but waivers must be justified by eliminating a physical impediment to the construction of a development the applicant would otherwise be permitted to build. The Project includes 94 apartment units at the lower-income rental level and 22 apartment units at the moderate-income level, which satisfies the 15 percent total units required under the City's

Affordable Housing Ordinance. The City must grant appropriate waivers and concessions requested by the applicant for a qualifying project under the State Density Bonus Law, unless there are unmitigable specific, adverse health or safety impacts.

Table 5 outlines the density bonus, waivers, requested for the proposed Project.

Table 5: State Density Bonus – Concessions, Waivers, and Incentives

Type of Modification	Standard	Applicant Request	Justification	Discretion
<i>Concession(s)</i>	ODS Standard 3.4.1 Active Frontage: This development standard requires active frontages with active uses at the ground level.	Not provide an active frontage	The City Council requested parking within the development project, and due to the site constraints, the project was unable to meet this standard as the podium parking configuration was the only way to provide adequate parking	This Concession is allowed under State Density Bonus Law and must be granted by the City unless it finds, based upon substantial evidence, that the waiver would have a specific adverse impact on public health or safety
<i>Concession(s)</i>	ODS Standard 5.5.1 Allowed Building Materials: This development standard requires a variation in building materials. Secondary materials shall cover the remainder of each facade (excluding windows, doors, garage doors, and building trim) from 25 to 35% (of the total facade).	Not to provide a secondary material	The applicant estimates that secondary materials can cost an additional \$10 per sq ft. For Building A alone, the facades roughly total 171,162 sf. ft. in area, of which an estimated 42,790 sq. ft. will need to feature a secondary material. With the above estimates, the applicant calculates an additional cost of	This Concession is allowed under State Density Bonus Law and must be granted by the City unless it finds, based upon substantial evidence, that the waiver would have a specific adverse impact

Type of Modification	Standard	Applicant Request	Justification	Discretion
			\$427,905 for the budget of Building A alone	on public health or safety
<i>Concession(s)</i>	ODS Standard 5.3.1 Fenestration Design: This development standard requires windows to be recessed a minimum of 2 inches or for flat windows to provide a recessed facade modulation with a minimum of 4 inches in depth.	Not provide the required recessed at a minimum of 2 inches.	Applicant estimates the implementation of the recessed facade modulation to cost an additional \$30 per window for the additional material and labor for the installation. The project proposes 427 windows on the residential floors. This amounts to an additional cost of \$12,810 to the project	This Concession is allowed under State Density Bonus Law and must be granted by the City unless it finds, based upon substantial evidence, that the waiver would have a specific adverse impact on public health or safety
<i>Concession(s)</i>	ODS Standard 4.3.2 Base/Middle/Top: This development standard requires buildings three stories or taller and a building length greater than 50 feet to be designed to differentiate a defined base, middle, or top.	Not provide a defined upper floor or TOP differentiation design/material	The introduction of upper floor setbacks will eliminate units, thus increasing the land basis for each unit	This Concession is allowed under State Density Bonus Law and must be granted by the City unless it finds, based upon substantial evidence, that the waiver would have a specific adverse impact on public health or safety

Type of Modification	Standard	Applicant Request	Justification	Discretion
<i>Concession(s)</i>	ODS Standard 5.1.2 Ground Floor Facades: This development standard requires facades to have a minimum 50% transparent glazing between 3 and 7.5 feet in height above finished floor.	Not provide ground floor façade glazing	Additional glazing is estimated to be at least \$25 per square foot. The frontage facing Main Street is an estimated 520 ft., therefore 260 linear feet must meet the glazing requirements. This equates to an estimated minimum additional cost of \$29,250 to the project	This Concession is allowed under State Density Bonus Law and must be granted by the City unless it finds, based upon substantial evidence, that the waiver would have a specific adverse impact on public health or safety
<i>Waivers(s)</i>	Common Open Space (MMSP)	Not meet the total sq ft amount required	This standard is eligible as a waiver because including the delta in private/common open space would require the reconfiguration of units on the higher floors to accommodate the additional on-site open space, which would result in the loss of units and residential floor area.	This Waiver is allowed under the State Density Bonus Law if it physically prevents development and must be granted by the City unless it finds, based upon substantial evidence, that the waiver would have a specific unmitigable adverse impact on public health or safety and welfare

Type of Modification	Standard	Applicant Request	Justification	Discretion
Waivers(s)	ODS Standard 3.2.2 Pedestrian Connections: This development standard is found in section 3.2.2 of the Milpitas Objective Design Standard. This standard requires entrances serving more than 20 units to be 8 feet.	Not provide entrance at a minimum of 8 feet in width	The Applicant requests relief from this requirement because of the site's unusual triangular shape. Pedestrian pathways are provided to the main entrance of each building. Should these pathways be widened to 8 ft., the developable area of the site will be greatly reduced, and an estimated 30 units would be eliminated	This Waiver is allowed under the State Density Bonus Law if it physically prevents development and must be granted by the City unless it finds, based upon substantial evidence, that the waiver would have a specific unmitigable adverse impact on public health or safety and welfare
Waivers(S)	ODS Standard 3.5.1 Vehicle Access + Parking: This development standard requires above grade structured parking levels facing a public right-of-way to be lined with commercial or habitable uses with a minimum depth of 20 feet.	Not provide commercial or habitable use along the public right-of-way	The site is unusually shaped and physically constrained from adding the required uses to the ground floor, as this would place the structure well beyond the minimum setback area. Adding these uses within the existing footprint would eliminate parking spaces and require the relocation of some equipment and utility rooms to upper floors. As a result, residential	This Waiver is allowed under the State Density Bonus Law if it physically prevents development and must be granted by the City unless it finds, based upon substantial evidence, that the waiver would have a specific unmitigable adverse impact on public

Type of Modification	Standard	Applicant Request	Justification	Discretion
			units will be eliminated	health or safety and welfare
Waivers(S)	ODS Standard 3.7.1 Service Areas, Storage, Utilities, and Equipment: This development standard requires utilities and equipment, service, storage, and non-passenger loading areas to be located inside buildings or on facades other than the Primary Building Frontage, along alleys, parking areas, and/or at the rear or side of building.	Provide Service Areas, Storage, Utilities, and Equipment along the façade of the Primary Building Frontage	The project site is uniquely shaped and narrow. It is physically impossible to relocate the mentioned rooms and equipment without placing those items on residential floors. Additionally, some of these rooms, like the fire command room, must be accessible from Main Street. Thus, this standard is eligible to be waived because it would have the effect of physically precluding construction of the project at the proposed density	This Waiver is allowed under the State Density Bonus Law if it physically prevents development and must be granted by the City unless it finds, based upon substantial evidence, that the waiver would have a specific unmitigable adverse impact on public health or safety and welfare

Affordable Housing Ordinance

According to MMC Section XII-1-3.00 (Affordable Housing), the Applicant must reserve 15 percent of the total number of dwelling units within the development as affordable units.

The project will meet the City of Milpitas's Affordable Housing Ordinance by reserving 94 units for lower income and 22 units for moderate income, as shown in Table 6 and Figures 11 and 12 below. The Project has been conditioned to execute an agreement imposing appropriate ownership

controls on the affordable units and all other requirements per MMC Section XII-1-3.04 (Design and distribution of affordable units).

Table 6 shows the project's proposed unit type and affordability, and Figures 11 and 12 show the distribution of affordable units.

Table 6: Summary of Unit Type/Configuration and Affordability Levels

Unit Type	Bedroom Size	Unit Size (SF)	Managers' Units	Low Income Units – 80% AMI	Moderate Income Units – 110% AMI	Total Units
S	0	416		12	3	15
A	1	547		32	7	39
B	2	692-799	2	26	6	34
C	3	1,100		24	6	30
Total			2	94	22	118

The Housing Division reviewed the proposed Project for compliance with the City's Affordable Housing Ordinance. In accordance with the distribution of the unit types shown in Table 6 above, the Applicant has agreed to distribute the number of affordable unit types as outlined below and as shown to be dispersed throughout the Project as identified in Figures 11 & 12:

Figure 11 – Project Affordable Unit Distribution Building A

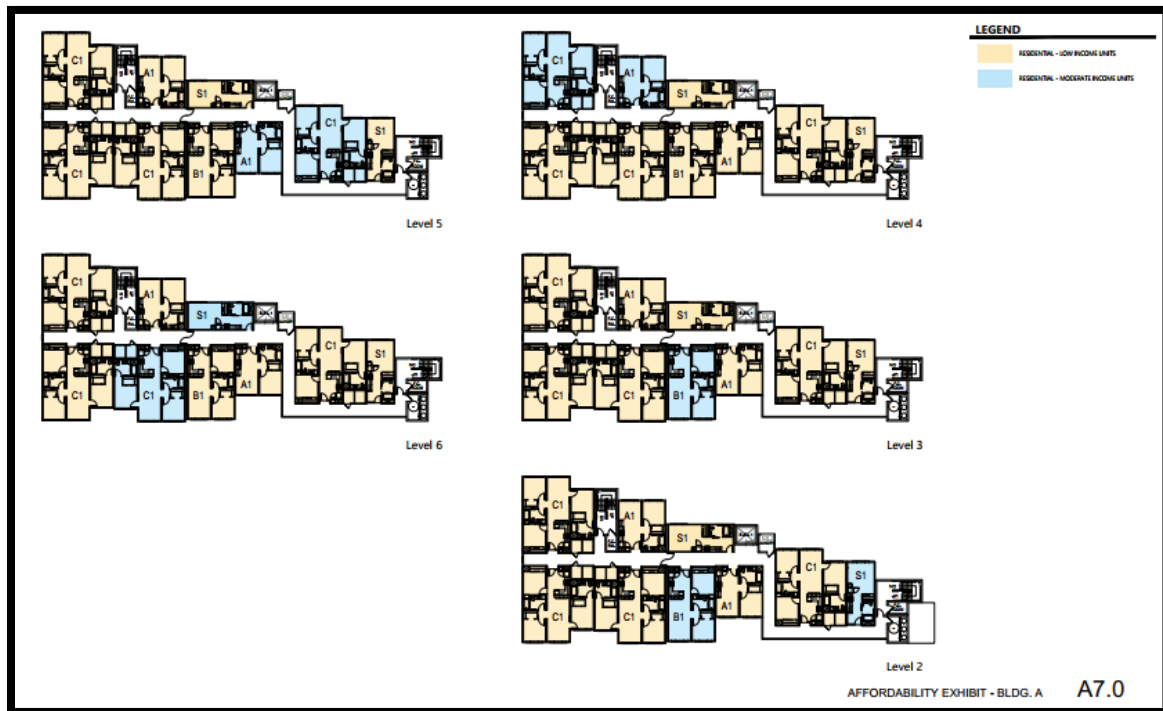


Figure 11 – Project Affordable Unit Distribution Building B



Since the Project reserves 100 percent of the total housing units for lower income households, the Applicant shall receive incentives as specified in Section 7 - Incentives to Encourage On-Site Construction of Affordable Units XII-1-7.00. In addition to waivers, incentives and/or concessions that may be provided pursuant to Density Bonus Law, as outlined in MMC Section XI-10-54.15, 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 in MMC Section XII-1-7.00 that can help increase the feasibility of the construction of affordable units. The Applicant will receive an additional two waivers from the list for every additional five percent of affordable units provided above the 20 percent. The Applicant has chosen the following five waivers outlined in Table 7 below.

Table 7: AHO Waivers

Type of Modification	Standard	Applicant Request	Discretion
Waivers(s)	Front Setback – This development standard is found in Table 2-2 of the Milpitas Metro Specific Plan. This standard requires a setback of 8 to 20 feet.	The project will provide a front yard setback of 6 feet. MMC Section XII-1-7.00 (A)(2) of the Milpitas Municipal Code allows for a 50 percent reduction of the required minimum setback	Approved by the Planning Director

Type of Modification	Standard	Applicant Request	Discretion
Waiver(s)	Side Setback – This development standard is found in Table 2-2 of the Milpitas Metro Specific Plan. This standard requires a setback of 10 feet	The project will provide a side yard setback of 6 feet and 9 inches. Section XII-1-7.00 (A)(2) of the Milpitas Municipal Code allows for a 50 percent reduction of the required minimum setback	Approved by the Planning Director
Waiver(s)	Rear Setback – This development standard is found in Table 2-2 of the Milpitas Metro Specific Plan. This standard requires a setback of 10 feet	The project will provide a rear yard setback of 6 feet. Section XII-1-7.00 (A)(2) of the allows for a 50 percent reduction of the required minimum setback	Approved by the Planning Director
Waiver(s)	Long-Term Parking Requirement 0.5 spaces per bedroom, 197 bedrooms/2= 98.5 Short-Term Parking Requirement 0.1 spaces per bedroom, 197/10=19.7~ Long Term:26 Short Term:20	Long Term:26 Short Term:20	Approved by the Planning Director

Objective Design Standards

The development of residential multi-family projects and mixed-use projects in the City of Milpitas is regulated by a variety of documents including the General Plan, Zoning Ordinance, Specific Plans, and other topic specific ordinances. Following the passage of California State Senate Bill 330 (SB 330), the City of Milpitas is required to adopt objective design standards and streamline its housing development and review process to ensure high quality design and facilitate the efficient delivery of new residential units.

Senate Bill 330 (SB 330) defines objective design standards as any standard that: “[Involves] no personal or subjective judgment by a public official and that is uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal of an application.” (SB 330, Section 66300.7) These standards contain concise and quantifiable language that are designed for consistent interpretation by applicants, reviewers, and approval bodies alike.

These Objective Design Standards apply to all new construction projects that meet the following criteria:

- Multi-family projects. Defined as a project consisting of multifamily residential uses only with 2 or more Dwelling Unit or,
- Mixed-use projects, featuring a combination of residential and other uses. Defined as a project consistent of a mix of multifamily residential and nonresidential uses, where at least two-thirds of the square footage of the development is designated for residential use

The Project was considered a (L) Large – Mid-Rise Building type due to the size of the building. Staff reviewed the project’s conformance against several different quantifiable design standards, including Site Planning, Site Design, Building Design, Building Elements, and Usable and Open Space.

As demonstrated in the attached Objective Standards Checklist, the project is consistent with most of the applicable Objective Design Standards (ODS). Where the project is not in compliance with objective standards, the State Density Bonus Law requires the City to grant appropriate concessions and waivers for qualifying projects. These are outlined in Table 5: State Density Bonus – Concessions, Waivers, and Incentives.

In conclusion, the project is considered compliant because it conforms to all of the ODS applicable standards, other than those that the Applicant has requested be waived by way of the State Density Bonus Law.

Figures 7 and 8 show the rendering of the apartment building, and Figure 9 shows the colors and materials board.

Figure 7 – Apartment Building 3D Renderings



Figure 8 – Apartment Building 3D Renderings



Figure 9 – Apartment Colors and Materials Board



Figure 10 – Landscape Plan



Other Project Details

Specific information regarding project details is provided below to aid the Planning Commission in making its recommendation:

Vehicle Miles Traveled Analysis

The City has adopted a new transportation analysis policy that specifies vehicle miles traveled as the new metric for evaluating transportation impacts, and therefore a project's effect on automobile delay shall no longer constitute a significant impact. Because VMT is a relatively new method for measuring transportation impacts under CEQA, less data exists to estimate VMT than trip generation based on use and location. VMT is typically estimated using an area-wide travel demand model from a regional transportation agency that calculates VMT based on the number of vehicles multiplied by the typical distance traveled by each vehicle originating from or driving to a certain area.

The City's adopted Transportation Analysis Policy (dated May 18, 2021) describes the VMT screening process which specifies that "All land-use projects located within one half mile of a major transit stop, or a stop along a high-quality transit corridor, pursuant to State definitions for such facilities; provided the projects include all the following characteristics: minimum Floor Area Ratio (FAR) of 0.75; or minimum residential density of 35 dwelling units/acre except in the Milpitas Metro Specific Plan area which requires a minimum residential density of 50 dwelling units/acre, and the Serra Center which requires a minimum residential density of 40 dwelling units per acre." The policy also states that in order for a project to be considered exempt, it must also be "Consistent with the applicable Sustainable Communities Strategy (SCS); does not provide more parking than required by the jurisdiction; and does not replace affordable housing with a fewer

number of moderate or high- income residential units.” The project meets all these conditions and therefore, subject to City approval, this project would be considered to have a less than significant impact on the VMT in the area.

Traffic and Access

A study was conducted in accordance with the requirements and methodologies set forth by the City of Milpitas, the Valley Transportation Authority (VTA), Caltrans, and the applicable provisions of CEQA. Based on the project’s design and the required transportation impact analysis guidelines, there would be no significant impacts to traffic operations according to established traffic engineering standards and no off-site traffic or transportation mitigations would be required.

The project would have one access driveway from South Main Street for passenger loading and deliveries only. Staff has determined that the site circulation’s functionality would not cause any safety or operational problems.

Open Space and Landscaping

The landscape plan includes approximately 9,414 sq ft square feet of open space, providing a lush and inviting environment for residents and visitors alike. It consists of a community garden at the north end of the property, an enclosed outdoor play area in front of building B, six ‘U’ style bike racks, an entrance plaza with accent paving, two benches, and two tables. Seven existing street trees will line the street frontage along S Main Street, and ten new Princeton Sentry Gingkos and 12 Elegant Water Gum trees will be planted between the buildings to soften the exterior along with shrubs and ground cover. Refer to Figure 10 – Landscape Plan for location details.

Grading

The proposed Project would result in the demolition of all existing structures, paving, and landscaping on the subject site. Minimal grading is required to prepare the site for the new building pad.

Utilities

The project site is in an urban area and is currently served by existing utilities, including water, sanitary sewer, storm drainage, electricity, and telecommunications infrastructure. All public utilities will be provided to the Project site.

Climate Action Plan

The City of Milpitas Climate Action Plan (CAP) was adopted in 2013, updated in 2022, and included Greenhouse Gas (GHG) reduction goals, policies, and actions for new and existing development projects. The Project would support these goals and policies by locating future residents near public transportation, jobs, restaurants, and services. In addition, the Project would incorporate green building measures in compliance with CAL Green standard building measures for residential buildings and Title 24 requirements to reduce energy usage.

Development Fees

The Project shall be subject to the following development fees.

Transit Area Specific Plan Development Impact Fee (TADIF)

The TADIF is currently set at \$50,056 per residential unit for Fiscal Year 2023-2024, but the exact TASP fee will not be calculated until the building permit is ready for issuance. Based on approval for the development of 118 units, the estimated TADIF for this project is \$5,906,608. The TADIF fee accounts for a % of the Park Land Fee, and because the Applicant is paying this fee, no additional Parkland Fee is required. This fee is automatically adjusted each fiscal year in conjunction with the City's annual budget process. The Applicant must pay the fee before the issuance of building permits.

Public Art Fee

Per Milpitas Municipal Code Section XI-10-14, private developments must include publicly accessible works of art for placement on the development site or contribute a Public Art Program In-Lieu Contribution as a condition of project approval. The Applicant is seeking a Public Art Exclusion, as specified in Milpitas Municipal Code Section XI-10-14.03(E), which states that Section 14 shall not apply to an affordable housing development with a minimum of 20 percent affordable housing units if the developer and/or owner demonstrates to the satisfaction of the City Council that said requirements would cause the development project not to be economically feasible. The fee is currently set at one-half of one percent of building development costs, which would result in a fee payment of \$91,983.45 based on the estimated building development costs of \$18,396,690. The Applicant has demonstrated in Attachment G that the Public Art Program In-Lieu Fee would make the development project economically infeasible due to a funding gap of \$91,983.45.

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.

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 is split between two buildings consisting of 118 apartment units and associated site amenities on a 0.97-acre site. Overall, the Project's contemporary flat iron architectural design visually separates its typology from other suburban housing offerings while complementing the adjacent townhome projects along South Main Street. Grouped into small blocks that are stacked and glued together, the articulated façades foster a dynamic vertical play between space and void, layers of light and color. The proposed six-story multi-family residential building maintains a strong relationship to the street in that its primary entrances are oriented toward the street. The building's design features exterior

stucco walls, vinyl windows, accented with metal frame awnings along the ground floor, along with an aluminum storefront window systems at entrances. The Project, as designed, will further strengthen the identity of the existing neighborhood, and achieve compatibility and aesthetic harmony with the surrounding development.

2. *The Project is consistent with the Milpitas Zoning Ordinance.*

The proposed Project is generally consistent with the Milpitas Zoning Ordinance, as demonstrated in Table 4. Where exceptions from the Milpitas Metro Specific Plan Area (MMSP), Multiple-Family Very High Density (R4) standards, and Objective Design standards are needed, the Applicant has requested waivers and concessions pursuant to the State Density Bonus Law (Gov. Code § 65915 et seq.). The requested waivers and concessions will support the development of affordable housing on a site where it would not otherwise be possible through a strict application of the specified standard.

3. *The Project is consistent with the Milpitas General Plan.*

The proposed Project is consistent with the Milpitas General Plan, as demonstrated and outlined in Table 2.

Density Bonus Permit

To qualify for a Density Bonus Permit, the following standards must be met pursuant to Milpitas Municipal Code Section XI-10-54.15(D):

1. *The maximum allowable base density specified in the General Plan, including any other permitted increases to density.*

The proposed Project includes 118 apartments, equal to 122.15 dwelling units per acre, exceeding the General Plan density allowed in the immediate area.

2. *All affordable units shall be reasonably dispersed throughout the project, shall contain on average the same number of bedrooms as the non-affordable units in the project, and shall be comparable with the non-affordable units in terms of appearance, materials, and finished quality. The Planning Commission may recommend to the City Council and/or Redevelopment Agency modifying the requirements as to unit size or type, if it is found that such a modification would better serve the affordable housing need of Milpitas.*

The Applicant has proposed 30 three-bedroom, 34 two-bedroom, 39 one-bedroom, and 15 studio units as affordable units reserved for low and moderate-income households to meet the requirement to develop fifteen percent (15%) of the total residential units into affordable units. The Housing Division has identified and approved the affordable unit locations as meeting the intent of the Affordable Housing Ordinance (AHO).

3. *Prior to final building inspection and occupancy for a project containing affordable units, the applicant shall execute and record at the Santa Clara County Recorder's Office the City's Agreement Imposing Restrictions on Real Property, which Agreement shall explain*

the affordability requirements. The agreement shall be approved by the Milpitas City Attorney prior to recordation.

The Project has been conditioned to provide an agreement to the City of Milpitas explaining the affordability requirements, processes, and procedures, to the satisfaction of the Milpitas City Attorney prior to the release of any Certificate of Occupancy.

4. *Retaining Affordability. A developer shall agree to, and the City shall insure continued affordability of, all lower- or very low-income density bonus units for fifty-five (55?) years or a longer period of time, if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program.*

Prior to final building inspection and occupancy for the Project containing affordable units, the Applicant shall execute and record at the Santa Clara County Recorder's Office the City's Agreement Imposing Restrictions on Real Property, which Agreement shall explain the affordability requirements, including continued affordability for moderate-income households. The agreement shall be approved by the Milpitas City Attorney prior to recordation.

5. *Affordable Rents. Those units targeted for lower-income households, as defined in Section 50079.5 of the Health and Safety Code shall be affordable at a rent that does not exceed thirty (30%) of sixty (60%) percent of the Santa Clara County median income. Those units targeted for very low-income households, as defined in Section 50105 of the Health and Safety Code, shall be affordable at a rent that does not exceed thirty (30%) of fifty (50%) percent of County median income.*

94 of the Project's units will be targeted for lower-income households, as defined in Section 50079.5 of the Health and Safety Code, which states that lower-income households shall be affordable at a rent that does not exceed thirty (30%) of sixty (60%) percent of the Santa Clara County median income.

6. *Relation to Statute. Density bonus requirements not specified in these regulations shall be governed by the State Density Bonus Law, Government Code section 65915, et seq.*

The developer has identified and requested bonus incentives held within the State Density Bonus Law, and the Planning Department supports this request.

ENVIRONMENTAL REVIEW

The City conducted an environmental assessment in accordance with the California Environmental Quality Act ("CEQA"), as amended. The project is categorically exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section §15332 (Class 32: In-Fill Projects) and, as a separate and independent basis, Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning). This exemption is the appropriate CEQA determination for the proposed Project as it meets the Class 32 eligibility criteria. For additional details, see Exhibit 2 of the Resolution (Attachment B) for the proposed Project memorandum demonstrating compliance with CEQA Guidelines Section 15332. Exhibit 3

of the Resolution (Attachment C) includes the supporting technical reports as substantial evidence for the CEQA memorandum.

PUBLIC COMMENT/OUTREACH

Staff provided public notice of the application in accordance with City and State public noticing requirements. A notice was published in the Milpitas Post on March 15, 2024. In addition, notices were sent to all owners and occupants within 300 feet of the project site. A public notice was also posted at the project site, on the City's Website, www.milpitas.gov, and at City Hall. At the time of publishing this report, no public comments have been received.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Open the Public Hearing to receive comments;
2. Close the Public Hearing;
3. Adopted Resolution No. 24-011 recommending that the City Council approve Site Development Permit SD22-0015, Density Bonus DB23-0011, and Environmental Assessment No. EA23-0015, based on the above Findings and subject to the Conditions of Approval attached hereto and incorporated herein as Exhibit 1, the CEQA Exemption Memorandum attached hereto as Exhibit 2, and the CEQA Exemption Supporting Technical Studies attached hereto as Exhibit 3, subject to the Conditions of Approval

ATTACHMENTS

- A. Resolution No. 24-011, including Exhibit 1 to the Resolution: Conditions of Approval
- B. Exhibit 2 to the Resolution: CEQA Exemption Memorandum
- C. Exhibit 3 to the Resolution: CEQA Exemption Supporting Technical Studies
- D. Project Plans
- E. Request for Development Incentives
- F. Objective Standards Checklist
- G. Public Art Contribution Exclusion Memo

RESOLUTION NO. 24-011

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MILPITAS RECOMMENDING TO THE CITY COUNCIL APPROVAL OF SITE DEVELOPMENT PERMIT NO. SD22-0007, DENSITY BONUS PERMIT NO. DB22-0002, AND ENVIRONMENTAL ASSESSMENT NO. EA22-0005 TO ALLOW THE DEVELOPMENT OF TWO MULTI-FAMILY RESIDENTIAL BUILDINGS, UP TO 77-8” FEET,- EIGHT INCHES (SIX STORIES) IN HEIGHT, WITH 118 BELOW-MARKET-RATE (100% AFFORDABLE) DWELLING UNITS, 39 VEHICULAR PARKING SPACES, A COMMUNITY GARDEN, AND ASSOCIATED SITE IMPROVEMENTS ON A 0.966-ACRE (42,079-SQUARE FOOT) PARCEL IN THE MULTI-FAMILY VERY HIGH DENSITY RESIDENTIAL (R4) ZONING DISTRICT AT 1300 SOUTH MAIN STREET (APN 083-36-002), MILPITAS METRO SPECIFIC PLAN (METRO) AND MAKING FINDINGS OF CEQA EXEMPTION

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 (State Clearinghouse No. 2006032091) prepared to analyze the environmental impacts associated with the proposed Transit Area Specific Plan, and subsequently adopted the Transit Area Specific Plan (TASP); and

WHEREAS, the Transit Area Specific Plan encompasses some 437 acres and envisions the development of 7,109 dwelling units, 287,075 square feet of retail space, and 993,843 square feet of office space and industrial, and includes development standards, goals and policies guiding development within the Plan area. Due to the physical characteristics of the area, including major streets, railroads and creeks, the Transit Area Specific Plan also established sub-districts with specific goals and policies to accommodate those unique characteristics; and

WHEREAS, on January 25, 2023, AMG & ASSOCIATES, INC. (the “Applicant”) submitted an application to the City of Milpitas for the entitlements necessary to allow the development of two multi-family residential buildings, up to 77-8” feet - eight inches (six stories) in height, with up to 118 below-market-rate (100% affordable) dwelling units at 1300 south main street (APN 083-36-002), within the Milpitas metro specific plan (metro) (the “Project”); and

WHEREAS, the Planning Department completed Environmental Assessment No. EA23-0015 for the Project in accordance with the CEQA, and recommends that the Planning Commission determine this Project is covered under CEQA Guidelines Section 15332 (In-fill Development Projects) as discussed within a memorandum (the “Memorandum,”), a true and correct copy of which is attached hereto and incorporated herein, as **Exhibit 2 to the Resolution. Exhibit 3 to the Resolution** includes the CEQA Memorandum supporting technical studies), and the Project is located within the Milpitas Metro Specific Plan area and is therefore exempt from further environmental review pursuant to CEQA Guidelines Section 15168 (Program EIR); and

WHEREAS, the Planning Department recommends the Planning Commission find that this Project is consistent with the goals, policies, and regulations of the California Density Bonus Law (Government Code sections 65915 *et seq.*), Milpitas 2040 General Plan, Milpitas Metro Specific Plan, and Milpitas Zoning Ordinance, specifically Milpitas Municipal Code Section XI-10-54.15 (Density Bonus for Affordable Housing Developments), which permits waivers and concessions to development standards, as analyzed and documented in the staff report; 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 a 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 March 27, 2024, the Planning Commission held a duly-noticed public hearing, during which meeting the Planning Commission considered the CEQA exemption findings as well as Site Development Permit No. SD22-0015, Density Bonus Permit No. DB23-0001 and Environmental Assessment No. EA23-0015 for 1300 South Main Street, heard a presentation from staff, offered the applicant the opportunity to present evidence, and had the opportunity to hear from members of the public; and

WHEREAS, the Planning Commission hereby finds and determines that the Project is exempt from further CEQA review pursuant to CEQA Guidelines Section 15332 (In-fill Development Projects); and, as separate and independent basis, the Project is exempt from further CEQA review pursuant to CEQA Guidelines Section 15168 (Program EIR); and

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

WHEREAS, the documents and other materials which constitute the record of proceedings upon which the Planning Commission bases its recommendation and the findings contained within this Resolution are available as part of the agenda packet posting on the City of Milpitas website and may be reviewed at Milpitas City Hall, located at 455 E. Calaveras Boulevard, Milpitas, California 95035; and

WHEREAS, the findings and conclusions made by the Planning Commission pursuant to this Resolution are based upon the oral and written evidence presented before it as a whole.

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 all published staff reports, oral and written testimony by staff, the Planning Commission, and the public, and all other relevant 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. California Environmental Quality Act

The City conducted an environmental assessment (memorialized in the attached memorandum, dated March 7, 2024) for the proposed Project in accordance with the California Environmental Quality Act (CEQA).

The proposed Project is categorically exempt from further environmental review pursuant to CEQA Guidelines Section 15332 (In-fill Development Projects) in that the Project is consistent with the General Plan and zoning designation while invoking the State Density Bonus Law waivers from development standards and reduced parking requirements, is located in an urban area that has either been previously developed or adjoins existing qualified urban uses on all of the site's perimeter and is under five-acres in size, has no value to endangered, rare, or threatened species, would not result in any significant effects related to traffic, noise, air quality, or water quality, and the site can be adequately served by all required utilities and public services. A CEQA Exemption Memorandum demonstrating compliance with the categorical exemption is included as Exhibit

2 of the Resolution (EA23-0015) and the CEQA Exemption Supporting Technical Studies is included as Exhibit 3 of the Resolution. The analysis in these exhibits is hereby approved, adopted, and incorporated by reference.

As a separate and independent basis, the Project is also exempt from further environmental review pursuant to CEQA Guidelines Section 15168 (Program EIR) per the Metro Specific Plan EIR (State Clearinghouse No. 2006032091) adopted by the City Council in February 2023, as amended.

SECTION 3. Site Development Permit Findings (Milpitas Municipal Code Section XI-10-57.03(F))

The Planning Commission makes the following findings based on the evidence in the public record in support of Site Development Permit No. SD22-0015:

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 is split between two buildings consisting of 118 apartment units and associated site amenities on a 0.97-acre site. Overall, the Project's contemporary flat iron architectural design visually separates its typology from other suburban housing offerings while complementing the adjacent townhome projects along South Main Street. Grouped into small blocks that are stacked and glued together, the articulated façades foster a dynamic vertical play between space and void, layers of light and color. The proposed six-story multi-family residential building maintains a strong relationship to the street in that its primary entrances are oriented toward the street. The building's design features exterior stucco walls, vinyl windows, accented with metal frame awnings along the ground floor, along with an aluminum storefront window systems at entrances. The Project, as designed, will further strengthen the identity of the existing neighborhood, and achieve compatibility and aesthetic harmony with the surrounding development.

2. *The Project is consistent with the Milpitas Zoning Ordinance.*

The proposed Project is generally consistent with the Milpitas Zoning Ordinance, as demonstrated in Table 1. Where exceptions from the Milpitas Metro Specific Plan Area (MMSP), Multiple-Family Very High Density (R4) standards, and Objective Design standards are needed, the Applicant has requested waivers and concessions pursuant to the State Density Bonus Law (Gov. Code § 65915 et seq.). The requested waivers and concessions will support the development of affordable housing on a site where it would not otherwise be possible through a strict application of the specified standard.

Table 1: Summary of MMSP and R4-TOD - Development Standards

Development Standard	Required	Proposed	Complies?
Density (Objective Zoning Standard)	40-85 dwelling units/acre (base density under MMSP) 72 – 153 dwelling units/acre (with an 80% density bonus allowed for 100% affordable projects under the State Density Bonus Law 65915(f)(3)(D)(i).	122.15 dwelling units/acre	Yes, because the project complies with State Density Bonus Law

Development Standard	Required	Proposed	Complies?
Building Height, maximum	75 feet, an increase of up to three additional stories, or 33 feet are allowed with the State Density Bonus Law	77 feet, 8 inches	Yes, because the project complies with State Density Bonus Law and is located within ½-mile of the VTA Great Mall light rail station
Front Yard Setback	8 feet min, 20 feet max from the back of the sidewalk	6 feet	Yes, with approval of a waiver under the AHO
Side Yard Setback (street side), minimum	8 feet min, 15 feet max from the back of the sidewalk	32 feet, 11 inches	Yes, with approval of a waiver under the AHO
Side Yard Setback (interior) Minimum	10 feet	6 feet, 9 inches	Yes, with approval of a waiver under the AHO
Rear Yard Setback, Minimum	10 feet	6 feet	Yes, with approval of a waiver under the AHO
Projections into Required Yards	Porches, stairs, balconies, bay windows, and awnings may project up to six feet into required setbacks.	The project includes no projections into required yards	Yes
Building Orientation and Entrances	Buildings must face the street; and primary building entrances must be oriented toward the street.	Buildings entrances face S. Main Street	Yes
Common Open Space (MMSP) • Courtyards • Gardens • Play areas • Outdoor dining • Recreation amenities • Rooftop amenities • Landscaping	Private development must provide on-site open space at a rate of 100 square feet of private or common space per unit. 118 Units x 100 sq ft = 11,800 sq ft required	9,414 sq ft	Yes, with approval of a waiver under the State Density Bonus Law.

Development Standard	Required	Proposed	Complies?
	Common Shared Space Minimum of 30% of total open space $.30 \times 11,800 = 3,540$ sq ft required	3,975 sq ft	Yes
Publicly accessible • Park • Plaza • Garden • Public sitting area	Accessible to the Public Minimum of 5% of total open space $.05 \times 11,800 = 590$ sq ft required	+590 sq ft	Yes
Off-Street Parking, minimum	Minimum parking requirements are no longer applicable to 100% affordable projects of this kind with unobstructed access to a major transit stop within ½ mile. (Gov. Code, § 65915(p)(3)(A).)	39	Yes, this project is located within one-half mile of the VTA Great Mall light rail station.
Bicycle Parking	Long-Term Parking Requirement 0.5 spaces per bedroom, $197 \text{ bedrooms} / 2 = 98.5$ Short-Term Parking Requirement 0.1 spaces per bedroom, $197 / 10 = 19.7 \sim$	Long Term:26 Short Term:20	Yes, with approval of a waiver under the AHO
Tree Removal	If any protected trees are proposed for removal, they must be replaced by a 2:1 ratio.	None	Yes

3. *The Project is consistent with the General Plan.*

The proposed Project is consistent with the Milpitas General Plan, as demonstrated and outlined in Table 2.

Table 2: General Plan Consistency

Policy	Conformance
<i>Policy LU 1-4:</i> Continue to provide for a variety of housing types and densities that meet the needs of individuals and families and offer residents of all income levels, age groups, and special needs sufficient housing opportunities and choices for locating in Milpitas.	Consistent. The Project provides 118 new housing units, resulting in a housing density of 122.15 dwelling units per acre. Of the 118 units, 94 would be rental units offered at 80-percent area median income (low income), and 22 would be rental units offered at 110-percent area median income (moderate income). By providing this type of housing at this density, Milpitas can accommodate residents from various income levels, age groups, and with special needs, fostering a more vibrant and sustainable community.
<i>Policy LU 4-4:</i> Encourage new development to facilitate pedestrian, bicycle, and transit access through techniques such as minimizing building separation from public sidewalks; providing safe, direct, accessible, convenient, and pleasant pedestrian connections; including secure and convenient bike storage; and orienting building entrances to transit service.	Consistent. The Project maintains the existing sidewalks and provides long and short-term bike racks on-site to accommodate pedestrians and gives bicyclists unobstructed access to a major transit stop (VTA Great Mall Light Rail Station), which is located within one-half mile of the site.
<i>Policy CD 2-7:</i> Include design elements during the development review process that address security, aesthetics, and safety. Safety issues include, but are not limited to, minimum clearance around buildings, fire protection measures such as peak load water requirements, construction techniques, and minimum standards for vehicular, bicycle, and pedestrian facilities and other standards set forth in local, state, and federal regulations.	Consistent. The proposed apartment parking structure provides adequate and safe circulation for vehicles. The proposed apartment complex also provides adequate site illumination by installing wall-mounted lighting. Furthermore, the Milpitas Fire Department (MFD) and the Milpitas Police Department (MPD) have reviewed the site plans for the Project to ensure adequate protection measures are implemented.
<i>Policy LU 2-3:</i> Allow densities and intensities which exceed the generally allowed ranges defined by the underlying land use for projects utilizing Density Bonus provisions (included within the Milpitas Affordable Housing Ordinance Title XII - HOUSING Chapter 1 - AFFORDABLE HOUSING ORDINANCE) including bonuses for senior housing, affordable housing, and for projects within designated overlay districts included in Milpitas Municipal Code Section 12 -	Consistent. Through State Density Bonus Law, the Project provides a density of 122 dwelling units per gross acre, which exceeds the generally allowed density range in general plan the underlying zoning district.

Policy	Conformance
<i>Overlay Districts and Standards.</i>	
Policy CD-10: Design multi-family residential, mixed use, commercial, and employment-generating development in neighborhoods, districts, and centers to: a.) Include open space and/or recreational amenities to provide visual relief from development, form pedestrian and bicyclist linkages to adjacent uses and other portions of the neighborhood, district, or center, and serve as buffers between uses, where necessary; b.) Locate building access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity; c.) Create a human-scale ground-floor environment that includes public open areas that separate pedestrian space from auto traffic or where these intersect, give special regard to pedestrian safety; and d.) Provide comfortable pedestrian amenities, such as quality seating areas, lighting, and wide, shaded paths, along with specialized and engaging design features, such as interesting fountains or public art to draw and maintain people's attention.	Consistent. The Project provides open space and recreational amenities on-site, including an outdoor recreational area that consists of an outdoor playground on turf areas, a bench, and bike racks. The proposed outdoor recreational area will be visible to pedestrians, bicyclists, and motorists traveling along South Main Street. Pedestrian and bicycle access to the Project Site will be provided along South Main Street. Pedestrian access on-site will be provided to each apartment building. Additionally, pedestrian and bicycle routes will be provided via walkways and sidewalks. Refer to response to Policy CD 2-7 regarding the proposed lighting fixtures for the Project. The Project will include a direct connection to an existing pedestrian sidewalk on S Main. The Project also provides an entrance plaza for Building B, which creates a separate pedestrian space from the auto traffic. The site includes a community garden area, benches, and bike parking along South Main Street.

4. The Project is consistent with the Metro Specific Plan.

The proposed Project is consistent with the Metro Specific Plan, as demonstrated and outlined in Table 3

Table 3: MMSP Consistency

Policy	Conformance
LU 3. Housing Diversity and Affordability. Provide transit-oriented housing that is accessible and affordable for a range of household types and income levels.	Consistent. The Project provides 118 new housing units, resulting in a housing density of 122.15 dwelling units per acre. Of the 118 units, 94 units would be rental units offered at 80 percent area median income (low income) and 22 units would be rental units offered at 110 percent area median income (moderate income). By providing this type of housing at this density, Milpitas can

Policy	Conformance
	accommodate residents from various income levels, age groups, and with special needs, fostering a more vibrant and sustainable community.
PPS 6. Community Gardens. Include Community Gardens for community wellness and benefit.	Consistent. The Project provides a community garden that will allow residents to grow local flowers, fruits, vegetables, and herbs.
LU 2. Transit Orientation. Capitalize on the transit orientation of the Plan Area to support transit ridership, reduce traffic congestion and greenhouse gas emissions, and support livability.	Consistent. The Project maintains the existing sidewalks and provides long and short-term bike racks on-site to accommodate pedestrians and provide bicyclists unobstructed access to a major transit stop (VTA Great Mall Light Rail Station), which is located within one-half mile of the site.
PA 4.1. Citywide Objective Design Standards. Follow Citywide Objective Design Standards for multi-family and mixed-use buildings, when applicable.	Consistent. As demonstrated in the attached Objective Standards Checklist, the project is consistent with most of the applicable Objective Design Standards (ODS). Where the project is not in compliance with objective standards, the State Density Bonus Law requires the City to grant appropriate concessions and waivers for qualifying projects.
PA 3.4. Landmark Building Design. Design and build new signature, landmark buildings to reflect Milpitas Metro's regional connectivity within Silicon Valley as a place for innovation, and to create a memorable skyline. Buildings are encouraged to have their own identity and use contemporary methods to define the character of the district.	Consistent: The Project's contemporary flat iron architectural design visually separates its typology from other suburban housing offerings while complementing the adjacent townhome projects along South Main Street. Grouped into small blocks that are stacked and glued together, the articulated façades foster a dynamic vertical play between space and void with layers of light and color.

SECTION 4. Density Bonus Permit (Milpitas Municipal Code Section XI-10-54.15(D))

The Planning Commission makes the following findings based on the evidence in the public record in support of Density Bonus Permit No. DB22-0002:

1. *The maximum allowable base density specified in the General Plan, including any other permitted increases to density.*

The proposed Project includes 118 apartments, equal to 122.15 dwelling units per acre, exceeding the General Plan density allowed in the immediate area.

2. *All affordable units shall be reasonably dispersed throughout the project, shall contain on average the same number of bedrooms as the non-affordable units in the project, and shall be comparable with the*

non-affordable units in terms of appearance, materials, and finished quality. The Planning Commission may recommend to the City Council and/or Redevelopment Agency modifying the requirements as to unit size or type, if it is found that such a modification would better serve the affordable housing need of Milpitas.

The Applicant has proposed 30 three-bedroom, 34 two-bedroom, 39 one-bedroom, and 15 studio units as affordable units reserved for low and moderate-income households to meet the requirement to develop fifteen percent (15%) of the total residential units into affordable units. The Housing Division has identified and approved the affordable unit locations as meeting the intent of the Affordable Housing Ordinance (AHO).

3. *Prior to final building inspection and occupancy for a project containing affordable units, the applicant shall execute and record at the Santa Clara County Recorder's Office the City's Agreement Imposing Restrictions on Real Property, which Agreement shall explain the affordability requirements. The agreement shall be approved by the Milpitas City Attorney prior to recordation.*

The Project has been conditioned to provide an agreement to the City of Milpitas explaining the affordability requirements, processes, and procedures, to the satisfaction of the Milpitas City Attorney prior to the release of any Certificate of Occupancy.

4. *Retaining Affordability. A developer shall agree to, and the City shall insure continued affordability of, all lower- or very low-income density bonus units for fifty-five (55?) years or a longer period of time, if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program.*

Prior to final building inspection and occupancy for the Project containing affordable units, the Applicant shall execute and record at the Santa Clara County Recorder's Office the City's Agreement Imposing Restrictions on Real Property, which Agreement shall explain the affordability requirements, including continued affordability for moderate-income households. The agreement shall be approved by the Milpitas City Attorney prior to recordation.

5. *Affordable Rents. Those units targeted for lower-income households, as defined in Section 50079.5 of the Health and Safety Code shall be affordable at a rent that does not exceed thirty (30%) of sixty (60%) percent of the Santa Clara County median income. Those units targeted for very low-income households, as defined in Section 50105 of the Health and Safety Code, shall be affordable at a rent that does not exceed thirty (30%) of fifty (50%) percent of County median income.*

94 of the Project's units will be targeted for lower-income households, as defined in Section 50079.5 of the Health and Safety Code, which states that lower-income households shall be affordable at a rent that does not exceed thirty (30%) of sixty (60%) percent of the Santa Clara County median income.

6. *Relation to Statute. Density bonus requirements not specified in these regulations shall be governed by the State Density Bonus Law, Government Code section 65915, et seq.*

The developer has identified and requested bonus incentives held within the State Density Bonus Law, and the Planning Department supports this request.

SECTION 5: The Planning Commission of the City of Milpitas hereby adopts Resolution No. 24-011 recommending to the City Council approval of Site Development Permit No. SD22-0015, Density Bonus DB23-0011, and Environmental Assessment No. EA23-0015, based on the above Findings and subject to the Conditions of Approval attached hereto and incorporated herein as Exhibit 1, the CEQA Exemption Memorandum attached hereto as Exhibit 2, and the CEQA Exemption Supporting Technical Studies attached hereto as Exhibit 3.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Milpitas on March 27, 2024

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 March 27, 2024, and carried by the following roll call vote:

COMMISSIONER	AYES	NOES	ABSENT	ABSTAIN
Alexander Galang				
Chia Ling Kong				
Dipak Awasthi				
Mercedes Albana				
Michael Caulkins				
Parveen Gupta				
Sonia Medina-Ashby				

EXHIBIT 1

SITE DEVELOPMENT PERMIT NO. SD22-0015 DENSITY BONUS PERMIT NO. DB23-0001 1300 SOUTH MAIN STREET (APN 083-36-002)

The City of Milpitas approves Site Development Permit No. SD22-0015 in accordance with Section XI-10-57.03 of the Milpitas Municipal Code, to allow the issuance of building permits in accordance with Section XI-10-03-1 of the Milpitas Municipal Code for the development of two multi-family residential buildings, up to 77'-8" feet, - eight inches (six stories) in height, with 118 below-market-rate (100% affordable) dwelling units, 39 vehicular parking spaces, a community garden, and associated site improvements on a 0.966-acre (42,079-square foot) parcel in the Multi-Family Very High Density Residential (R4) Zoning District at 1300 South Main Street (APN: 083-36-002), subject to all necessary reviews, approvals, studies, and inspections for the issuance of such building permits. The City of Milpitas also approves Density Bonus Permit No. DB23-0001 in accordance with Subsection XI-10-57.05 of the Milpitas Municipal Code to assess compliance with State regulations and Subsection XI-10-54.15 of the Milpitas Municipal Code antecedent to the above development and entitlement(s). These approvals are subject to all applicable State and local regulations and the conditions of approval outlined below.

APPROVED SUBJECT TO THE FOLLOWING CONDITIONS OF APPROVAL:

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 SD22-0015, DENSITY BONUS PERMIT NO. DB23-0001 and ENVIRONMENTAL ASSESSMENT EA22-0015** (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 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 California 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. MT22-0003, 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 re-approval by the Fire Department. **(F)**
17. Compliance with Land Development Department. The Project/development shall comply with the requirements of the Engineering Division, as may be amended by the City of Milpitas. **(E)**
18. Compliance with Milpitas Police Department. The Project/development shall comply with the requirements of the Police Department, as may be amended by the City of Milpitas. **(POL)**
19. Mitigation Monitoring. The Project shall comply with the applicable mitigation measures from the certified Metro Specific Plan EIR. The mitigation measures are compiled in the Mitigation Monitoring and Reporting Program as adopted with the Final EIR.
20. Conditions of Approval. As part of the issuance of building permits, the Permittee shall include within the first four pages of the working drawings for a plan check, a list of all conditions of approval imposed by the final approval of the Project. **(P)**
21. Development in Conformance with Approved Plans: Permittee shall develop the approved Project in conformance with the plans dated **February 14, 2024** and approved by the City Council on the date of the signed City Council Resolution, 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 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 DEPARTMENT CONDITIONS

22. 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.
23. Lighting Plan. Prior to issuance of any building permit, Permittee shall submit a lighting and iso-illumination plan that shall demonstrate 1) safe and adequate lighting of the project site and 2) lighting is contained and does not spill over onto adjacent properties or create unwanted glare. Permittee shall provide detail, elevations and manufacturer's specifications on proposed light fixture for, light standards, and wall

sconces subject to Planning Director for approval. Proposed light fixtures shall be high quality and complement the architectural style of each townhome. Light fixtures over garage doors shall be of high-quality, residential scale, architectural design, subject to final approval by the Planning Director. The proposed lighting plan shall also incorporate the Midtown Specific Plan lighting design standards as follows:

- a. Lights should be designed and placed to direct lighting to direct lighting to appropriate surfaces and minimize glare into adjacent areas.
- b. The light source used in outdoor lighting should provide a white light for better color representation to create a more pedestrian-friendly environment.
- c. Low pressure sodium lamps are prohibited.
- d. To reinforce the pedestrian character of the area, light standards along sidewalks should not exceed 12 to 16 feet in height.
- e. The use of uplighting to accent interesting architectural features or landscaping is encouraged.

24. Signage. Any future proposed signage and/or sign program for the Project shall receive a separate planning permit per the latest City adopted zoning regulations for signs in the City and shall incorporate signage design standards in the Midtown Specific Plan as applicable. The Midtown Specific Plan signage standards are as follows:

- a. A coordinated signage plan should be included for all multi-tenant buildings.
- b. Freestanding signs are discouraged, except at a single major site entry.
- c. Animated, moving, flashing, blinking, reflecting and revolving signs are prohibited.
- d. Cabinet signs are prohibited.
- e. All signs should be designed to complement the architectural style and setting of the structure or use it is adjacent to. Building wall and fascia signs should be compatible with the predominant visual elements of the building.
- f. Signs should be an integral part of the design of the storefronts in mixed-use buildings.
- g. The size of signs and sign letters should be proportional to the space they are located in, with the letters typically 6 and 16-inches high.
- h. Sign letters and materials should be professionally designed and fabricated. Primary signs should contain only the name of the business and/or its logo.
- i. Signs should be constructed using high quality materials such as metal, stone, wood.
- j. Exposed conduit and tubing are prohibited. All transformers and other equipment should be concealed.
- k. Projecting signs mounted perpendicular to the façade of the building should be located at least 8 feet above the sidewalk. The outside edge should be no more than 5 feet from the face of the building.
- l. Window signs should not exceed 15% of the window area. Signs should not obstruct visibility into and out of the window.
- m. Window signs may include one “open” or “closed” sign less than 2 square-feet.
- n. While bilingual signs are allowed, the size of English lettering should be at least equal to the size of letters of another language.

25. Site Improvement. Onsite water and sewer mains and laterals shall be City owned, operated, and maintained. All proposed streets and all other utilities within the project site shall be private and owned, operated, and maintained by Permittee or any Homeowners Association that may subsequently be established. The main

entries and driveways shall have vertical curbs in all areas including parking areas; rolled curbs may be allowed in the alleys.

26. 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 39 vehicle spaces

27. Bicycle Racks: A total of six (20) short-term bicycle and thirty (26) long-term bicycle parking spaces shall be installed on the site.

28. Site Improvement. Prior to issuance of any building permit, Permittee must pay all applicable development fees, including but not limited to, connection fees (water, sewer and storm), plan check and inspection deposit, and 3.8% building permit automation fee. These fees are collected as part of the secured public improvement agreement. The agreement shall be secured for an amount of 100% of the engineer's estimate of the construction cost for faithful performance and 100% of the engineer's estimate of the construction cost for labor & materials.

29. 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.

30. The applicant will continue to work with the Planning Staff to design an ODS-compliant Lobby for both Buildings A and B prior to submitting a Building Permit.

31. The Project shall be subject to the following development fees: *Transit Area Specific Plan Development Impact Fee (TADIF)*

The TADIF is currently set at \$50,056 per residential unit for Fiscal Year 2023-2024, but the exact TASP fee will not be calculated until the building permit is ready for issuance. Based on approval for the development of 118 units, the estimated TADIF for this project is \$5,906,608. This fee is automatically adjusted each fiscal year in conjunction with the City's annual budget process. The Applicant must pay the fee before the issuance of building permits.

32. Prior to the commencement of any ground-disturbing activity on the Project site, the Permittee shall retain tribal monitors from Tamien Nation, as needed, to be present during all ground-disturbing activity associated with the project.

- a. Tamien Nation shall be given five (5) days' written notice prior to the start of any ground disturbing activity as defined in subsection c. below. Permittee shall document receipt of notification in writing.
- b. Prior to any ground-disturbing activity on the Project site, all Project personnel shall receive mandatory tribal cultural resource sensitivity training from Tamien Nation.
- c. The tribal monitor will be present during construction phases that involve ground-disturbing activities. For the purposes of these conditions, ground-disturbing activities shall be defined as any ground disturbance, including but not limited to, excavation, grading, grubbing, scarring, drilling, scraping, blading, trenching, vegetation removal, or demolition of existing structures or site improvements within the development area shown on the Project plans.

- d. The tribal monitor will complete daily monitoring logs that will provide description of the day's activities, includes construction activities, locations, and any cultural materials identified. The daily monitoring logs shall be retained by Tamien Nation.
 - e. Upon discovery of any tribal cultural resources (TCRs), all ground-disturbing and construction activities within 50 feet of discovery shall cease on the Project site until the find can be assessed to the satisfaction of Tamien Nation. All TCRs unearthed by project activities shall be evaluated by the tribal monitor or other tribal representatives and a registered professional archeologist.
 - f. At the discretion of Tamien Nation, soils that have been previously subject to excavations and were monitored by the tribal representative need not be monitored again if re-excavated or moved. Permittee shall consult with the tribal monitor prior to any disturbance of previously excavated soils.
 - g. Should Tamien Nation choose not to send a monitor for any of the above-referenced grounddisturbing activity, work may continue without the monitor, provided that the Permittee has given a minimum of five (5) days' written notice to Tamien Nation. Permittee shall document receipt of notification in writing.
 - h. At the completion of monitoring, Tamien Nation shall send an email notification to the City that monitoring has been completed
33. Permittee shall retain a registered professional archaeologist for on-call site monitoring, investigation, and analysis in the event that TCRs or human remains are discovered and identified on the project site during ground-disturbing activities.
34. In the event that TCRs are discovered on the Project site and cannot be avoided, a detailed archaeological treatment plan shall be implemented.
- a. The treatment plan shall be developed by the on-call professional archaeologist in collaboration with and agreed upon by Tamien Nation to determine the most appropriate treatment measures to avoid, minimize, or mitigate any potential impacts. This shall include documentation of the resource and may include data recovery or other measures.
 - b. Any treatment other than preservation in place must be approved by Tamien Nation and the City of Milpitas. Treatment for most resources would consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in resource. Data recovery shall be subject to approval by Tamien Nation.
 - c. Tamien Nation shall determine the disposition of any TCR artifacts discovered during on-site excavation or construction activities or TCR artifacts resulting from execution of a treatment plan. The disposition of TCR artifacts shall include, but not be limited to, reburying in close proximity of the finds without scientific study, allowing scientific study before reburying the materials either near the origin of the find or in another protected place, or temporary curation at a facility at an institution that meets the U.S. Secretary of the Interior's criteria for curation (36 CFR 79) prior to reburial. Disposition of any TCR artifacts shall be subject to approval by Tamien Nation. All curation fees and related expenses shall be paid by the Permittee.
 - d. To ensure adequate space and protection are provided for reburial of any TCRs discovered on the project site, the Permittee shall designate a cultural easement area. The easement area shall be in a

location that will not be subject to future disturbance and that will not require the relocation of buildings or other physical improvements on the site.

- e. Tamien Nation shall have sole discretion in determining if reburial within the cultural easement area is the desired method of disposition.
- f. The Project archeologist shall file State of California Department of Parks and Recreation (DPR) Series 523 forms for the cultural easement/TCR reburial location (if used) with the California Historical Resources Information System (CHRIS) Center in accordance with the guidelines established by the California Office of Historic Preservation. The DPR Series 523 forms shall establish a permanent record of the cultural easement location and any TCRs discovered on the Project site for future site identification and protection. The Project archeologist shall also file a Sacred Lands File record with the Native American Heritage Commission (NAHC) on behalf of Tamien Nation.

35. In the event that human remains and/or grave goods are discovered or recognized during ground-disturbing activities or construction, all ground disturbance work shall cease within 50 feet of the discovery, and the tribal monitor shall immediately notify the construction supervisor. The construction supervisor shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill [AB] 2641) and shall immediately notify the City and the Santa Clara County Medical Examiner-Coroner (per California Health and Safety Code Section 7050.5).

- a. California Health and Safety Code Section 7050.5 stipulates that no further disturbance will occur in the area until the County Medical Examiner-Coroner has determined origin and disposition pursuant to California Public Resources Code Section 5097.98.
- b. If the County Medical Examiner-Coroner determines that the remains are Native American in origin, the Medical Examiner-Coroner shall notify the NAHC by telephone within twenty-four (24) hours.
- c. Pursuant to California Public Resources Code Section 5097.98(a), Tamien Nation shall be allowed to: (1) inspect the site of the discovery; and (2) make recommendations concerning the treatment and disposition of the human remains and/or grave goods.
- d. Tamien Nation shall have forty-eight (48) hours from the time access to the Project site is granted to inspect the site and make recommendations concerning the treatment and disposition of the remains.
- e. Tamien Nation shall have sole discretion regarding the final disposition and treatment of human remains and grave goods. Disposition may include avoidance of the human remains, reburial within the cultural easement identified on the project plans, or reburial on tribal or other lands that will not be disturbed in the future.
- f. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code Sections 5097.98(a) and (b).

Permittee shall, in consultation with Tamien Nation, incorporate into the Project design a commemorative plaque that acknowledges the traditional history of the land with respect to tribal communities

BUILDING SAFETY AND HOUSING DEPARTMENT CONDITIONS

BUILDING

36. Compliance with California Code of Regulations. The Project shall comply with the requirements of the Building Safety and Housing Department and the California Code of Regulations Title 24 and the Milpitas Municipal Code as adopted by the City. Building permits shall be submitted to and approved by the Building Safety and Housing Department prior to start of construction. All California Code of Regulations Title 24 and Milpitas Municipal Code requirements applicable at the time of building permit application must be met in advance of any building permit approvals or related construction. Changes to the site plan and/or building plan require review and approval by the Building Safety and Housing Department.

HOUSING

37. 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. The City Council has granted the following deviation from the City's AHO **(H)**:
- a. Permittee shall reserve a minimum of 94 apartment units for low income households consisting of:
 - i. 12 studio units
 - ii. 32 one-bedroom units
 - iii. 26 two-bedroom units
 - iv. 24 three-bedroom units
 - b. Permittee shall reserve 22 apartment units for moderate income households, consisting of:
 - i. 3 studio units
 - ii. 7 one-bedroom units
 - iii. 6 two-bedroom units
 - iv. 6 three-bedroom units
38. Affordable Housing Agreement: Prior to final building inspection and occupancy for a project containing affordable units, the applicant shall execute and record at the Santa Clara County Recorder's Office the City's Agreement Imposing Restrictions on Real Property, which Agreement shall explain the affordability requirements. The agreement shall be approved by the Milpitas City Attorney prior to recordation. **(H)**
39. Retaining Affordability. Developer shall agree to, and the City shall insure continued affordability of, all lower- or very low-income density bonus units for fifty (50) years or a longer period of time, if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program. **(H)**

FIRE DEPARTMENT CONDITIONS

40. Please do not consider this review an approval for construction from the Fire Department. The plans submitted are not reviewed nor approved for conformance to the California Building Code (CBC), California Fire Code (CFC) and the Milpitas Municipal Code (MMC). These notes are a general list of the applicable code requirements (2019 Edition), but not limited to, and are provided to assist with the construction permit process.
41. 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
42. 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. 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
- b. 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. When there is a dead-end condition, means for fire apparatus turn-around shall be provided.
- c. Adjacent Access. No source of access from lands adjoining a property to be developed shall be considered unless there is obtained the irrevocable and unobstructed right to use same. CFC Section 503.7, added by MMC V-300-2.56
- d. 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 if specifications are needed. CFC Section 503.2.3
- e. Ground structures (including landscape) and building projections shall not encroach or impede the fire apparatus access requirements. CFC Section 503.4
- f. Emergency Vehicle Access (EVA) roads, when required, shall meet the fire department site access requirements specified herein this document. CFC Section 503
- g. No parking in 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 – CVC 22500.1" stencil. Signage and red curbs shall be done throughout and as needed to clearly identify the no parking zones.

- h. Fire Protection. 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). CFC Section 501.4
- i. 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.

43. Fire Protection Water Supply (hydrants, on-site and public)

- a. An approved water supply (hydrants on-site and 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. Fire flow reduction as noted in the Appendix B of the Fire Code is not permitted, CFC Section B103.2.

- b. Water System Calculations Requirements. 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 2,500 gpm.

- c. Hydrant for automatic fire sprinkler and or 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-300-2.61
- d. 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-300-2.62
- e. 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. Provide stripping per CA Vehicle Code 22500.1. CFC Section 507.5.4

44. Fire service water laterals for building sprinkler systems.

- a. 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 13 and other applicable Standards. Note, the utilities drawings provided are not reviewed nor approved for construction. CFC Section 912.1
- b. The location of the FDC's/PIV's (fire department connection/post indicator valve) 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
- c. FDC/PIV 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
- d. 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
- e. Automatic fire sprinkler 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 903.3.5.5, added by MMC Section V-300-2.66

45. 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-300-2.59

46. 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

47. All required addresses shall be illuminated. CFC Section 505.3, added by MMC V-300-2.60

48. Fire Dept. emergency Key Box (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 purposed. Quantify and location shall be as directed by the Fire Code Official. CFC Section 506

Locked mechanical closets, electrical closets, fire alarm closets, sprinkler riser closets, etc. will need a Fire Dept. approved lock or “Knox” key box.

49. Building/Structure Requirements.

a. The buildings shall be provided with an automatic fire sprinkler system in conformance with the NFPA 13 or NFPA 13D Standards. System type will depend on building/structure construction type and area analysis. California Fire Code Section 903.3

b. 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

c. 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

d. 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

POLICE DEPARTMENT CONDITIONS

50. Parking lot areas shall have postings with appropriate signs per 22658(a) CVC to assist in removal of vehicles at the property owners'/managers' request.

51. “No Trespassing/Loitering” signage should be posted at the entrances of parking lots placed in conspicuous areas. Signs should be at least 2’ x 1’ in overall size, with white background and black 2” high letters.

52. "No Parking Signs" shall be posted along the northbound curb line of South Main Street spanning the area of the building so vehicles will not park blocking the dedicated bicycle lane or impede the movement of vehicular traffic in the area.

Addressing:

53. Address numbers shall be illuminated during hours of darkness and should be strategically positioned as to be readily visible from the street. Address numbers should have a minimum height of 12 inches. If numerous alarm zones are utilized then zone numbers should be clearly marked above appropriate common doorways (i.e. fitness/recreational center, laundry room, etc.). All other housing alarms shall be directly linked to specific housing unit (if installed).
54. Signs directing apartment numbers shall be placed near main areas (elevators, intersections at hallways) so apartments can be easily located within the buildings.

Visibility:

56. Parking lots and associated driveways, circulation areas, aisles, passageways, recesses, and grounds contiguous to buildings shall be provided with lighting of sufficient wattage to provide adequate illumination to make clearly visible the presence of any person on or about the premises during the hours of darkness.
57. Large convex mirrors should be installed at the ends of each floor level making users open to visual scrutiny.
58. Any posters, material, and objects near common area exterior windows should not block views in those common areas from the street.
59. From a public safety perspective, the front entrance as well as the recreational area need to have as much natural surveillance as possible and exposed to public view. When natural surveillance is afforded, the likely occurrence of burglaries, robberies, etc. to that particular establishment/area are substantially reduced because the risk of detection and apprehension of the perpetrator increases. Seclusion is one of the main elements sought after by perpetrators of a crime.

Accessibility:

60. Any and all areas controlled by electronic security devices (i.e. key fobs, access cards, keypads, etc.) should have Knox boxes installed near such access points with the Knox boxes containing the appropriate security devices to gain entry. If access points are controlled by keypads or access cards, management should provide the police department with the needed code(s) or electronic key(s) and regularly update the police department if such code(s)/key(s) change.
61. An up-to-date map of the interior of the building should be provided to the police department. The map should minimally identify the locations of each apartment, entry/exit points, elevators, storage areas, entry/exit points controlled by electronic security devices, locations of security cameras, maintenance areas, stairwells, recreation centers, laundry room, etc.

Security:

62. A camera security system shall be required for the facility, with coverage at all exterior access points to the building. Additionally, the security system shall cover the interior of the parking garages. It shall have the clarity necessary to identify an individual, vehicle, etc., and have a field of view to maximize the area of coverage. Security cameras shall also cover the playground/recreational area.
63. The security camera system shall be recorded, and the recording shall be maintained for a minimum of thirty (30) days. A copy shall be made available to the police department upon request to assist in investigations. It is recommended that the employees of the property be properly trained on how to use the security surveillance camera system so that footage can be reviewed and collected in a timely fashion by the police department if needed.
64. Appropriate devices should be installed in the parking garage to ensure law enforcement radio frequencies have sufficient signals to communicate with dispatch and other officers.
65. Underground parking garages present unique security issues. Implementing CPTED measures will help reduce the number of serious and/or violent crimes that occur nationally in parking garages. The proposed parking garage plans must ensure natural surveillance and effective lighting.
66. The police department recommends installing Automated License Plate Readers (ALPR) at the entrance/exit of the parking garages to assist law enforcement in collecting information on investigations and possible illegal activity.
67. Extra security measures should be taken to properly secure mail deliveries including larger boxes. Installing temporary package lock boxes or large parcel drop boxes should assist in preventing package theft. A security camera system should be installed covering both the package lock boxes and the cluster box units to assist the police department and the US Postal Service Inspectors in identifying package/mail thieves.

Miscellaneous:

67. Management shall keep information (names, apartment numbers, etc.) on each resident living within the unit and the make, model, and license plate information for their vehicles. That information shall be made available to the police department upon request during police investigations.
68. The Property Manager shall file an emergency notification form with the police department so law enforcement can contact the property manager in the event of any major accident, emergency, or unforeseen circumstance.

ENGINEERING DEPARTMENT 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)*

69. **Modifications:** The Site Development Plan dated June 28, 2023 is subject to change during the plan check stage based upon City's previous comments and conditions stated herein.

70. 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 Solid Waste Program. The 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, food waste, and yard trimmings 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; outreach and education to tenants/occupants, and procure sufficient service frequency based upon waste generation calculation volumes. Solid Waste trucks will be permitted to back onto the site for removal of solid waste but are not allowed to back onto South Main Street when exiting the site.
71. 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.
72. Photometric Analysis: Permittee shall submit streetlight photometric analysis for City's review and approval by the Engineering Department along South Main Street that meet the Illuminating Engineering Society of North America (IESNA), RP8, for roadway and sidewalk lighting standards and City standard design guidelines.
73. 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.
74. 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 approved City fee schedule at the time of application submittal.
75. Coordination with other Projects and Agencies: Permittee shall coordinate designs with 1316 South Main Street (Zhang Condos) Project as well as with the Santa Clara Valley Water District, in advance prior to any plan submittal.

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)***

76. 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:
- Milpitas Design Guidelines: (<http://www.ci.milpitas.ca.gov/milpitas/departments/engineering/design-guidelines/>);
 - Standard details and specifications: (<http://www.ci.milpitas.ca.gov/milpitas/departments/engineering/standard-details-and-specifications/>);
 - Mid-town Specific Plan design guidelines: (https://www.milpitas.gov/_pdfs/engDesignGuidelines/en_dg_vii_midtownSpecificPlan.pdf); and
 - Americans with Disabilities Act (ADA) requirements, where applicable.
77. 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.

78. 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.
79. 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.
80. 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) Installation of half-street width (up to the median) asphalt concrete base repair as needed and micro-surface along the project street frontage while replacing striping on South Main Street to the City Engineer's satisfaction.
 - e) Installation of missing street tree(s) along the project frontage. The locations of tree(s) and tree species shall be in compliance with applicable City standards and details.
81. 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.
82. 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.
83. Concurrent Off-site Plan Reviews: Permittee shall submit separate off-site improvement plans for City's review and approval by the Engineering Department.
84. Improvement Agreement and Securities: Permittee shall execute an Improvement Agreement and provide improvement securities, and submit all other supplemental documents as stipulated in the Improvement Agreement (such as certificate of insurance).
85. 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 encroachment permit issuance. 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.
86. Water Service Agreement: Permittee shall complete a water service agreement to obtain water service.

87. 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.
88. Pothole Encroachment Permit: Due to multiple new utility service connections on streets, Permittee shall pothole and verify all potential utility crossing conflict as part of the public improvement plan during the design stage.

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. (E)*

89. Dedication of New Easements: Permittee shall dedicate emergency vehicle access easements, min 5-ft public service utility easements (behind the property line), street easements, public access easement and other public easements (if any) deemed necessary for the project.
90. Abandonment/Quitclaim Easements: Permittee shall abandon/quit claim existing easements that are in conflict with or unnecessary for the project. Permittee shall not abandon/quitclaim the existing 10-ft PSUEs in the north and south corner of the lot that are still necessary for the project.
91. 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, if any.
92. Valley Water Approval: Permittee shall provide an acknowledgement letter to Valley Water for building a multi-level building adjacent to their structure. The letter should explain how impact the proposed building structure to their existing culvert structures within the SCCFC & WD Easement, see Tract Map 524M25; and provide the mitigation measures for the impacts during and post construction, if any.
93. Demolition of Existing Building: Permittee shall demolish existing buildings/facilities that are in conflict with the new property lines.
94. 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.
95. 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).
96. 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.
97. 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.

98. 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.
99. 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.
100. 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:
- What materials will be salvaged.
 - How materials will be processed during demolition.
 - Intended locations or businesses for reuse or recycling.
 - 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.
101. 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.
102. 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.
103. Development Fees: Permittee shall pay the following development fees. The information listed in items "a" through "e" 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.
- Storm water connection fee at \$16,771/acre for residential.
 - Water connection fee at \$1,164/unit for residential, based upon increased water usage.
 - Sewer connection fee at \$1,406/unit for residential, based upon increased average wastewater flow.
 - 3.8% of applicable fees in accordance with City Resolution No. 8969 as Permitting Automation Fee.
 - FEMA Flood Zone Designation Letter fee in the amount of \$100.00 each.

104. Mailboxes: The Permittee shall coordinate with US Postal Services regarding placement of required mailboxes. Mailbox location shall not be on public street frontages and shall be approved by City and US Postal Services prior to building permit issuance. Mailbox locations shall be shown on the improvement plans and Permittee shall submit a letter to the City's Land Development Engineering Section from the Post Master approving the location of the mailbox. Structures to protect mailboxes may require Building, Engineering and Planning Department review.

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)*

105. 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.
106. 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.
107. 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.
108. 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 by the Director of Engineering/City Engineer.*

109. Completion of Public Improvements: Permittee shall complete all public improvements, including but not limited to South Main Street frontage improvements as shown on City approved plans.
110. 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.
111. 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.
112. Landscape Certificate of Completion: Permittee shall submit a Certificate of Substantial Completion that complies with the Milpitas Municipal Code Water Efficient Landscapes ordinance.
113. 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.
114. Record Drawings: Permittee shall submit record drawings in Full size hard copy, 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.

115. Private Job (PJ) Balance: Permittee shall pay for any remaining balance from the Private Job deposit.
116. 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.

LEGEND

P = Planning Department

B = Building Department

E = Engineering Department

F = Fire Department

POL = Police 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

CEQA EXEMPTION MEMORANDUM

EXHIBIT 3

CEQA EXEMPTION MEMORANDUM SUPPORTING TECHNICAL STUDIES

Part 1: Trip Generation Study for 1300 South Main Street, Milpitas, California, prepared by Abrams Associated dated September 20, 2021.

Part 2: Preliminary Stormwater Quality Control Plan for South Main Street Milpitas 1300 South Main Street prepared by Schaaf & Wheeler dated May 2021.

MEMORANDUM

Planning Department



To: Jay Lee AICP, Planning Director, City of Milpitas

From: Avery Stark, Acting Senior Planner, City of Milpitas

Subject: 1300 South Main Street Project Categorical Exemption

Date: March 8, 2024

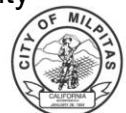
This memorandum supports the finding that the proposed project at 1300 South Main Street "Project" would be exempt from further review pursuant to California Environmental Quality Act (CEQA) Section 15332 (In-Fill Development Projects). The Project site located at 1300 South Main Street is a single parcel: (APN 083-36-002) in the City of Milpitas, Santa Clara County. The proposed Project is described in the attached staff report. All supporting technical studies referenced herein are included as Exhibit 3.

Class 32 Infill Exemption, Per CEQA Guidelines Section 15332

Article 19 of the California Environmental Quality Act (CEQA Guidelines Section 15300 to Section 15333) includes a list of classes of projects that have been determined to not have a significant effect on the environment and as a result, are exempt from review under CEQA. Among the classes of projects that are exempt from CEQA review are those projects that are specifically identified as urban in-fill development. CEQA Guidelines Section 15332 (Class 32) consists of projects characterized as in-fill development when meeting the following conditions:

- (a) The Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; and
- (b) The proposed Project occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; and
- (c) The Project site has no value as habitat for endangered, rare or threatened species; and
- (d) Approval of the proposed Project would not result in any significant effects relating to traffic, noise, air quality or water quality, and
- (e) The site can be adequately served by all required utilities and public services.

The analysis presented in the following section provides substantial evidence that the proposed Project qualifies for an exemption under CEQA Guidelines Section 15332 as a Class 32 urban in-fill development, and would not have a significant effect on the environment. Section 15183(a) of the California Environmental Quality Act (CEQA) Guidelines states that "...projects which are consistent with the development density



established by the existing zoning, community plan, or general plan policies for which an Environmental Impact Report (EIR) was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.”

Section 15332 (a): General Plan & Zoning Consistency

Yes	No	The Project is consistent with the applicable General Plan designation and all applicable planning policies and is consistent with the applicable zoning designation and regulations.
X		

As described in the staff report and in Table 1 of Exhibit A, the Project is consistent with the Milpitas 2040 General Plan and policies and meets the majority of the METRO Multiple-Family Very High Density (R4) zoning regulations under the Metro Specific Plan. The Project is restricting the sale of 100 percent of the housing units to moderate-income and low-income residents and qualifies for concessions, waivers, and parking reductions under the mandated State Density Bonus Law and Milpitas Affordable Housing Ordinance. Therefore, the City must grant the requested Project waivers to the front, rear and side yard setback development standards and allow for parking reductions if those development standards would physically preclude the development from construction and do not cause a public health or safety problem.

Section 15332 (b): Project Location, Size, and Context

Yes	No	The proposed Project occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
X		

The Project is on a site smaller than five acres, as it is approximately 0.97 acres in size, and is entirely surrounded by urban uses with existing developed lots, including several multifamily apartment buildings, Union Pacific Rail Road property, and the intersection of Great Mall Parkway and S Main Street.

Section 15332 (c): Endangered, Rare or Threatened Species

Yes	No	The Project site has no value as habitat for endangered, rare or threatened species.
X		

The Project site includes one lot that is occupied by an existing one-story commercial and office building located within a developed urban area. The Project site has no significant riparian corridors, estuaries, marshes, wetlands, or any other potential wildlife habitat that might contain endangered, rare, or threatened species as documented by the Biological Constraints Analysis for the Milpitas Metro Specific Plan. Thus, the Project site has no value as habitat for rare, threatened, or endangered species.

Section 15332 (d): Traffic, Noise, Air Quality, or Water Quality

Yes	No	Approval of the proposed Project would not result in any significant effects related to traffic, noise, air quality or water quality.
X		

Traffic: The proposed Project would not result in any significant impacts to traffic operations according to established traffic engineering standards, and no off-site traffic or transportation mitigations would be required. Based on the City's adopted transportation analysis policy and CEQA Guidelines section 15064.3(c) the project would not have a significant impact on vehicle miles traveled (VMT).

Noise: The introduction of 118 new housing units on the Project site would not result in significant noise impacts upon adjacent uses, because noise emanating from the proposed residences would be typical of the neighborhood and would not result in a significant change or increase in the existing noise environment. The Project will be required to comply with Section 1207 of the California Building Code, which requires that the interior noise levels of multi-family units have interior noise levels of 45 dB DNL or lower. The Project would also have to comply with the City's noise ordinance per Milpitas Municipal Code Chapter V-213-3. Construction noise will be limited to 7:00 a.m. to 7:00 p.m. on weekdays and weekends and prohibited on federal holidays.

Air Quality: The impact of dust and exhaust generated by grading and excavation of future construction activities is temporary in nature and limited to site preparation and future construction of the new apartment buildings. The Project will not conflict with the 2017 Clean Air Plan by the Bay Area Air Quality Management District (BAAQMD) and the proposed residential land use is below BAAQMD's construction and operational screening levels for requiring further quantitative criteria air pollutant analysis and would not introduce a new source of odors. Furthermore, the Metro Specific Plan EIR identified air quality mitigation measures that have been incorporated into the Conditions of Approval, which the Project must adhere to. As such, the Project would not result in any significant effects related to air quality.

Water Quality: The Project will not violate water quality standards or waste discharge requirements because it will be required to comply with the standard Best Management Practices per the C.3 Stormwater Handbook by the Santa Clara Valley Urban Runoff Pollution Prevention Program, which regulates discharge into the City's storm drainage system. Furthermore, the increase in runoff would not be large enough to cause flooding on- or off-site. All projects of this nature are required to comply with these standards and will be reviewed for compliance by the City's Engineering Department during the building permit review process. Furthermore, the Applicant prepared a Preliminary Stormwater Quality Control Plan dated May 21, 2021, by consultants Schaaf & Wheeler for the Project.

Section 15332 (e): Utilities and Public Services

Yes	No	The site can be adequately served by all required utilities and public services.
X		

The Project site is located in an area surrounded completely by existing development and infrastructure and has been reviewed by all major reviewing Departments including but not limited to Building, Fire, Police, Land Development, Traffic, Water, and Solid Waste Departments. As a result, it has been determined that the site can be adequately serviced to preserve public health, safety, and wellness. The Applicant has also agreed to a number of onsite utility improvements as included in the Conditions of Approval.

December 18, 2023

Kimberly Calica
AMG & Associates, LLC
16633 Ventura Blvd
Encino, CA 91436

**Re: Trip Generation Analysis of the Proposed Changes to the 1300 Main Street
Apartment Project in the City of Milpitas**

This report presents the results of a trip generation analysis of the proposed apartment project at 1300 Main Street in the City of Milpitas. The currently proposed project involves construction of a five-story building with a total of 118 apartments. The previously proposed project included 112 apartments. The project would replace an existing equipment and materials storage yard that has a small office building with approximately 1,440 square feet.

SUMMARY

The analysis of trip generation differences between the two versions of the project indicated the latest proposal for the site would generate approximately the same trip generation as the previously proposed project. Compared to the previous proposal, the currently proposed project would have an estimated increase in daily traffic of about 27 trips (536 trips per day versus 508 trips per day with the previous project). The project would be forecast to generate about the same amount of traffic during the peak hours, with a forecast increase of about 3 trips per hour during the AM and PM peak commute hours, compared to what was studied in the traffic operations report prepared for the project.¹ The project is located less than 500 feet from the Great Mall/Main Station of the Valley Transportation Authority (VTA) Orange Light Rail Line. In addition, the increase in daily traffic is well below the 110 trip threshold where an updated Vehicle Miles Traveled (VMT) analysis would potentially be required, subject to City approval.²

¹ *1300 Main Street Traffic Operations Report*, Abrams Associates Traffic Engineering, Walnut Creek, CA, September 20, 2021.

² *City of Milpitas Transportation Analysis Guidelines*, Planning and Engineering Departments, City of Milpitas, Milpitas, CA, March 2022.

PROJECT TRIP GENERATION

A “trip” is defined in ITE’s Trip Generation publication as a single or one-directional vehicular movement with either the origin or destination at the project site. As a result, a trip can be either “to” or “from” the site. Consistently, a single visit to a site is counted as two trips (i.e., one to and one from the site). For the purposes of determining the reasonable worst-case impacts of traffic on the surrounding street network from a proposed project, the trips generated by this proposed development are estimated for the peak commute hours which represent the peak hours of “*adjacent street traffic*”. This is the time period when the project traffic would generally contribute to the greatest amount of congestion. The trip generation rates are based on the ITE rates for mid-rise apartments in a general urban/suburban environment (Land Use 221) taken from the 11th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. As shown in **Table 1**, the proposed project is forecast to generate approximately 44 trips during the AM peak hour and 46 trips during the PM peak hour.

Table 2 presents a trip generation comparison to the previously proposed project that had 112 apartments. The analysis of trip generation differences between the two versions of the project indicated the latest proposal for the site would generate approximately the same trip generation as the previously proposed project, with an estimated increase in the daily traffic of about 27 trips (536 trips per day versus 508 trips per day with the previous project). As shown in **Table 2**, the project would be forecast to generate about the same amount of traffic during the peak hours, with a forecast increase of no more than about 3 trips per hour during the AM and PM peak coomute hours, compared to what was studied in the traffic operations report prepared for the project.

TABLE 1
TRIP GENERATION FOR THE CURRENTLY PROPOSED PROJECT

Land Use	ITE Code	Size	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
ITE Apartment Rates (Mid-Rise, General Urban/Suburban) - Trips per Unit	221		4.54	0.09	0.28	0.37	0.24	0.15	0.39
Trip Generation for the Currently Proposed Project		118 units	536	11	33	44	28	18	46

SOURCE: Institute of Transportation Engineers Trip Generation Manual (11th Edition).

TABLE 2
TRIP GENERATION COMPARISON TO THE PREVIOUSLY PROPOSED PROJECT

Land Use	ITE Code	Size	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation for the Currently Proposed Project			536	11	33	44	28	18	46
Trip Generation for the Previously Proposed Project			508	10	31	41	27	17	44
<i>Difference in Trip Generation between the Previous Project and the Currently Proposed Project</i>			27	1	2	3	1	1	2

Please don't hesitate to contact me if you have any questions or need additional information.

Sincerely,



Stephen C. Abrams
President, Abrams Associates
T.E. License No. 1852

September 20, 2021

Kimberly Calica
AMG & Associates, LLC
PO Box 260770
Encino, CA 91426

Re: Vehicle Miles Traveled Analysis for the 1300 South Main Street Project

Dear Ms. Calica,

This letter was prepared to summarize our analysis of the effects on vehicle miles traveled (VMT) that would result from approval of the 1300 South Main Street residential project. As you know, VMT is one performance measure that can be used to quantify potential changes in travel from a project. This letter presents a review of the potential for VMT-related transportation impacts to be caused by the Project.

The City has adopted a new transportation analysis policy that specifies vehicle miles traveled as the new metric for evaluating transportation impacts, and therefore a project's effect on automobile delay shall no longer constitute a significant impact. Because VMT is a relatively new method for measuring transportation impacts under CEQA, less data exists to estimate VMT than trip generation based on use and location. VMT is typically estimated using an area-wide travel demand model from a regional transportation agency that calculates VMT based on the number of vehicles multiplied by the typical distance traveled by each vehicle originating from or driving to a certain area.

VMT is a particularly useful metric for evaluating the impacts of growth on greenhouse gas (GHG) emissions because it can be used to estimate fuel consumption by motor vehicles. Increases in VMT cause proportional increases in greenhouse gas emissions and air pollution. The Office of Planning and Research (OPR) released their final proposed Guidelines in a Technical Advisory on Evaluating Transportation Impacts in CEQA, dated December 2018. The City's adopted Transportation Analysis Policy (dated May 18, 2021) describes the VMT screening process which specifies that *"All land-use projects located within one half mile of a major transit stop, or a stop along a high-quality transit corridor, pursuant to State definitions for such facilities; provided the projects include all the following characteristics: minimum Floor Area Ratio (FAR) of 0.75; or minimum residential density of 35 dwelling units/acre except in the Milpitas Metro Specific Plan area which requires a minimum residential density of 50 dwelling units/acre, and the Sierra Center which requires a minimum residential density of 40*

dwelling units per acre.” The policy also states that for the project to be considered exempt it must also be “*Consistent with the applicable Sustainable Communities Strategy (SCS); does not provide more parking than required by the jurisdiction; and does not replace affordable housing with a fewer number of moderate or high- income residential units.*” The project meets all of these conditions and therefore, subject to City approval, this project would be considered to have a less than significant impact on the VMT in the area.

Please don't hesitate to contact me if you have any questions about this information.

Sincerely,

A handwritten signature in black ink that reads "Stephen C. Abrams". The signature is written in a cursive, flowing style.

Stephen C. Abrams
President
Abrams Associates
T.E. License No. 1852



Traffic Operations Report Technical Appendix
1300 Main Street Project
City of Milpitas

Prepared by:
Abrams Associates
1875 Olympic Boulevard, Suite 210
Walnut Creek CA 94596



Abrams Associates
TRAFFIC ENGINEERING, INC.

September 20, 2021

1300 Main St (City of Milpitas)

2020-2014

CASE ID	COLLISION DATE	COLLISION TIME	PRIMARY RD	SECONDARY RD	DISTANCE	DIRECTION	INTERSECTION	WEATHER 1	TYPE OF COLLISION	COLLISION SEVERITY	NUMBER KILLED	NUMBER INJURED	PCF VIOLATION CATEGORY	MOTOR VEHICLE INVOLVED WITH	ALCOHOL INVOLVED
2020															
9070416	202002216	1745	GREAT MALL PKWY	S MAIN ST	0 0	Y	Clear	Hit Object	Injury (Complaint of Pain)	0	1	Other than Driver (or Pedestrian)	Fixed Object	0	
9198695	202011118	1615	S MAIN ST	GREAT MALL PKWY	130 N	N	Cloudy	Hit Object	Property Damage Only	0	0	Other than Driver (or Pedestrian)	Fixed Object	0	
9047780	202001118	2230	S MAIN ST	S ABEL ST	0 0	Y	Clear	Hit Object	Property Damage Only	0	0	Unsafe Speed	Fixed Object	0	
9052066	20200123	52	S MAIN ST	S ABEL ST	0 0	Y	Clear	Head On	Property Damage Only	0	0	DUI	Fixed Object	Y	
9052070	20200111	118	S MAIN ST	S ABEL ST	0 0	Y	Clear	Head On	Property Damage Only	0	0	DUI	Fixed Object	Y	
9052707	20200131	1102	S MAIN ST	S ABEL ST	0 0	N	Clear	Head On	Injury (Other Visible)	0	1	Unsafe Speed	Other Object	Y	
9092864	20200325	2247	S MAIN ST	S ABEL ST	0 0	Y	Clear	Head On	Injury (Complaint of Pain)	0	1	DUI	Fixed Object	Y	
2019															
8799650	20190127	1858	S MAIN ST	GREAT MALL PKWY	0 0	Y	Clear	Rear End	Injury (Complaint of Pain)	0	1	Unsafe Speed	Other Motor Vehicle	0	
8899785	20190601	1816	S MAIN ST	GREAT MALL PKWY	60 N	N	Clear	Hit Object	Injury (Other Visible)	0	2	DUI	Fixed Object	Y	
8899765	20190626	2200	S MAIN ST	GREAT MALL PKWY	0 0	Y	Clear	Broadside	Injury (Complaint of Pain)	0	1	DUI	Other Motor Vehicle	Y	
8924824	20190708	923	GREAT MALL PKWY	S MAIN ST	240 W	N	Clear	Rear End	Property Damage Only	0	0	Unsafe Speed	Other Motor Vehicle	0	
8937233	20190804	1121	GREAT MALL PKWY	S MAIN ST	0 0	Y	Clear	Broadside	Injury (Complaint of Pain)	0	1	Traffic Signals and Signs	Other Motor Vehicle	0	
8983432	20191013	322	SOUTH MAIN ST	GREAT MALL PKWY	150 S	N	Clear	Head On	Property Damage Only	0	0	DUI	Fixed Object	Y	
8998581	20191017	1456	GREAT MALL PKWY	S MAIN ST	50 W	N	Clear	Sideswipe	Property Damage Only	0	0	Unsafe Lane Change	Other Motor Vehicle	0	
9014034	20191124	1543	S MAIN ST	GREAT MALL PKWY	0 0	Y	Clear	Head On	Injury (Other Visible)	0	1	Wrong Side of Road	Other Motor Vehicle	0	
9014042	20191129	1041	GREAT MALL PKWY	S MAIN ST	0 0	Y	Cloudy	Broadside	Injury (Severe)	0	1	Other Hazardous Violation	Other Motor Vehicle	0	
8831150	20190209	1932	ABEL ST	S MAIN ST	400 0	N	Raining	Broadside	Property Damage Only	0	0	Automobile Right of Way	Other Motor Vehicle	0	
8821866	20190214	2215	S MAIN ST	S ABEL ST	0 0	Y	Raining	Hit Object	Injury (Complaint of Pain)	0	1	Unsafe Speed	Fixed Object	0	
8899969	20190608	2359	S MAIN ST	S ABEL ST	0 0	Y	Clear	Hit Object	Property Damage Only	0	0	DUI	Fixed Object	Y	
8937413	20190803	414	S MAIN ST	S ABEL ST	0 0	Y	Clear	Hit Object	Property Damage Only	0	0	DUI	Fixed Object	Y	
8937381	20190810	454	S MAIN ST	S ABEL ST	0 0	Y	Clear	Head On	Property Damage Only	0	0	Improper Turning	Fixed Object	0	
9013680	20191111	1710	S ABEL ST	S MAIN ST	0 0	Y	Clear	Broadside	Property Damage Only	0	0	Traffic Signals and Signs	Other Motor Vehicle	0	

1300 Main St (City of Milpitas)

2020-2014

CASE ID	COLLISION DATE	COLLISION TIME	PRIMARY RD	SECONDARY RD	DISTANCE	DIRECTION	INTERSECTION	WEATHER 1	TYPE OF COLLISION	COLLISION SEVERITY	NUMBER KILLED	NUMBER INJURED	PCF VIOLATION CATEGORY	MOTOR VEHICLE INVOLVED WITH	ALCOHOL INVOLVED
2018															
8553112	20180111	1414	S MAIN ST	GREAT MALL PKWY	0 0	Y	Clear	Broadside	Injury (Complaint of Pain)	0	1	0	Traffic Signals and Signs	Other Motor Vehicle	0
8586012	20180317	232	S MAIN ST	ABEL ST	0 0	Y	Cloudy	Other	Property Damage Only	0	0	0	DUI	Fixed Object	Y
8586082	20180306	2016	S MAIN ST	SABEL ST	20 S	N	Clear	Head On	Property Damage Only	0	0	0	Improper Turning	Fixed Object	0
8586118	20180306	1855	S MAIN ST	SABEL ST	20 N	N	Clear	Rear End	Property Damage Only	0	0	0	#N/A	Other Motor Vehicle	0
8633354	20180528	1514	S MAIN ST	ABEL ST	100 S	N	Clear	Broadside	Injury (Complaint of Pain)	0	1	0	Automobile Right of Way	Other Motor Vehicle	0
8664085	20180615	108	S MAIN ST	SABEL ST	0 0	Y	Clear	Hit Object	Property Damage Only	0	0	0	DUI	Fixed Object	Y
8664093	20180609	2355	S MAIN ST	SABEL ST	0 0	Y	Clear	Not Stated	Property Damage Only	0	0	0	DUI	Other Motor Vehicle	Y
8689654	20180816	2357	S MAIN ST	SABEL ST	0 0	Y	Clear	Head On	Property Damage Only	0	0	0	DUI	Fixed Object	Y
8747117	20181019	2225	S MAIN ST	ABEL ST	0 0	N	Clear	Hit Object	Property Damage Only	0	0	0	Unsafe Speed	Fixed Object	0

2017

8424168	20170706	1905	GREAT MALL PKWY	S MAIN ST	0 0	Y	Clear	Rear End	Property Damage Only	0	0	0	DUI	Other Motor Vehicle	Y
8450216	20170824	1802	S MAIN ST	GREAT MALL PKWY	30 S	N	Clear	Hit Object	Property Damage Only	0	0	0	Other Improper Driving	Fixed Object	0
8509689	20171129	943	S MAIN ST	GREAT MALL PKWY	50 S	N	Clear	Rear End	Property Damage Only	0	0	0	Unknown	Other Motor Vehicle	0
8340706	20170210	2245	S MAIN ST	SABEL ST	0 0	Y	Clear	Head On	Property Damage Only	0	0	0	Unsafe Speed	Fixed Object	0

CASE ID	COLLISION DATE	COLLISION TIME	INTERSECTION			WEATHER 1	TYPE OF COLLISION			NUMBER KILLED	NUMBER INJURED	PCF VIOLATION CATEGORY	MOTOR VEHICLE INVOLVED WITH	ALCOHOL INVOLVED
			PRIMARY RD	SECONDARY RD	DISTANCE		DIRECTION							
2016														
8011443	20160301	914	GREAT MALL PKWY	S MAIN ST	100 W	N	Clear	Rear End	Property Damage Only	0	0	Other Improper Driving	Other Motor Vehicle	0
8050093	20160514	2201	GREAT MALL PKWY	S MAIN ST	50 E	N	Clear	Head On	Injury (Other Visible)	0	2	Unsafe Speed	Fixed Object	0
8145209	20160901	351	GREAT MALL PKWY	S MAIN ST	0 0	Y	Clear	Head On	Injury (Other Visible)	0	1	DUI	Fixed Object	Y
8165990	20161024	1555	S MAIN ST	GREAT MALL PKWY	138 S	N	Cloudy	Not Stated	Injury (Complaint of Pain)	0	1	Unsafe Speed	Other Motor Vehicle	0
8186647	20161202	928	S MAIN ST	GREAT MALL PKWY	0 0	Y	Clear	Sideswipe	Property Damage Only	0	0	Traffic Signals and Signs	Other Motor Vehicle	0
8207445	20161216	346	S MAIN ST	GREAT MALL PKWY	0 0	Y	Cloudy	Sideswipe	Property Damage Only	0	0	Wrong Side of Road	Fixed Object	0
7176553	20160123	1843	S MAIN ST	S ABEL ST	150 E	N	Clear	Sideswipe	Property Damage Only	0	0	Unsafe Lane Change	Other Motor Vehicle	0
8011771	20160216	1220	S MAIN ST	S ABEL ST	200 N	N	Clear	Hit Object	Property Damage Only	0	0	Improper Turning	Fixed Object	0
8074103	20160713	1450	S MAIN ST	S ABEL ST	325 S	N	Clear	Broadside	Property Damage Only	0	0	Automobile Right of Way	Other Motor Vehicle	0
8074140	20160709	213	S MAIN ST	S ABEL ST	0 0	Y	Clear	Head On	Property Damage Only	0	0	Unknown	Fixed Object	0
8074155	20160705	2115	S ABEL ST	S MAIN ST	0 0	Y	Clear	Rear End	Property Damage Only	0	0	DUI	Other Motor Vehicle	Y
8074285	20160712	1416	S MAIN ST	S ABEL ST	297 S	N	Clear	Broadside	Injury (Other Visible)	0	2	Automobile Right of Way	Other Motor Vehicle	0
8119544	20160818	1939	S ABEL ST	S MAIN ST	200 N	N	Clear	Head On	Property Damage Only	0	0	Improper Turning	Fixed Object	0
8145269	20160918	1935	S MAIN ST	S ABEL ST	0 0	Y	Clear	Rear End	Property Damage Only	0	0	DUI	Not Stated	Y
8146929	20160909	2500	S MAIN ST	S ABEL ST	130 N	N	Clear	Hit Object	Property Damage Only	0	0	Unsafe Speed	Fixed Object	0
8166000	20161016	426	S MAIN ST	S ABEL ST	0 0	Y	Clear	Overtuned	Property Damage Only	0	0	Unsafe Speed	Fixed Object	0

CASE ID	COLLISION DATE	COLLISION TIME	PRIMARY RD	SECONDARY RD	DISTANCE	DIRECTION	INTERSECTION	WEATHER 1	TYPE OF COLLISION	COLLISION SEVERITY	NUMBER KILLED	NUMBER INJURED	PCF VIOLATION CATEGORY	MOTOR VEHICLE INVOLVED WITH	ALCOHOL INVOLVED
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2015

7152229	20151228	1151	GREAT MALL PKWY	S MAIN ST	200	S	N	Clear	Rear End	Injury (Complaint of Pain)	0	3	Unsafe Speed	Other Motor Vehicle	Y
7152225	20151227	1452	GREAT MALL PKWY	S ABEL ST	800	W	N	Clear	Rear End	Injury (Complaint of Pain)	0	2	Unsafe Speed	Other Motor Vehicle	0

2014

6930097	20140813	945	MAIN	GREAT MALL PKWY	15	S	N	Clear	Broadside	Property Damage Only	0	0	Traffic Signals and Signs	Other Motor Vehicle	0
6548377	20140611	2237	MAIN	ABEL	0	0	Y	Clear	Hit Object	Injury (Other Visible)	0	2	Unsafe Speed	Fixed Object	0
6730336	20141123	127	ABEL ST	MAIN ST	317	N	N	Cloudy	Head On	Property Damage Only	0	0	DUI	Fixed Object	Y

HCM 6th Signalized Intersection Summary

1: S. Main Street & Great Mall Parkway

Existing AM

06/17/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	46	174	10	25	386	122	3	45	30	88	65	2
Future Volume (veh/h)	46	174	10	25	386	122	3	45	30	88	65	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	51	193	11	28	429	136	3	50	0	98	72	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	92	1393	78	57	1344	395	7	655		138	917	
Arrive On Green	0.05	0.29	0.29	0.03	0.27	0.27	0.00	0.19	0.00	0.08	0.26	0.00
Sat Flow, veh/h	1739	4814	269	1739	4985	1466	1739	3561	0	1739	3561	0
Grp Volume(v), veh/h	51	132	72	28	429	136	3	50	0	98	72	0
Grp Sat Flow(s),veh/h/ln	1739	1662	1761	1739	1662	1466	1739	1735	0	1739	1735	0
Q Serve(g_s), s	1.3	1.3	1.3	0.7	3.0	3.3	0.1	0.5	0.0	2.4	0.7	0.0
Cycle Q Clear(g_c), s	1.3	1.3	1.3	0.7	3.0	3.3	0.1	0.5	0.0	2.4	0.7	0.0
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	92	961	509	57	1344	395	7	655		138	917	
V/C Ratio(X)	0.56	0.14	0.14	0.49	0.32	0.34	0.42	0.08		0.71	0.08	
Avail Cap(c_a), veh/h	930	3893	2063	653	5046	1484	415	2249		1404	4222	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.3	11.6	11.6	20.9	12.8	12.9	21.8	14.7	0.0	19.7	12.2	0.0
Incr Delay (d2), s/veh	5.2	0.1	0.1	6.3	0.1	0.5	35.1	0.0	0.0	6.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.4	0.5	0.4	1.0	1.0	0.1	0.2	0.0	1.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	11.6	11.7	27.2	13.0	13.4	57.0	14.7	0.0	26.3	12.2	0.0
LnGrp LOS	C	B	B	C	B	B	E	B		C	B	
Approach Vol, veh/h	255				593				53		170	
Approach Delay, s/veh	14.4				13.8				17.1		20.3	
Approach LOS	B				B				B		C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	12.8	5.9	17.2	4.7	16.1	6.8	16.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	35.5	28.5	16.5	51.5	10.5	53.5	23.5	44.5				
Max Q Clear Time (g_c+I1), s	4.4	2.5	2.7	3.3	2.1	2.7	3.3	5.3				
Green Ext Time (p_c), s	0.3	0.2	0.0	1.4	0.0	0.5	0.1	3.8				

Intersection Summary

HCM 6th Ctrl Delay 15.1

HCM 6th LOS B

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

2: S. Main Street & S. Abel Street

Existing AM
06/17/2021

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WY		↑↑	↑	↑	↑↑
Traffic Volume (veh/h)	104	24	91	76	5	221
Future Volume (veh/h)	104	24	91	76	5	221
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	171	0	123	0	7	299
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	497	221	1042		17	1727
Arrive On Green	0.14	0.00	0.30	0.00	0.01	0.49
Sat Flow, veh/h	3534	1572	3618	1572	1767	3618
Grp Volume(v), veh/h	171	0	123	0	7	299
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1572	1767	1763
Q Serve(g_s), s	1.1	0.0	0.6	0.0	0.1	1.2
Cycle Q Clear(g_c), s	1.1	0.0	0.6	0.0	0.1	1.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	497	221	1042		17	1727
V/C Ratio(X)	0.34	0.00	0.12		0.42	0.17
Avail Cap(c_a), veh/h	5297	2357	4849		1197	7889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	0.0	6.3	0.0	12.0	3.5
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	15.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.0	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.9	0.0	6.3	0.0	27.6	3.5
LnGrp LOS	A	A	A		C	A
Approach Vol, veh/h	171		123	A		306
Approach Delay, s/veh	9.9		6.3			4.1
Approach LOS	A		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.7	11.7			16.4	7.9
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	16.5	33.5			54.5	36.5
Max Q Clear Time (g_c+I1), s	2.1	2.6			3.2	3.1
Green Ext Time (p_c), s	0.0	0.7			2.2	0.6

Intersection Summary

HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: S. Main Street & Great Mall Parkway

Existing PM
06/17/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	240	938	17	69	508	160	5	151	71	265	144	0
Future Volume (veh/h)	240	938	17	69	508	160	5	151	71	265	144	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	267	1042	19	77	564	178	6	168	0	294	160	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	330	1729	32	102	1058	321	14	372		359	1060	
Arrive On Green	0.19	0.34	0.34	0.06	0.21	0.21	0.01	0.11	0.00	0.21	0.31	0.00
Sat Flow, veh/h	1739	5039	92	1739	4985	1510	1739	3561	0	1739	3561	0
Grp Volume(v), veh/h	267	687	374	77	564	178	6	168	0	294	160	0
Grp Sat Flow(s),veh/h/ln	1739	1662	1807	1739	1662	1510	1739	1735	0	1739	1735	0
Q Serve(g_s), s	9.3	10.8	10.8	2.8	6.4	6.7	0.2	2.9	0.0	10.2	2.1	0.0
Cycle Q Clear(g_c), s	9.3	10.8	10.8	2.8	6.4	6.7	0.2	2.9	0.0	10.2	2.1	0.0
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	330	1140	620	102	1058	321	14	372		359	1060	
V/C Ratio(X)	0.81	0.60	0.60	0.76	0.53	0.56	0.44	0.45		0.82	0.15	
Avail Cap(c_a), veh/h	1087	2655	1444	426	2090	633	151	1235		1197	3321	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.5	17.2	17.2	29.3	22.1	22.2	31.2	26.5	0.0	24.0	16.0	0.0
Incr Delay (d2), s/veh	4.8	0.5	0.9	10.7	0.4	1.5	20.3	0.9	0.0	4.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	3.8	4.2	1.4	2.4	0.1	0.2	1.2	0.0	4.4	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	17.7	18.1	40.0	22.5	23.7	51.5	27.3	0.0	28.6	16.0	0.0
LnGrp LOS	C	B	B	D	C	C	D	C		C	B	
Approach Vol, veh/h		1328			819			174	A		454	A
Approach Delay, s/veh		20.2			24.4			28.2			24.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.5	11.3	8.2	26.2	5.0	23.8	16.5	17.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	43.5	22.5	15.5	50.5	5.5	60.5	39.5	26.5				
Max Q Clear Time (g_c+I1), s	12.2	4.9	4.8	12.8	2.2	4.1	11.3	8.7				
Green Ext Time (p_c), s	0.9	0.9	0.1	8.9	0.0	1.1	0.8	4.3				
Intersection Summary												
HCM 6th Ctrl Delay			22.6									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

2: S. Main Street & S. Abel Street

Existing PM
06/17/2021



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WT		TT	RT	LT	TT
Traffic Volume (veh/h)	172	24	255	209	11	316
Future Volume (veh/h)	172	24	255	209	11	316
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	216	0	283	0	12	351
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	568	253	876		28	1608
Arrive On Green	0.16	0.00	0.25	0.00	0.02	0.46
Sat Flow, veh/h	3534	1572	3618	1572	1767	3618
Grp Volume(v), veh/h	216	0	283	0	12	351
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1572	1767	1763
Q Serve(g_s), s	1.3	0.0	1.5	0.0	0.2	1.4
Cycle Q Clear(g_c), s	1.3	0.0	1.5	0.0	0.2	1.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	568	253	876		28	1608
V/C Ratio(X)	0.38	0.00	0.32		0.42	0.22
Avail Cap(c_a), veh/h	5039	2242	5927		1015	8628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	0.0	7.2	0.0	11.5	3.9
Incr Delay (d2), s/veh	0.4	0.0	0.2	0.0	9.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.3	0.0	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.2	0.0	7.4	0.0	21.2	3.9
LnGrp LOS	A	A	A		C	A
Approach Vol, veh/h	216		283	A		363
Approach Delay, s/veh	9.2		7.4			4.5
Approach LOS	A		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.9	10.3			15.2	8.3
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	13.5	39.5			57.5	33.5
Max Q Clear Time (g_c+I1), s	2.2	3.5			3.4	3.3
Green Ext Time (p_c), s	0.0	2.0			2.6	0.7

Intersection Summary

HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: S. Main Street & Great Mall Parkway

Existing +Project AM

06/22/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	46	174	13	28	386	122	11	49	39	88	66	2
Future Volume (veh/h)	46	174	13	28	386	122	11	49	39	88	66	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	51	193	14	31	429	136	12	54	0	98	73	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	92	1353	96	62	1341	394	27	664		138	885	
Arrive On Green	0.05	0.29	0.29	0.04	0.27	0.27	0.02	0.19	0.00	0.08	0.25	0.00
Sat Flow, veh/h	1739	4732	335	1739	4985	1466	1739	3561	0	1739	3561	0
Grp Volume(v), veh/h	51	134	73	31	429	136	12	54	0	98	73	0
Grp Sat Flow(s),veh/h/ln	1739	1662	1745	1739	1662	1466	1739	1735	0	1739	1735	0
Q Serve(g_s), s	1.3	1.3	1.4	0.8	3.0	3.3	0.3	0.6	0.0	2.4	0.7	0.0
Cycle Q Clear(g_c), s	1.3	1.3	1.4	0.8	3.0	3.3	0.3	0.6	0.0	2.4	0.7	0.0
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	92	950	499	62	1341	394	27	664		138	885	
V/C Ratio(X)	0.56	0.14	0.15	0.50	0.32	0.34	0.45	0.08		0.71	0.08	
Avail Cap(c_a), veh/h	926	3878	2036	650	5026	1478	414	2240		1399	4206	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.4	11.7	11.7	20.9	12.9	13.0	21.5	14.7	0.0	19.8	12.5	0.0
Incr Delay (d2), s/veh	5.2	0.1	0.1	6.0	0.1	0.5	11.1	0.1	0.0	6.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.4	0.5	0.4	1.0	1.0	0.2	0.2	0.0	1.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	11.8	11.9	26.9	13.0	13.5	32.6	14.7	0.0	26.4	12.5	0.0
LnGrp LOS	C	B	B	C	B	B	C	B		C	B	
Approach Vol, veh/h		258			596			66	A		171	A
Approach Delay, s/veh		14.5			13.9			18.0			20.5	
Approach LOS		B			B			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	12.9	6.1	17.1	5.2	15.8	6.8	16.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	35.5	28.5	16.5	51.5	10.5	53.5	23.5	44.5				
Max Q Clear Time (g_c+I1), s	4.4	2.6	2.8	3.4	2.3	2.7	3.3	5.3				
Green Ext Time (p_c), s	0.3	0.2	0.0	1.4	0.0	0.5	0.1	3.8				

Intersection Summary

HCM 6th Ctrl Delay 15.3

HCM 6th LOS B

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

2: S. Main Street & S. Abel Street

Existing +Project AM
06/22/2021

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	106	27	91	81	6	221
Future Volume (veh/h)	106	27	91	81	6	221
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	90	93	123	0	8	299
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	257	228	1037		19	1721
Arrive On Green	0.15	0.15	0.29	0.00	0.01	0.49
Sat Flow, veh/h	1767	1572	3618	1572	1767	3618
Grp Volume(v), veh/h	90	93	123	0	8	299
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1572	1767	1763
Q Serve(g_s), s	1.1	1.3	0.6	0.0	0.1	1.2
Cycle Q Clear(g_c), s	1.1	1.3	0.6	0.0	0.1	1.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	257	228	1037		19	1721
V/C Ratio(X)	0.35	0.41	0.12		0.42	0.17
Avail Cap(c_a), veh/h	2627	2338	4811		1188	7826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	9.5	9.5	6.3	0.0	12.1	3.5
Incr Delay (d2), s/veh	0.8	1.2	0.1	0.0	13.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.4	0.1	0.0	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.3	10.7	6.4	0.0	26.0	3.6
LnGrp LOS	B	B	A		C	A
Approach Vol, veh/h	183		123	A		307
Approach Delay, s/veh	10.5		6.4			4.1
Approach LOS	B		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.8	11.7			16.5	8.1
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	16.5	33.5			54.5	36.5
Max Q Clear Time (g_c+I1), s	2.1	2.6			3.2	3.3
Green Ext Time (p_c), s	0.0	0.7			2.2	0.6
Intersection Summary						
HCM 6th Ctrl Delay			6.5			
HCM 6th LOS			A			
Notes						
User approved volume balancing among the lanes for turning movement.						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

HCM 6th Signalized Intersection Summary

1: S. Main Street & Great Mall Parkway

Existing +Project PM

06/22/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	240	938	25	78	508	160	10	154	77	265	148	140
Future Volume (veh/h)	240	938	25	78	508	160	10	154	77	265	148	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	267	1042	28	87	564	178	11	171	0	294	164	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	328	1713	46	113	1093	331	24	372		357	1037	
Arrive On Green	0.19	0.34	0.34	0.06	0.22	0.22	0.01	0.11	0.00	0.21	0.30	0.00
Sat Flow, veh/h	1739	4988	134	1739	4985	1511	1739	3561	0	1739	3561	0
Grp Volume(v), veh/h	267	694	376	87	564	178	11	171	0	294	164	0
Grp Sat Flow(s),veh/h/ln	1739	1662	1799	1739	1662	1511	1739	1735	0	1739	1735	0
Q Serve(g_s), s	9.5	11.2	11.2	3.2	6.4	6.7	0.4	3.0	0.0	10.4	2.2	0.0
Cycle Q Clear(g_c), s	9.5	11.2	11.2	3.2	6.4	6.7	0.4	3.0	0.0	10.4	2.2	0.0
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	328	1141	618	113	1093	331	24	372		357	1037	
V/C Ratio(X)	0.81	0.61	0.61	0.77	0.52	0.54	0.46	0.46		0.82	0.16	
Avail Cap(c_a), veh/h	1065	2601	1408	418	2048	621	148	1210		1173	3253	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.1	17.6	17.6	29.7	22.2	22.3	31.6	27.0	0.0	24.5	16.6	0.0
Incr Delay (d2), s/veh	4.9	0.5	1.0	10.5	0.4	1.4	12.9	0.9	0.0	4.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	4.0	4.4	1.6	2.4	2.4	0.2	1.2	0.0	4.5	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	18.1	18.6	40.2	22.5	23.6	44.4	27.9	0.0	29.3	16.7	0.0
LnGrp LOS	C	B	B	D	C	C	D	C		C	B	
Approach Vol, veh/h		1337			829			182	A		458	A
Approach Delay, s/veh		20.6			24.6			28.9			24.8	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	11.4	8.7	26.6	5.4	23.8	16.7	18.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	43.5	22.5	15.5	50.5	5.5	60.5	39.5	26.5				
Max Q Clear Time (g_c+I1), s	12.4	5.0	5.2	13.2	2.4	4.2	11.5	8.7				
Green Ext Time (p_c), s	0.9	0.9	0.1	9.0	0.0	1.2	0.8	4.3				
Intersection Summary												
HCM 6th Ctrl Delay			23.0									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

2: S. Main Street & S. Abel Street

Existing +Project PM

06/22/2021

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WY		↑↑	↑	↑	↑↑
Traffic Volume (veh/h)	177	26	255	212	14	316
Future Volume (veh/h)	177	26	255	212	14	316
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	224	0	283	0	16	351
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	575	256	872		37	1615
Arrive On Green	0.16	0.00	0.25	0.00	0.02	0.46
Sat Flow, veh/h	3534	1572	3618	1572	1767	3618
Grp Volume(v), veh/h	224	0	283	0	16	351
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1572	1767	1763
Q Serve(g_s), s	1.3	0.0	1.6	0.0	0.2	1.4
Cycle Q Clear(g_c), s	1.3	0.0	1.6	0.0	0.2	1.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	575	256	872		37	1615
V/C Ratio(X)	0.39	0.00	0.32		0.43	0.22
Avail Cap(c_a), veh/h	4991	2221	5870		1006	8546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	0.0	7.3	0.0	11.5	3.9
Incr Delay (d2), s/veh	0.4	0.0	0.2	0.0	7.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.3	0.0	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.3	0.0	7.5	0.0	19.1	3.9
LnGrp LOS	A	A	A		B	A
Approach Vol, veh/h	224		283	A		367
Approach Delay, s/veh	9.3		7.5			4.6
Approach LOS	A		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.0	10.4			15.4	8.4
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	13.5	39.5			57.5	33.5
Max Q Clear Time (g_c+I1), s	2.2	3.6			3.4	3.3
Green Ext Time (p_c), s	0.0	2.0			2.6	0.8

Intersection Summary

HCM 6th Ctrl Delay	6.8
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: S. Main Street & Great Mall Parkway

Baseline AM
06/17/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	55	209	12	30	463	146	4	54	36	106	78	2
Future Volume (veh/h)	55	209	12	30	463	146	4	54	36	106	78	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	61	232	13	33	514	162	4	60	0	118	87	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	102	1453	80	65	1398	412	9	651		158	947	
Arrive On Green	0.06	0.30	0.30	0.04	0.28	0.28	0.01	0.19	0.00	0.09	0.27	0.00
Sat Flow, veh/h	1739	4820	266	1739	4985	1469	1739	3561	0	1739	3561	0
Grp Volume(v), veh/h	61	159	86	33	514	162	4	60	0	118	87	0
Grp Sat Flow(s),veh/h/ln	1739	1662	1762	1739	1662	1469	1739	1735	0	1739	1735	0
Q Serve(g_s), s	1.6	1.6	1.7	0.9	3.9	4.2	0.1	0.7	0.0	3.1	0.9	0.0
Cycle Q Clear(g_c), s	1.6	1.6	1.7	0.9	3.9	4.2	0.1	0.7	0.0	3.1	0.9	0.0
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	102	1002	531	65	1398	412	9	651		158	947	
V/C Ratio(X)	0.60	0.16	0.16	0.51	0.37	0.39	0.42	0.09		0.75	0.09	
Avail Cap(c_a), veh/h	906	3712	1968	573	4613	1359	351	2104		1313	4023	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.6	12.0	12.1	22.2	13.6	13.7	23.3	15.8	0.0	20.8	12.7	0.0
Incr Delay (d2), s/veh	5.6	0.1	0.1	6.1	0.2	0.6	27.6	0.1	0.0	6.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.5	0.6	0.4	1.3	1.3	0.1	0.2	0.0	1.4	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	12.1	12.2	28.3	13.7	14.3	50.9	15.8	0.0	27.7	12.8	0.0
LnGrp LOS	C	B	B	C	B	B	D	B		C	B	
Approach Vol, veh/h		306			709			64	A		205	A
Approach Delay, s/veh		15.1			14.5			18.0			21.4	
Approach LOS		B			B			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	13.3	6.3	18.7	4.8	17.3	7.2	17.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	35.5	28.5	15.5	52.5	9.5	54.5	24.5	43.5				
Max Q Clear Time (g_c+I1), s	5.1	2.7	2.9	3.7	2.1	2.9	3.6	6.2				
Green Ext Time (p_c), s	0.3	0.3	0.0	1.7	0.0	0.6	0.1	4.6				
Intersection Summary												
HCM 6th Ctrl Delay			15.9									
HCM 6th LOS			B									
Notes												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

2: S. Main Street & S. Abel Street

Baseline AM
06/17/2021

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WY		↑↑	↑	↑	↑↑
Traffic Volume (veh/h)	125	29	109	91	6	265
Future Volume (veh/h)	125	29	109	91	6	265
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	205	0	147	0	8	358
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	538	239	1041		19	1716
Arrive On Green	0.15	0.00	0.30	0.00	0.01	0.49
Sat Flow, veh/h	3534	1572	3618	1572	1767	3618
Grp Volume(v), veh/h	205	0	147	0	8	358
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1572	1767	1763
Q Serve(g_s), s	1.3	0.0	0.8	0.0	0.1	1.4
Cycle Q Clear(g_c), s	1.3	0.0	0.8	0.0	0.1	1.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	538	239	1041		19	1716
V/C Ratio(X)	0.38	0.00	0.14		0.42	0.21
Avail Cap(c_a), veh/h	5319	2366	4881		1028	7569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	9.5	0.0	6.5	0.0	12.2	3.7
Incr Delay (d2), s/veh	0.4	0.0	0.1	0.0	13.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.2	0.0	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.0	0.0	6.5	0.0	26.2	3.7
LnGrp LOS	A	A	A		C	A
Approach Vol, veh/h	205		147	A		366
Approach Delay, s/veh	10.0		6.5			4.2
Approach LOS	A		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.8	11.9			16.6	8.3
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	14.5	34.5			53.5	37.5
Max Q Clear Time (g_c+l1), s	2.1	2.8			3.4	3.3
Green Ext Time (p_c), s	0.0	0.9			2.6	0.7

Intersection Summary

HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: S. Main Street & Great Mall Parkway

Baseline PM
06/17/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	288	1126	20	83	610	192	6	181	85	318	173	0
Future Volume (veh/h)	288	1126	20	83	610	192	6	181	85	318	173	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	320	1251	22	92	678	213	7	201	0	353	192	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	372	1859	33	119	1114	338	16	369		406	1147	
Arrive On Green	0.21	0.37	0.37	0.07	0.22	0.22	0.01	0.11	0.00	0.23	0.33	0.00
Sat Flow, veh/h	1739	5042	89	1739	4985	1511	1739	3561	0	1739	3561	0
Grp Volume(v), veh/h	320	824	449	92	678	213	7	201	0	353	192	0
Grp Sat Flow(s),veh/h/ln	1739	1662	1808	1739	1662	1511	1739	1735	0	1739	1735	0
Q Serve(g_s), s	14.3	16.8	16.8	4.2	9.9	10.3	0.3	4.4	0.0	15.8	3.2	0.0
Cycle Q Clear(g_c), s	14.3	16.8	16.8	4.2	9.9	10.3	0.3	4.4	0.0	15.8	3.2	0.0
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	372	1225	667	119	1114	338	16	369		406	1147	
V/C Ratio(X)	0.86	0.67	0.67	0.77	0.61	0.63	0.45	0.55		0.87	0.17	
Avail Cap(c_a), veh/h	851	2113	1150	338	1699	515	108	924		938	2580	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.6	21.4	21.4	37.0	28.2	28.3	39.8	34.2	0.0	29.7	19.1	0.0
Incr Delay (d2), s/veh	5.9	0.6	1.2	10.2	0.5	1.9	18.7	1.3	0.0	5.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	6.3	6.9	2.1	3.9	3.8	0.2	1.9	0.0	7.0	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	22.0	22.6	47.1	28.7	30.3	58.5	35.5	0.0	35.5	19.2	0.0
LnGrp LOS	D	C	C	D	C	C	E	D		D	B	
Approach Vol, veh/h		1593			983			208	A		545	A
Approach Delay, s/veh		25.1			30.8			36.2			29.8	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.3	13.1	10.0	34.3	5.2	31.2	21.7	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	43.5	21.5	15.7	51.3	5.0	60.0	39.5	27.5				
Max Q Clear Time (g_c+I1), s	17.8	6.4	6.2	18.8	2.3	5.2	16.3	12.3				
Green Ext Time (p_c), s	1.1	1.0	0.1	10.9	0.0	1.4	1.0	4.9				
Intersection Summary												
HCM 6th Ctrl Delay			28.2									
HCM 6th LOS			C									
Notes												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

2: S. Main Street & S. Abel Street

Baseline PM
06/17/2021



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WT		TT	T	T	TT
Traffic Volume (veh/h)	206	29	306	251	13	379
Future Volume (veh/h)	206	29	306	251	13	379
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	259	0	340	0	14	421
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	592	263	955		33	1658
Arrive On Green	0.17	0.00	0.27	0.00	0.02	0.47
Sat Flow, veh/h	3534	1572	3618	1572	1767	3618
Grp Volume(v), veh/h	259	0	340	0	14	421
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1572	1767	1763
Q Serve(g_s), s	1.6	0.0	1.9	0.0	0.2	1.8
Cycle Q Clear(g_c), s	1.6	0.0	1.9	0.0	0.2	1.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	592	263	955		33	1658
V/C Ratio(X)	0.44	0.00	0.36		0.43	0.25
Avail Cap(c_a), veh/h	4764	2119	5745		889	8156
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	9.3	0.0	7.3	0.0	12.1	4.0
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.0	8.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	0.0	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.8	0.0	7.5	0.0	20.6	4.0
LnGrp LOS	A	A	A		C	A
Approach Vol, veh/h	259		340	A		435
Approach Delay, s/veh	9.8		7.5			4.6
Approach LOS	A		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.0	11.2			16.2	8.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	12.5	40.5			57.5	33.5
Max Q Clear Time (g_c+I1), s	2.2	3.9			3.8	3.6
Green Ext Time (p_c), s	0.0	2.4			3.2	0.9

Intersection Summary

HCM 6th Ctrl Delay	6.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

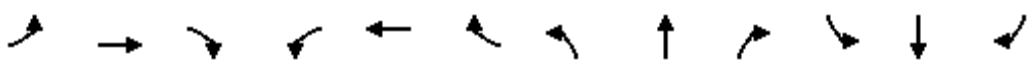
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: S. Main Street & Great Mall Parkway

Baseline +Project AM

06/22/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↰↰		↰	↰↰↰	↰	↰	↰↰		↰	↰↰	
Traffic Volume (veh/h)	55	209	15	33	463	146	12	58	45	106	79	2
Future Volume (veh/h)	55	209	15	33	463	146	12	58	45	106	79	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	61	232	17	37	514	162	13	64	0	118	88	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	101	1407	101	71	1396	411	29	656		158	913	
Arrive On Green	0.06	0.30	0.30	0.04	0.28	0.28	0.02	0.19	0.00	0.09	0.26	0.00
Sat Flow, veh/h	1739	4729	339	1739	4985	1468	1739	3561	0	1739	3561	0
Grp Volume(v), veh/h	61	162	87	37	514	162	13	64	0	118	88	0
Grp Sat Flow(s),veh/h/ln	1739	1662	1744	1739	1662	1468	1739	1735	0	1739	1735	0
Q Serve(g_s), s	1.6	1.7	1.7	1.0	3.9	4.2	0.3	0.7	0.0	3.1	0.9	0.0
Cycle Q Clear(g_c), s	1.6	1.7	1.7	1.0	3.9	4.2	0.3	0.7	0.0	3.1	0.9	0.0
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	101	989	519	71	1396	411	29	656		158	913	
V/C Ratio(X)	0.60	0.16	0.17	0.52	0.37	0.39	0.45	0.10		0.75	0.10	
Avail Cap(c_a), veh/h	904	3703	1944	572	4602	1356	351	2098		1310	4013	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.6	12.2	12.2	22.2	13.6	13.7	23.0	15.8	0.0	20.9	13.1	0.0
Incr Delay (d2), s/veh	5.6	0.1	0.2	5.8	0.2	0.6	10.6	0.1	0.0	6.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.5	0.6	0.5	1.3	1.3	0.2	0.3	0.0	1.4	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	12.3	12.4	28.0	13.8	14.3	33.5	15.9	0.0	27.8	13.2	0.0
LnGrp LOS	C	B	B	C	B	B	C	B		C	B	
Approach Vol, veh/h		310			713			77	A		206	A
Approach Delay, s/veh		15.3			14.6			18.8			21.6	
Approach LOS		B			B			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	13.4	6.4	18.5	5.3	16.9	7.2	17.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	35.5	28.5	15.5	52.5	9.5	54.5	24.5	43.5				
Max Q Clear Time (g_c+I1), s	5.1	2.7	3.0	3.7	2.3	2.9	3.6	6.2				
Green Ext Time (p_c), s	0.3	0.3	0.0	1.7	0.0	0.6	0.1	4.6				

Intersection Summary

HCM 6th Ctrl Delay 16.1

HCM 6th LOS B

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

2: S. Main Street & S. Abel Street

Baseline +Project AM

06/22/2021

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WY		↑↑	↑	↑	↑↑
Traffic Volume (veh/h)	127	32	109	96	7	265
Future Volume (veh/h)	127	32	109	96	7	265
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	108	112	147	0	9	358
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	276	246	1036		21	1711
Arrive On Green	0.16	0.16	0.29	0.00	0.01	0.49
Sat Flow, veh/h	1767	1572	3618	1572	1767	3618
Grp Volume(v), veh/h	108	112	147	0	9	358
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1572	1767	1763
Q Serve(g_s), s	1.4	1.6	0.8	0.0	0.1	1.5
Cycle Q Clear(g_c), s	1.4	1.6	0.8	0.0	0.1	1.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	276	246	1036		21	1711
V/C Ratio(X)	0.39	0.46	0.14		0.42	0.21
Avail Cap(c_a), veh/h	2640	2349	4845		1021	7513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	9.5	9.6	6.5	0.0	12.3	3.7
Incr Delay (d2), s/veh	0.9	1.3	0.1	0.0	12.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	0.2	0.0	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.4	10.9	6.6	0.0	24.9	3.8
LnGrp LOS	B	B	A		C	A
Approach Vol, veh/h	220		147	A		367
Approach Delay, s/veh	10.7		6.6			4.3
Approach LOS	B		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.8	11.9			16.7	8.4
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	14.5	34.5			53.5	37.5
Max Q Clear Time (g_c+l1), s	2.1	2.8			3.5	3.6
Green Ext Time (p_c), s	0.0	0.9			2.6	0.7

Intersection Summary

HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: S. Main Street & Great Mall Parkway

Baseline +Project PM

06/22/2021

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	288	1126	28	92	610	192	11	184	91	318	177	168	
Future Volume (veh/h)	288	1126	28	92	610	192	11	184	91	318	177	168	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	
Adj Flow Rate, veh/h	320	1251	31	102	678	213	12	204	0	353	197	0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5	
Cap, veh/h	370	1840	46	131	1149	348	25	368		405	1125		
Arrive On Green	0.21	0.37	0.37	0.08	0.23	0.23	0.01	0.11	0.00	0.23	0.32	0.00	
Sat Flow, veh/h	1739	5000	124	1739	4985	1512	1739	3561	0	1739	3561	0	
Grp Volume(v), veh/h	320	831	451	102	678	213	12	204	0	353	197	0	
Grp Sat Flow(s),veh/h/ln	1739	1662	1801	1739	1662	1512	1739	1735	0	1739	1735	0	
Q Serve(g_s), s	14.7	17.4	17.4	4.8	10.0	10.4	0.6	4.6	0.0	16.2	3.4	0.0	
Cycle Q Clear(g_c), s	14.7	17.4	17.4	4.8	10.0	10.4	0.6	4.6	0.0	16.2	3.4	0.0	
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.00	1.00		0.00	
Lane Grp Cap(c), veh/h	370	1223	663	131	1149	348	25	368		405	1125		
V/C Ratio(X)	0.86	0.68	0.68	0.78	0.59	0.61	0.47	0.55		0.87	0.18		
Avail Cap(c_a), veh/h	831	2062	1117	330	1658	503	105	902		915	2517		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	31.4	22.0	22.0	37.5	28.3	28.5	40.4	35.1	0.0	30.5	20.0	0.0	
Incr Delay (d2), s/veh	6.1	0.7	1.2	9.5	0.5	1.7	13.1	1.3	0.0	5.9	0.1	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	6.6	6.6	7.2	2.3	3.9	3.8	0.3	2.0	0.0	7.2	1.3	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	37.4	22.7	23.3	47.0	28.8	30.2	53.5	36.4	0.0	36.5	20.1	0.0	
LnGrp LOS	D	C	C	D	C	C	D	D		D	C		
Approach Vol, veh/h	1602			993			216		A	550			A
Approach Delay, s/veh	25.8			31.0			37.4			30.6			
Approach LOS	C			C			D			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	23.7	13.3	10.7	34.9	5.7	31.3	22.1	23.6					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	43.5	21.5	15.7	51.3	5.0	60.0	39.5	27.5					
Max Q Clear Time (g_c+I1), s	18.2	6.6	6.8	19.4	2.6	5.4	16.7	12.4					
Green Ext Time (p_c), s	1.1	1.0	0.1	11.0	0.0	1.4	1.0	4.9					
Intersection Summary													
HCM 6th Ctrl Delay	28.9												
HCM 6th LOS	C												

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

2: S. Main Street & S. Abel Street

Baseline +Project PM
06/22/2021

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	211	31	306	254	16	379
Future Volume (veh/h)	211	31	306	254	16	379
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	266	0	340	0	18	421
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	595	265	950		42	1666
Arrive On Green	0.17	0.00	0.27	0.00	0.02	0.47
Sat Flow, veh/h	3534	1572	3618	1572	1767	3618
Grp Volume(v), veh/h	266	0	340	0	18	421
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1572	1767	1763
Q Serve(g_s), s	1.7	0.0	2.0	0.0	0.3	1.8
Cycle Q Clear(g_c), s	1.7	0.0	2.0	0.0	0.3	1.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	595	265	950		42	1666
V/C Ratio(X)	0.45	0.00	0.36		0.43	0.25
Avail Cap(c_a), veh/h	4725	2102	5698		882	8090
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	0.0	7.4	0.0	12.1	4.0
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.0	7.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.4	0.0	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.9	0.0	7.6	0.0	19.0	4.0
LnGrp LOS	A	A	A		B	A
Approach Vol, veh/h	266		340	A		439
Approach Delay, s/veh	9.9		7.6			4.7
Approach LOS	A		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.1	11.3			16.3	8.7
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	12.5	40.5			57.5	33.5
Max Q Clear Time (g_c+I1), s	2.3	4.0			3.8	3.7
Green Ext Time (p_c), s	0.0	2.4			3.2	0.9
Intersection Summary						
HCM 6th Ctrl Delay			7.0			
HCM 6th LOS			A			
Notes						
User approved volume balancing among the lanes for turning movement.						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

HCM 6th Signalized Intersection Summary

1: S. Main Street & Great Mall Parkway

Cumulative AM
06/22/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	78	295	17	42	2537	206	5	65	43	127	94	2
Future Volume (veh/h)	78	295	17	42	2537	206	5	65	43	127	94	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	87	328	19	47	2819	229	6	72	0	141	104	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	107	3105	178	60	3081	928	13	345		163	645	
Arrive On Green	0.06	0.65	0.65	0.03	0.62	0.62	0.01	0.10	0.00	0.09	0.19	0.00
Sat Flow, veh/h	1739	4815	275	1739	4985	1501	1739	3561	0	1739	3561	0
Grp Volume(v), veh/h	87	225	122	47	2819	229	6	72	0	141	104	0
Grp Sat Flow(s),veh/h/ln	1739	1662	1767	1739	1662	1501	1739	1735	0	1739	1735	0
Q Serve(g_s), s	7.0	3.7	3.7	3.8	70.5	9.7	0.5	2.7	0.0	11.3	3.6	0.0
Cycle Q Clear(g_c), s	7.0	3.7	3.7	3.8	70.5	9.7	0.5	2.7	0.0	11.3	3.6	0.0
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	107	2143	1140	60	3081	928	13	345		163	645	
V/C Ratio(X)	0.81	0.10	0.11	0.78	0.91	0.25	0.46	0.21		0.86	0.16	
Avail Cap(c_a), veh/h	117	2143	1140	120	3111	937	61	477		178	710	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	65.7	9.6	9.6	67.9	23.8	12.2	70.1	58.7	0.0	63.3	48.4	0.0
Incr Delay (d2), s/veh	32.0	0.0	0.0	19.2	4.8	0.1	23.8	0.3	0.0	31.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	1.3	1.5	2.0	27.7	3.3	0.3	1.2	0.0	6.4	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.7	9.6	9.6	87.2	28.6	12.3	93.9	59.0	0.0	94.5	48.5	0.0
LnGrp LOS	F	A	A	F	C	B	F	E		F	D	
Approach Vol, veh/h		434			3095			78	A		245	A
Approach Delay, s/veh		27.3			28.3			61.7			75.0	
Approach LOS		C			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	18.6	9.4	96.0	5.6	30.9	13.2	92.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	19.5	9.8	88.2	5.0	29.0	9.5	88.5				
Max Q Clear Time (g_c+I1), s	13.3	4.7	5.8	5.7	2.5	5.6	9.0	72.5				
Green Ext Time (p_c), s	0.0	0.3	0.0	2.4	0.0	0.5	0.0	15.2				

Intersection Summary

HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

2: S. Main Street & S. Abel Street

Cumulative AM
06/22/2021

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WY		↑↑	↑	↑	↑↑
Traffic Volume (veh/h)	137	32	119	100	7	290
Future Volume (veh/h)	137	32	119	100	7	290
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	114	119	161	0	9	392
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	282	251	1037		21	1708
Arrive On Green	0.16	0.16	0.29	0.00	0.01	0.48
Sat Flow, veh/h	1767	1572	3618	1572	1767	3618
Grp Volume(v), veh/h	114	119	161	0	9	392
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1572	1767	1763
Q Serve(g_s), s	1.5	1.7	0.9	0.0	0.1	1.6
Cycle Q Clear(g_c), s	1.5	1.7	0.9	0.0	0.1	1.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	282	251	1037		21	1708
V/C Ratio(X)	0.40	0.47	0.16		0.42	0.23
Avail Cap(c_a), veh/h	2624	2334	4815		1014	7467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	9.5	9.7	6.6	0.0	12.4	3.8
Incr Delay (d2), s/veh	0.9	1.4	0.1	0.0	12.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.5	0.2	0.0	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.5	11.1	6.7	0.0	25.0	3.8
LnGrp LOS	B	B	A		C	A
Approach Vol, veh/h	233		161	A		401
Approach Delay, s/veh	10.8		6.7			4.3
Approach LOS	B		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.8	11.9			16.7	8.5
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	14.5	34.5			53.5	37.5
Max Q Clear Time (g_c+I1), s	2.1	2.9			3.6	3.7
Green Ext Time (p_c), s	0.0	1.0			2.9	0.7

Intersection Summary

HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: S. Main Street & Great Mall Parkway

Cumulative PM
06/22/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	374	1937	34	105	775	244	7	198	93	348	189	184
Future Volume (veh/h)	374	1937	34	105	775	244	7	198	93	348	189	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	416	2152	38	117	861	271	8	220	0	387	210	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	443	2355	42	139	1456	443	17	311		409	1094	
Arrive On Green	0.25	0.47	0.47	0.08	0.29	0.29	0.01	0.09	0.00	0.24	0.32	0.00
Sat Flow, veh/h	1739	5042	89	1739	4985	1515	1739	3561	0	1739	3561	0
Grp Volume(v), veh/h	416	1417	773	117	861	271	8	220	0	387	210	0
Grp Sat Flow(s),veh/h/ln	1739	1662	1808	1739	1662	1515	1739	1735	0	1739	1735	0
Q Serve(g_s), s	32.9	55.7	55.9	9.3	20.8	21.7	0.6	8.7	0.0	30.7	6.2	0.0
Cycle Q Clear(g_c), s	32.9	55.7	55.9	9.3	20.8	21.7	0.6	8.7	0.0	30.7	6.2	0.0
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	443	1552	844	139	1456	443	17	311		409	1094	
V/C Ratio(X)	0.94	0.91	0.92	0.84	0.59	0.61	0.48	0.71		0.95	0.19	
Avail Cap(c_a), veh/h	526	1580	860	145	1456	443	62	454		434	1198	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.3	34.8	34.9	63.8	42.5	42.9	69.2	62.2	0.0	52.8	35.0	0.0
Incr Delay (d2), s/veh	22.9	8.4	14.1	33.1	0.6	2.5	20.1	3.0	0.0	28.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.2	23.9	27.5	5.4	8.7	8.5	0.4	4.0	0.0	16.7	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.2	43.2	49.0	96.9	43.2	45.3	89.3	65.1	0.0	81.8	35.1	0.0
LnGrp LOS	E	D	D	F	D	D	F	E		F	D	
Approach Vol, veh/h		2606			1249			228	A		597	A
Approach Delay, s/veh		49.9			48.7			66.0			65.4	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.6	17.1	15.7	70.1	5.8	48.8	40.3	45.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	35.1	18.4	11.7	66.8	5.0	48.5	42.5	36.0				
Max Q Clear Time (g_c+I1), s	32.7	10.7	11.3	57.9	2.6	8.2	34.9	23.7				
Green Ext Time (p_c), s	0.3	0.7	0.0	7.7	0.0	1.5	0.9	5.6				

Intersection Summary

HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

2: S. Main Street & S. Abel Street

Cumulative PM
06/22/2021

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WY		↑↑	↑	↑	↑↑
Traffic Volume (veh/h)	225	32	335	275	14	415
Future Volume (veh/h)	225	32	335	275	14	415
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	284	0	372	0	16	461
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	599	266	996		37	1690
Arrive On Green	0.17	0.00	0.28	0.00	0.02	0.48
Sat Flow, veh/h	3534	1572	3618	1572	1767	3618
Grp Volume(v), veh/h	284	0	372	0	16	461
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1572	1767	1763
Q Serve(g_s), s	1.9	0.0	2.2	0.0	0.2	2.0
Cycle Q Clear(g_c), s	1.9	0.0	2.2	0.0	0.2	2.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	599	266	996		37	1690
V/C Ratio(X)	0.47	0.00	0.37		0.43	0.27
Avail Cap(c_a), veh/h	4623	2057	5713		794	7916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	9.6	0.0	7.4	0.0	12.4	4.0
Incr Delay (d2), s/veh	0.6	0.0	0.2	0.0	7.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.5	0.0	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.2	0.0	7.6	0.0	20.1	4.1
LnGrp LOS	B	A	A		C	A
Approach Vol, veh/h	284		372	A		477
Approach Delay, s/veh	10.2		7.6			4.6
Approach LOS	B		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.0	11.7			16.8	8.8
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	11.5	41.5			57.5	33.5
Max Q Clear Time (g_c+I1), s	2.2	4.2			4.0	3.9
Green Ext Time (p_c), s	0.0	2.7			3.5	1.0

Intersection Summary

HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: S. Main Street & Great Mall Parkway

Cumulative +Project AM

06/22/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	295	20	45	2537	206	13	69	52	127	95	2
Future Volume (veh/h)	78	295	20	45	2537	206	13	69	52	127	95	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	87	328	22	50	2819	229	14	77	0	141	106	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	107	3063	202	64	3080	928	26	346		163	620	
Arrive On Green	0.06	0.64	0.64	0.04	0.62	0.62	0.01	0.10	0.00	0.09	0.18	0.00
Sat Flow, veh/h	1739	4766	315	1739	4985	1501	1739	3561	0	1739	3561	0
Grp Volume(v), veh/h	87	227	123	50	2819	229	14	77	0	141	106	0
Grp Sat Flow(s),veh/h/ln	1739	1662	1758	1739	1662	1501	1739	1735	0	1739	1735	0
Q Serve(g_s), s	7.0	3.7	3.8	4.0	70.6	9.8	1.1	2.9	0.0	11.3	3.7	0.0
Cycle Q Clear(g_c), s	7.0	3.7	3.8	4.0	70.6	9.8	1.1	2.9	0.0	11.3	3.7	0.0
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	107	2135	1130	64	3080	928	26	346		163	620	
V/C Ratio(X)	0.81	0.11	0.11	0.78	0.92	0.25	0.54	0.22		0.86	0.17	
Avail Cap(c_a), veh/h	116	2135	1130	120	3110	937	61	477		178	709	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	65.8	9.7	9.7	67.8	23.8	12.2	69.4	58.8	0.0	63.4	49.3	0.0
Incr Delay (d2), s/veh	32.0	0.0	0.0	18.3	4.8	0.1	16.2	0.3	0.0	31.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	1.4	1.5	2.1	27.7	3.3	0.6	1.3	0.0	6.5	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.8	9.7	9.8	86.1	28.6	12.4	85.6	59.1	0.0	94.5	49.5	0.0
LnGrp LOS	F	A	A	F	C	B	F	E		F	D	
Approach Vol, veh/h	437			3098			91			A		
Approach Delay, s/veh	27.3			28.4			63.2			75.2		
Approach LOS	C			C			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	18.7	9.7	95.7	6.6	29.9	13.2	92.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	19.5	9.8	88.2	5.0	29.0	9.5	88.5				
Max Q Clear Time (g_c+I1), s	13.3	4.9	6.0	5.8	3.1	5.7	9.0	72.6				
Green Ext Time (p_c), s	0.0	0.3	0.0	2.5	0.0	0.6	0.0	15.1				

Intersection Summary

HCM 6th Ctrl Delay 32.0

HCM 6th LOS C

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

2: S. Main Street & S. Abel Street

Cumulative +Project AM
06/22/2021

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Volume (veh/h)	139	35	119	105	8	290
Future Volume (veh/h)	139	35	119	105	8	290
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	118	123	161	0	11	392
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	284	253	1033		26	1709
Arrive On Green	0.16	0.16	0.29	0.00	0.01	0.48
Sat Flow, veh/h	1767	1572	3618	1572	1767	3618
Grp Volume(v), veh/h	118	123	161	0	11	392
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1572	1767	1763
Q Serve(g_s), s	1.5	1.8	0.9	0.0	0.2	1.6
Cycle Q Clear(g_c), s	1.5	1.8	0.9	0.0	0.2	1.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	284	253	1033		26	1709
V/C Ratio(X)	0.42	0.49	0.16		0.42	0.23
Avail Cap(c_a), veh/h	2609	2321	4788		1009	7425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	9.6	9.7	6.7	0.0	12.4	3.8
Incr Delay (d2), s/veh	1.0	1.4	0.1	0.0	10.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.2	0.0	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.6	11.1	6.7	0.0	23.0	3.9
LnGrp LOS	B	B	A		C	A
Approach Vol, veh/h	241		161	A		403
Approach Delay, s/veh	10.9		6.7			4.4
Approach LOS	B		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.9	11.9			16.8	8.6
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	14.5	34.5			53.5	37.5
Max Q Clear Time (g_c+l1), s	2.2	2.9			3.6	3.8
Green Ext Time (p_c), s	0.0	1.0			2.9	0.8
Intersection Summary						
HCM 6th Ctrl Delay			6.8			
HCM 6th LOS			A			
Notes						
User approved volume balancing among the lanes for turning movement.						
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.						

HCM 6th Signalized Intersection Summary

1: S. Main Street & Great Mall Parkway

Cumulative +Project PM

06/22/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (veh/h)	374	1937	42	114	775	244	12	201	99	348	193	184
Future Volume (veh/h)	374	1937	42	114	775	244	12	201	99	348	193	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	416	2152	47	127	861	271	13	223	0	387	214	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	443	2334	51	144	1462	444	25	312		409	1079	
Arrive On Green	0.25	0.47	0.47	0.08	0.29	0.29	0.01	0.09	0.00	0.24	0.31	0.00
Sat Flow, veh/h	1739	5018	109	1739	4985	1515	1739	3561	0	1739	3561	0
Grp Volume(v), veh/h	416	1424	775	127	861	271	13	223	0	387	214	0
Grp Sat Flow(s),veh/h/ln	1739	1662	1804	1739	1662	1515	1739	1735	0	1739	1735	0
Q Serve(g_s), s	33.2	56.8	57.1	10.2	20.9	21.8	1.1	8.9	0.0	31.0	6.4	0.0
Cycle Q Clear(g_c), s	33.2	56.8	57.1	10.2	20.9	21.8	1.1	8.9	0.0	31.0	6.4	0.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	443	1546	839	144	1462	444	25	312		409	1079	
V/C Ratio(X)	0.94	0.92	0.92	0.88	0.59	0.61	0.53	0.71		0.95	0.20	
Avail Cap(c_a), veh/h	522	1567	851	144	1462	444	61	451		431	1188	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.7	35.5	35.5	64.3	42.8	43.1	69.3	62.7	0.0	53.3	35.8	0.0
Incr Delay (d2), s/veh	23.3	9.2	15.5	42.9	0.6	2.4	16.5	3.0	0.0	29.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.3	24.6	28.3	6.3	8.7	8.5	0.6	4.1	0.0	16.9	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.1	44.7	51.0	107.2	43.4	45.5	85.8	65.7	0.0	82.7	35.9	0.0
LnGrp LOS	E	D	D	F	D	D	F	E		F	D	
Approach Vol, veh/h		2615			1259			236	A		601	A
Approach Delay, s/veh		51.4			50.3			66.8			66.0	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.8	17.3	16.2	70.4	6.5	48.6	40.5	46.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	35.1	18.4	11.7	66.8	5.0	48.5	42.5	36.0				
Max Q Clear Time (g_c+I1), s	33.0	10.9	12.2	59.1	3.1	8.4	35.2	23.8				
Green Ext Time (p_c), s	0.3	0.7	0.0	6.8	0.0	1.5	0.8	5.5				

Intersection Summary

HCM 6th Ctrl Delay 53.7

HCM 6th LOS D

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

2: S. Main Street & S. Abel Street

Cumulative +Project PM
06/22/2021

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WY		↑↑	↑	↑	↑↑
Traffic Volume (veh/h)	230	34	335	278	17	415
Future Volume (veh/h)	230	34	335	278	17	415
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	291	0	372	0	19	461
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	600	267	992		44	1695
Arrive On Green	0.17	0.00	0.28	0.00	0.02	0.48
Sat Flow, veh/h	3534	1572	3618	1572	1767	3618
Grp Volume(v), veh/h	291	0	372	0	19	461
Grp Sat Flow(s),veh/h/ln	1767	1572	1763	1572	1767	1763
Q Serve(g_s), s	1.9	0.0	2.2	0.0	0.3	2.0
Cycle Q Clear(g_c), s	1.9	0.0	2.2	0.0	0.3	2.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	600	267	992		44	1695
V/C Ratio(X)	0.48	0.00	0.37		0.44	0.27
Avail Cap(c_a), veh/h	4595	2044	5678		789	7868
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	7.4	0.0	12.4	4.0
Incr Delay (d2), s/veh	0.6	0.0	0.2	0.0	6.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.5	0.0	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.3	0.0	7.7	0.0	19.1	4.1
LnGrp LOS	B	A	A		B	A
Approach Vol, veh/h	291		372	A		480
Approach Delay, s/veh	10.3		7.7			4.7
Approach LOS	B		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.1	11.8			16.9	8.9
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	11.5	41.5			57.5	33.5
Max Q Clear Time (g_c+I1), s	2.3	4.2			4.0	3.9
Green Ext Time (p_c), s	0.0	2.7			3.5	1.0

Intersection Summary

HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Traffic Operations Report
1300 Main Street Project
City of Milpitas

Prepared by:
Abrams Associates
1875 Olympic Boulevard, Suite 210
Walnut Creek CA 94596



Abrams Associates
TRAFFIC ENGINEERING, INC.

September 20, 2021

1300 South Main Street Project

City of Milpitas

TRAFFIC OPERATIONS REPORT

1) EXECUTIVE SUMMARY

This traffic operations report describes the existing and future conditions for transportation with and without the proposed project, which consists of a 112-unit five-story apartment building. This study presents information on the regional and local roadway networks that serve the project site, the pedestrian and transit conditions in the area, and provides an analysis of the effects on transportation facilities associated with the project. This study has been conducted in accordance with the requirements and methodologies set forth by the City of Milpitas, the Valley Transportation Authority (VTA), Caltrans, and the applicable provisions of CEQA. Based on the project's design and a detailed analysis conducted according to the required transportation impact analysis guidelines there would be no significant impacts to traffic operations according to established traffic engineering standards and no off-site traffic or transportation mitigations would be required. Based on the City's adopted transportation analysis policy and CEQA Guidelines section 15064.3(c) the project would not have a significant impact on VMT, subject to approval by the City.¹ However, it should be noted it is recommended that the project include turnouts along South Main Street adjacent to the project for passenger loading and deliveries.

2) PROJECT DESCRIPTION

As noted above, the proposed project consists of a 112-unit five-story apartment building with no on-site vehicle parking but with 28 long-term bicycle parking spaces. The project would replace an existing equipment and materials storage yard that has a small office building with approximately 1,440 square feet. **Figure 1** shows the location of the project and the surrounding roadway network. **Figure 2** shows the proposed site plan for the project.

3) ENVIRONMENTAL SETTING

This section of the report describes the roadways, traffic conditions and other existing transportation characteristics in the vicinity of the project. The primary basis of the analysis is the peak hour level of service for the key intersections. Throughout this report, these peak hours will be identified as the AM and PM peak hours.

¹ *City of Milpitas Transportation Analysis Policy*, City of Milpitas, Milpitas, CA, May 18, 2021.



FIGURE 2 | SITE PLAN
TRAFFIC OPERATIONS REPORT
1300 Main Street Project
City of Milpitas

3.1 Project Study Intersections

Based on the project's trip generation and the potential for traffic impacts a list of project study intersections was prepared. **Figure 1** shows the location of the project study intersections. There are two (2) study intersections included in the analysis.

Project Study Intersections

1. Great Mall Parkway and South Main Street
2. South Abel Road and South Main Street

3.2 Traffic Analysis Scenarios

The study intersections were evaluated for the following five scenarios:

- Scenario 1: *Existing Conditions* – Level of Service (LOS) based on existing peak hour volumes and existing intersection configurations.
- Scenario 2: *Existing Plus Project* – Existing traffic volumes plus trips from the proposed project.
- Scenario 3: *Baseline (No Project) Conditions* – The Baseline (Year 2022) scenario is based on the existing volumes plus growth in background traffic plus the traffic from all reasonably foreseeable developments that could substantially affect the volumes at the project study intersections. For this analysis it was conservatively assumed that traffic would return to pre-covid levels by 2022 (conservatively assumed to be a 20% increase over the traffic volumes counted in June of 2021).
- Scenario 4: *Baseline Plus Project Conditions* – This scenario is based on the Baseline traffic volumes plus the trips from the proposed project.
- Scenario 5: *Cumulative Conditions* – This scenario includes year 2040 cumulative volumes based on planned and approved projects based on the VTA Travel Demand Forecast Model.
- Scenario 6: *Cumulative Plus Project Conditions* – This scenario includes year 2040 cumulative volumes based on the VTA Travel Demand Forecast Model plus the trips from the proposed project.

3.3 Existing Roadway Network

As discussed previously, the project location and the surrounding roadway network are illustrated in **Figure 1**. It should be mentioned that there are no Routes of Regional Significance located within the immediate project study area. The following is a more detailed description of

the arterials that could be affected by the project:

- **Great Mall Parkway** – Great Mall Parkway is a northwest-southeast oriented arterial that provides access to residential, commercial, and office uses in the southwestern area of the City. It extends from I-880 to the west to terminate at the Montague Expressway on the east. It has three travel lanes in each direction with the VTA rail tracks in the middle. The posted speed limit is 40 MPH. On-street parking is not permitted. Sidewalks and striped bike lanes are provided on both sides of the street.
- **Abel Street** – Abel Street is a north-south, four-lane roadway parallel to Main Street extending from Milpitas Boulevard (north of Calaveras Boulevard) south to Main Street (south of Great Mall Parkway). The section of Abel Street between Corning and Curtis Avenues includes four travel lanes plus a two-way left-turn lane. The speed limit is 35 mph except to the south of Great Mall Parkway where the speed limit is 25 mph.
- **Main Street** – Main Street is a north-south, four-lane roadway extending from Weller Lane south to the Montague Expressway. The speed limit is 35 mph except to the north of South Abel Street (adjacent the project site) where the speed limit is 25 mph.

3.4 Intersection Analysis Methodology

Existing operational conditions at the two (2) study intersections have been evaluated according to the requirements set forth by the Valley Transportation Authority (VTA) using the methodology set forth in the Transportation Impact Analysis Guidelines (dated October, 2014). Analysis of traffic operations was conducted using the 6th Edition of the *Highway Capacity Manual (HCM)* Level of Service (LOS) methodology with Synchro software.² Level of service is an expression, in the form of a scale, of the relationship between the capacity of an intersection (or roadway segment) to accommodate the volume of traffic moving through it at any given time. The level of service scale describes traffic flow with six ratings ranging from A to F, with “A” indicating relatively free flow of traffic and “F” indicating stop-and-go traffic characterized by traffic jams. As the amount of traffic moving through a given intersection or roadway segment increases, the traffic flow conditions that motorists experience deteriorate as the capacity of the intersection is reached. Under such conditions relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays that lead to traffic congestion. This near-capacity situation is labeled level of service (LOS) E. Beyond LOS E, the intersection or roadway segment capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it.

For signalized intersections, The *HCM* methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average control delay (in seconds per

² *Highway Capacity Manual – Sixth Edition*, Transportation Research Board, Washington D.C., 2016.

vehicle) for the various movements within the intersection. A combined weighted average control delay and LOS are presented for the intersection. A summary of the HCM results and copies of the detailed HCM LOS calculations are included in the appendix to this report. **Table 1** summarizes the relationship between LOS, average control delay, and the volume to capacity ratio at signalized intersections.

For unsignalized (all-way stop controlled and two-way stop controlled) intersections, the average control delay and LOS operating conditions are calculated by approach (e.g., northbound) and movement (e.g., northbound left-turn) for those movements that are subject to delay. In general, the operating conditions for unsignalized intersections are presented for the worst approach. **Table 2** summarizes the relationship between LOS and average control delay at unsignalized intersections.

3.5 Existing Conditions Traffic Operations Analysis (Scenario 1)

The existing intersection geometry at each of the project study intersections can be seen in **Figure 3** and the existing traffic volumes at each are presented in **Figure 4**. Traffic counts at the study intersections were conducted in May of 2021. **Table 3** summarizes the associated LOS computation results for the existing weekday AM and PM peak hour conditions. Please note that the corresponding LOS analysis calculation sheets are presented in the *Traffic Analysis Appendix*. As shown in **Table 3**, all of the study intersections currently have acceptable conditions (LOS D or better) during the weekday AM and PM peak hours.

3.6 Pedestrian and Bicycle Facilities

Bicycle paths, lanes and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following four classes:

Class I – Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.

Class II – Provides a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.

Class III – Provides a route designated by signs or permanent markings and shared with pedestrians and motorists.

Class IV – Provides an adjacent bike lane or bikeway that is physically separated from motor vehicle traffic.

In the immediate project vicinity, there are sidewalks, marked crosswalks, pedestrian push buttons, and pedestrian signals provided at all nearby signalized intersections.

TABLE 1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

<u>Level of Service</u>	<u>Description of Operations</u>	<u>Average Delay (sec/veh)</u>	<u>Volume to Capacity Ratio</u>
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤ 10	< 0.60
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	> 10 to 20	> 0.61 to 0.70
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	> 20 to 35	> 0.71 to 0.80
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	> 35 to 55	> 0.81 to 0.90
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.	> 55 to 80	> 0.91 to 1.00
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80	> 1.00

SOURCES: 2010 *Highway Capacity Manual*, Transportation Research Board, 2011. *Technical Procedures Update*, Contra Costa Transportation Authority, January 16, 2013.

TABLE 2
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

<u>Level of Service</u>	<u>Description of Operations</u>	<u>Average Delay (seconds/vehicle)</u>
A	No delay for stop-controlled approaches.	0 to 10
B	Operations with minor delays.	> 10 to 15
C	Operations with moderate delays.	> 15 to 25
D	Operations with some delays.	> 25 to 35
E	Operations with high delays and long queues.	> 35 to 50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50

SOURCE: 2010 *Highway Capacity Manual*, Transportation Research Board, 2011.

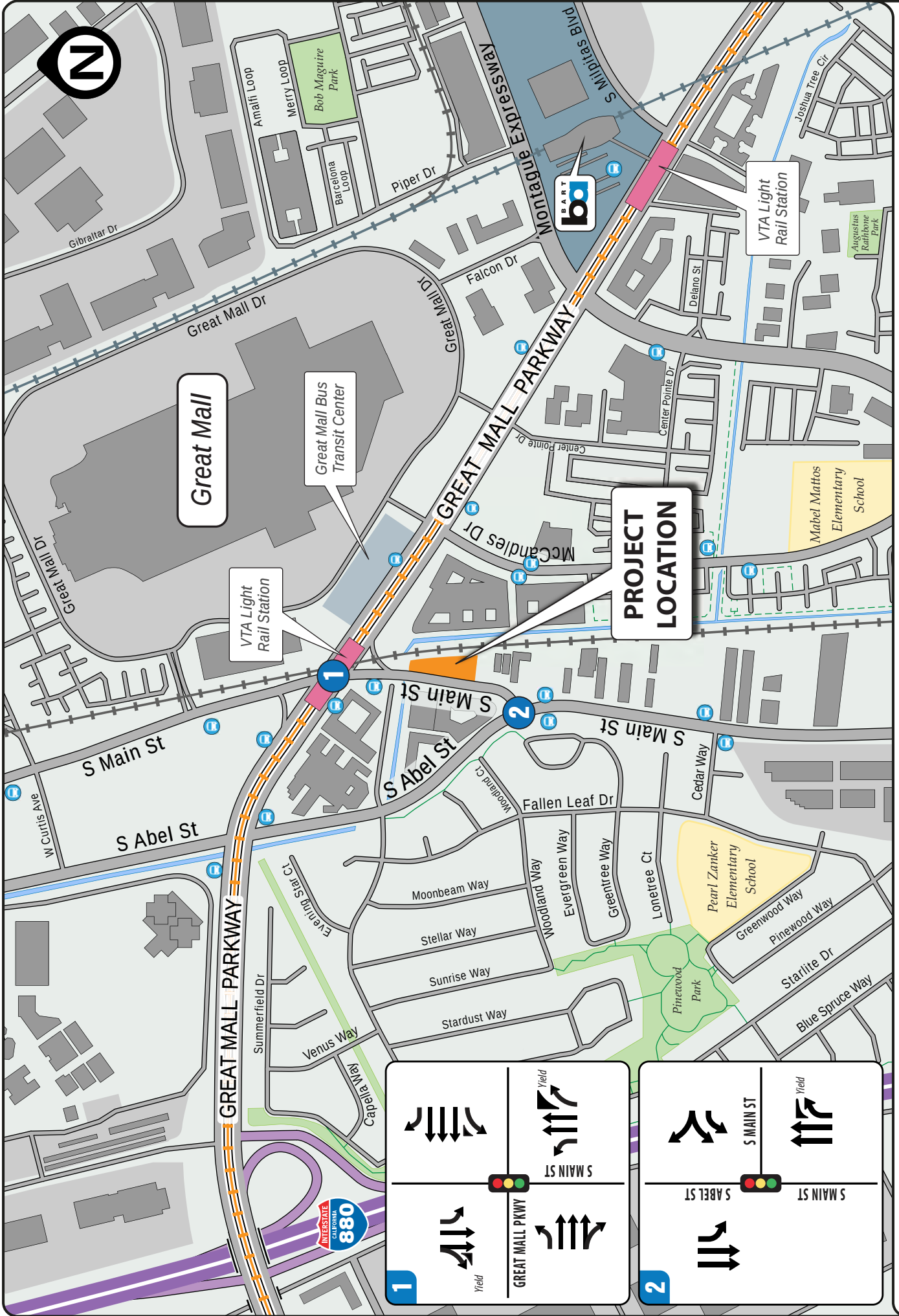


FIGURE 3 | EXISTING LANE CONFIGURATIONS
 TRAFFIC OPERATIONS REPORT
 1300 Main Street Project
 City of Milpitas

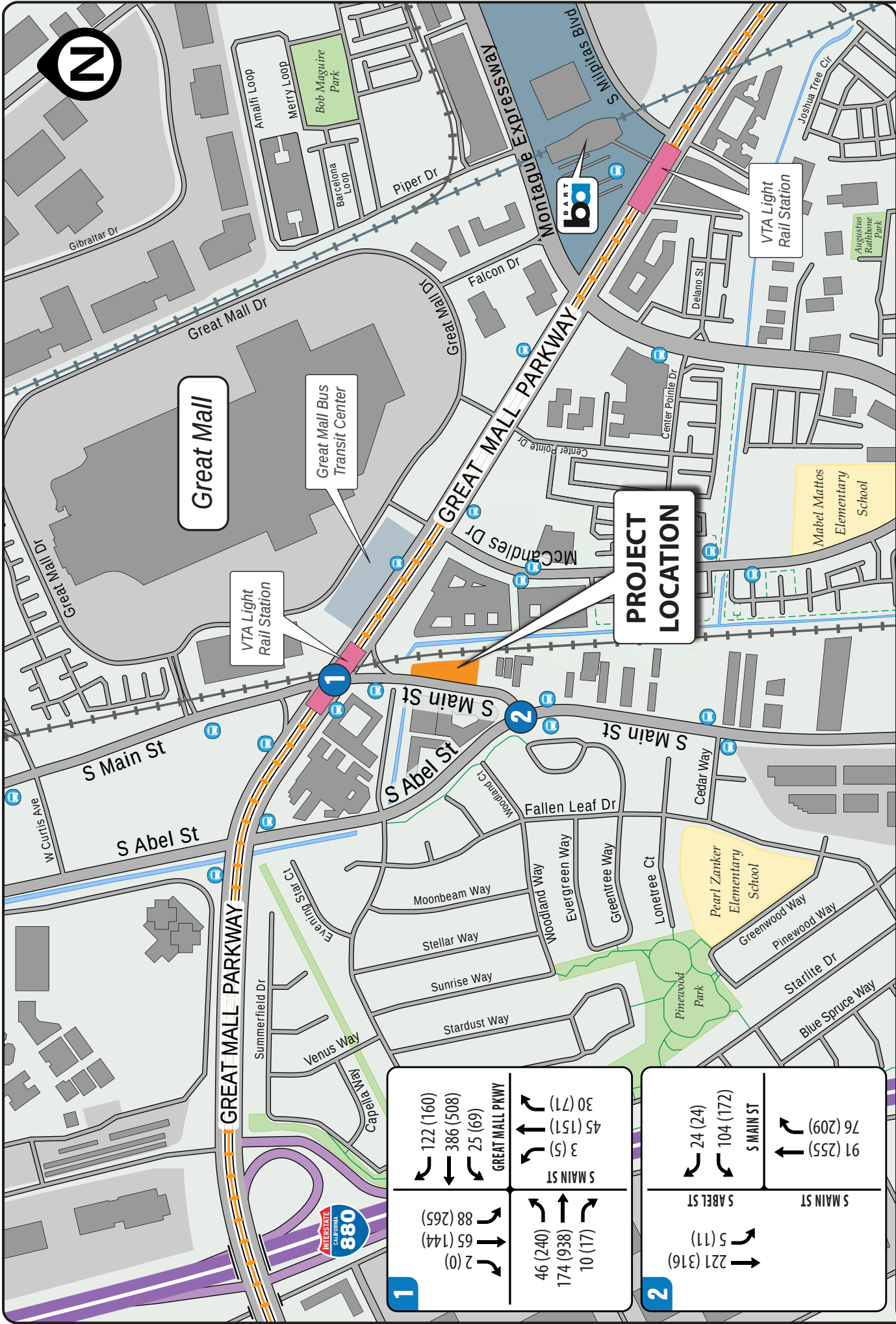


FIGURE 4 | EXISTING AM(PM) PEAK HOUR TRAFFIC VOLUMES
TRAFFIC OPERATIONS REPORT
1300 Main Street Project
City of Milpitas

TABLE 3
EXISTING INTERSECTION LEVEL OF SERVICE CONDITIONS

INTERSECTION		CONTROL	PEAK HOUR	EXISTING	
				Delay	LOS
1	GREAT MALL PARKWAY & SOUTH MAIN STREET	Signalized	AM	15.5	B
			PM	22.6	C
2	SOUTH MAIN STREET & SOUTH ABEL STREET	Signalized	AM	6.2	A
			PM	6.6	A

SOURCE: Abrams Associates, 2021

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop-controlled intersections the results for the worst side street approach are presented.

3.7 Transit Service

Two major public transit operators provide service within or adjacent to the study area. These include BART and the Valley Transportation Authority. These operators are described below.

Bay Area Rapid Transit (BART) – BART is a rapid mass transit system which provides regional transportation connections to much of the Bay Area. It runs from the North Bay Area in Richmond to the South Bay Area in Fremont. In the east-west direction it runs from Bay Point to the San Francisco Airport and Millbrae with several connections in Oakland. The Milpitas BART station, which is located about a half mile from the proposed project, serves Milpitas and other surrounding cities and has trains running with approximately 30-minute headways between 5:30 a.m. and 8:00 p.m.

Valley Transportation Authority (VTA) – The Orange line of the VTA light rail system operates less than a block from the project site along the Great Mall Parkway. The nearest station is the Great Mall/Main station which is about 500 feet from the project site. VTA also operates Bus Route 66 on South Main Street adjacent to the project site with the nearest bus stops less than a block away at Great Mall Parkway.

4) REGULATORY CONTEXT

Existing policies, laws and regulations that apply to the proposed project are summarized below.

4.1 State

The California Department of Transportation (Caltrans) has jurisdiction over State highways. Therefore, Caltrans controls all construction, modification, and maintenance of State highways,

such as I-880. Any improvements to these roadways would require Caltrans' approval. The Guide for the Preparation of Traffic Impact Studies provides consistent guidance for Caltrans staff who review local development and land use change proposals. The Guide also informs local agencies about the information needed for Caltrans to analyze the traffic impacts to state highway facilities which include freeway segments, on- or off-ramps, and signalized intersections.

4.2 Local

Milpitas General Plan - The Transportation and Circulation Element included in the Milpitas General Plan was prepared pursuant to Section 65302(b) of the California Government Code. The Transportation and Circulation Element addresses the location and extent of existing and planned transportation routes, terminals, and other local public utilities and facilities. The General Plan identifies roadway and transit goals and policies that have been adopted to ensure that the transportation system of the City will have adequate capacity to serve planned growth. These goals and policies are intended to provide a plan and implementation measures for an integrated, multi-modal transportation system that will safely and efficiently meet the transportation needs of all economic and social segments of the City.

4.3 Significance Criteria

The goal of the City of Milpitas is to maintain Level of Service (LOS) D during the peak hours except on CMP routes where the goal is to maintain LOS E. However, in the case of this project the site there are no CMP routes within the immediate project study area. Project-related operational impacts on the City's intersections are considered significant if project-related traffic causes the Level of Service (LOS) rating to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F on routes of regional significance. If a signalized intersection(s) is operating unacceptably before the addition of project trips, it would be considered an operational impact if the project increases the average control delay at the intersection by more than 4.0 seconds and the volume to capacity (V/C) ratio is increased by more than 0.01.

In addition, according to CEQA guidelines and the City's Transportation Analysis Policy, a project would have a significant impact if it would:

- Conflict with a plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- Would the project conflict with or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)?
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).
- Result in inadequate emergency vehicle access.

5) IMPACTS AND MITIGATION MEASURES

5.1 Project Trip Generation

The vehicle trip generation for the project is shown in **Table 4**. The trip generation rates are based on the ITE rates for apartments (Land Use 221) taken from the 10th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. Since the project is located in an urban area with numerous bus connections the vehicle trip rate per unit would be less than what would be generated by a typical apartment building. The trip rates have therefore been reduced by 9% to account for the fact that the project is less than 2,000-foot walk from a Valley Transportation Authority (VTA) light rail station and also the Great Mall Bus Transit Center.³ The ITE trip generation rates are based on surveys of primarily suburban locations and the reduction is intended to account for the additional walk, bicycle, and transit trips that would be expected to occur in this area.

The traffic from the existing storage yard on the site was found to be minimal so no reductions were applied to account for its removal. Based on the trip generation forecasts the project would generate an increase in traffic of about 36 new vehicle trips during the AM peak hour and 44 trips during the PM peak hour. The trips generated by this proposed development are estimated for the peak commute hours which represent the peak of adjacent street traffic.

TABLE 1
TRIP GENERATION CALCULATIONS

Land Use	ITE Code	Size	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
ITE Apartment Rates - Trips per Unit	221		5.44	0.09	0.27	0.36	0.27	0.17	0.44
Apartment Trip Generation		112 units	609	10	30	40	30	19	49
Reduction for Non-Auto Trips (9%)			55	1	3	4	3	2	5
Net New Trip Generation for the Proposed Project			554	9	27	38	28	17	45

SOURCE: ITE Trip Generation, 10th Edition, 2018, ITE Trip Generation Handbook and the Santa Clara Valley Transportation Authority TIA Guidelines, 2014.

5.2 Project Trip Distribution

The trip distribution assumptions have been based on the project's proximity to freeway interchanges, the existing directional split at nearby intersections, and the overall land use patterns in the area as determined from the VTA's Travel Demand Forecasting Model. **Figure 5** shows the project traffic that would be added at each of the study intersections.

³ *Transportation Impact Analysis Guidelines*, Santa Clara Valley Transportation Authority, San Jose, CA, October, 2014.

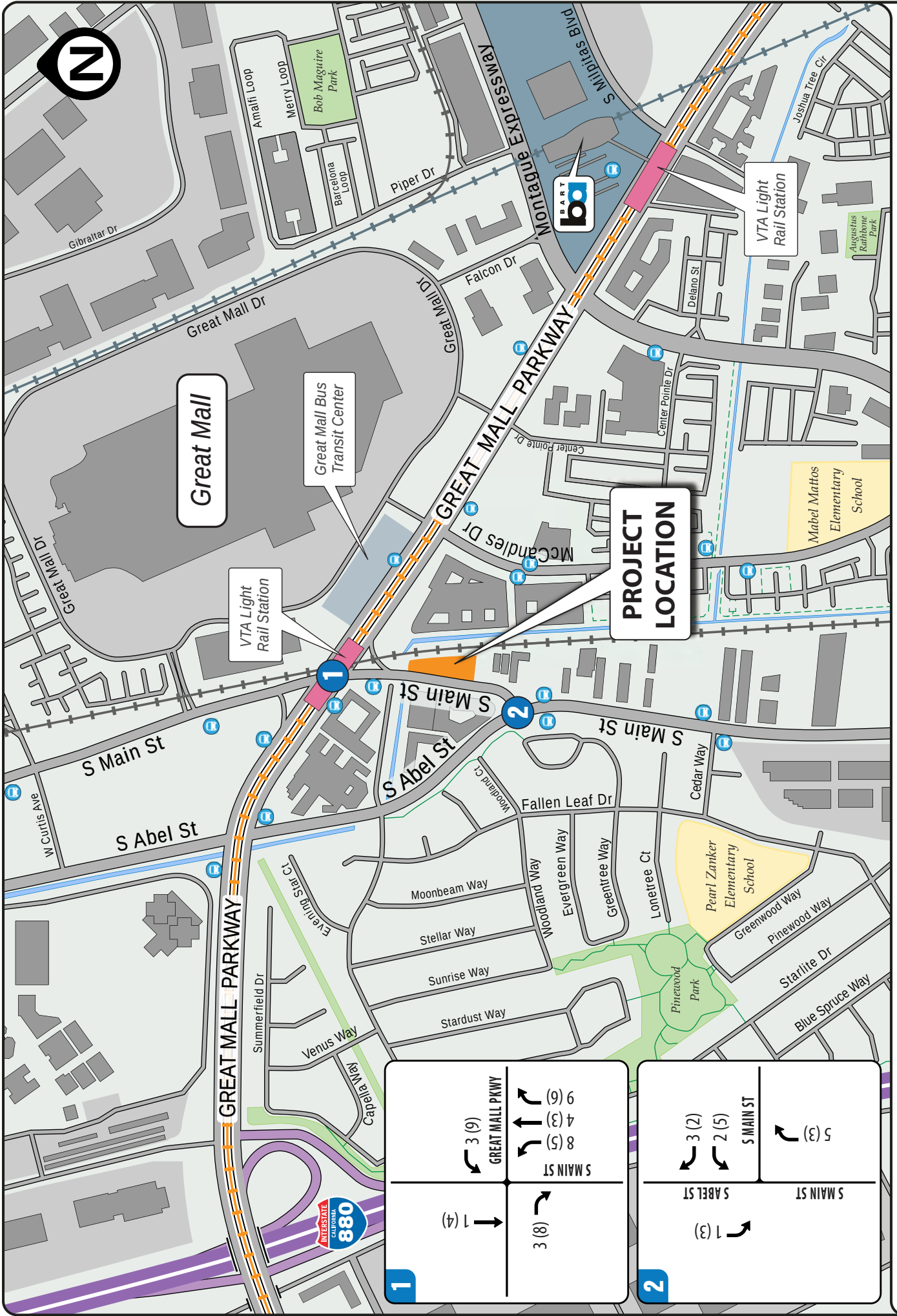


FIGURE 5 | PROJECT AM(PM) PEAK HOUR TRIPS
TRAFFIC OPERATIONS REPORT
1300 Main Street Project
City of Milpitas

5.3 Existing Plus Project Traffic Operations Analysis (Scenario 2)

This scenario evaluates the existing conditions with the addition of traffic from the proposed project. The traffic volumes for each of the study intersections for the Existing Plus Project scenario are shown in **Figure 6**. The capacity calculations for the Existing Plus Project scenario are shown in **Table 5**. The corresponding LOS analysis calculation sheets are presented in the Traffic Analysis Appendix. As shown in **Table 5**, all of the existing project study intersections currently have acceptable operations during the weekday AM and PM peak hours.

TABLE 5
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

INTERSECTION		CONTROL	PEAK HOUR	EXISTING		EXISTING PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	GREAT MALL PARKWAY & SOUTH MAIN STREET	Signalized	AM	15.5	B	15.3	B
			PM	22.6	C	23.0	C
2	SOUTH MAIN STREET & SOUTH ABEL STREET	Signalized	AM	6.2	A	6.5	A
			PM	6.6	A	6.8	A

SOURCE: Abrams Associates, 2021

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop-controlled intersections the results for the worst side street approach are presented.

5.4 Baseline Traffic Operations Analysis (Scenario 3)

The Baseline scenario evaluates the existing conditions with the addition of traffic from reasonably foreseeable projects in the area and general baseline growth in traffic. For this analysis the baseline volumes were developed based on the assumption that the project completion and full occupancy date would be 2022 with a conservative assumption that the traffic volumes in the study area will have returned to pre-covid levels. This was conservatively assumed to be a 20% increase over the traffic volumes counted in June of 2021. The traffic volumes for each of the study intersections for the Baseline scenario are shown in **Figure 7**. **Table 6** summarizes the associated LOS computation results for the Baseline weekday AM and PM peak hour conditions.

5.5 Baseline Plus Project Traffic Operations Analysis (Scenario 4)

The Baseline plus proposed project traffic forecasts were developed by adding traffic from proposed project to the baseline traffic volumes. The traffic volumes for each of the study intersections for the Baseline Plus Project scenario are shown in **Figure 8**. **Table 6** summarizes the LOS results for the Baseline and Baseline Plus Project weekday AM and PM peak hour conditions. The corresponding LOS analysis calculation sheets are presented in the appendix. As shown in **Table 6**, all of the study intersections would continue to have acceptable conditions (LOS D or better) under the Baseline Plus Project scenario during the weekday AM and PM peak hours.

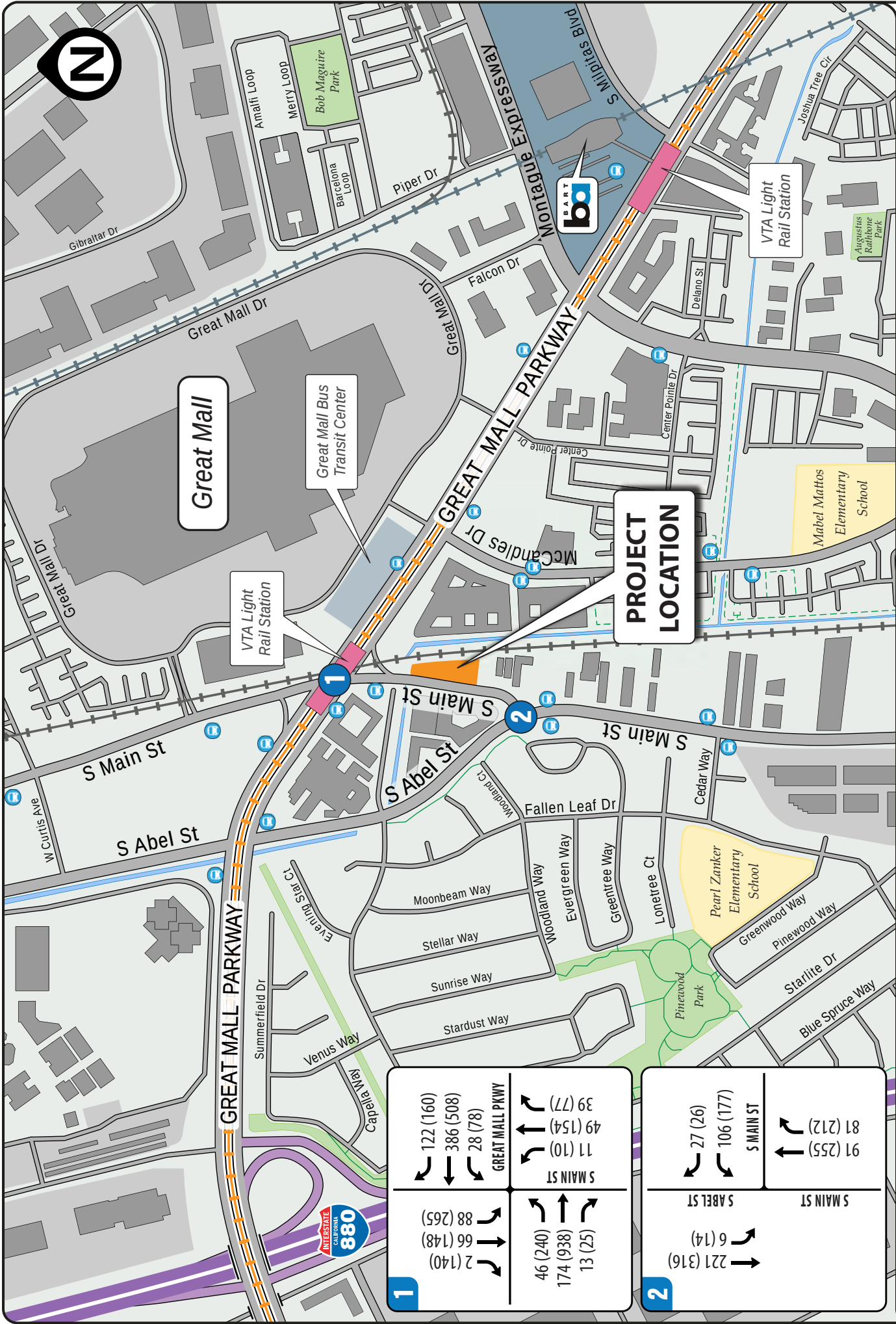


FIGURE 6 | EXISTING PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES
TRAFFIC OPERATIONS REPORT
1300 Main Street Project
City of Milpitas

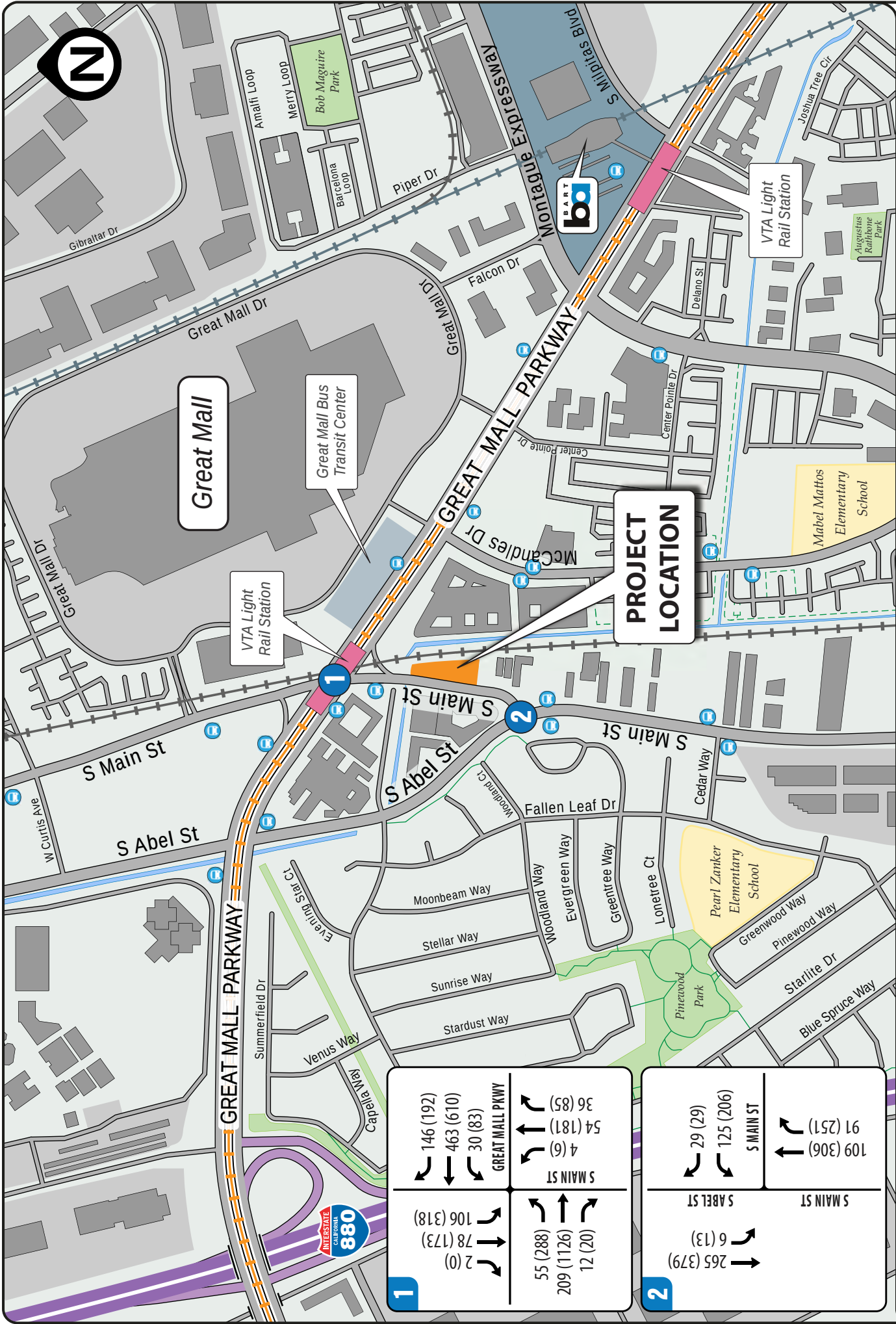


FIGURE 7 | BASELINE AM(PM) PEAK HOUR TRAFFIC VOLUMES
TRAFFIC OPERATIONS REPORT
1300 Main Street Project
City of Milpitas

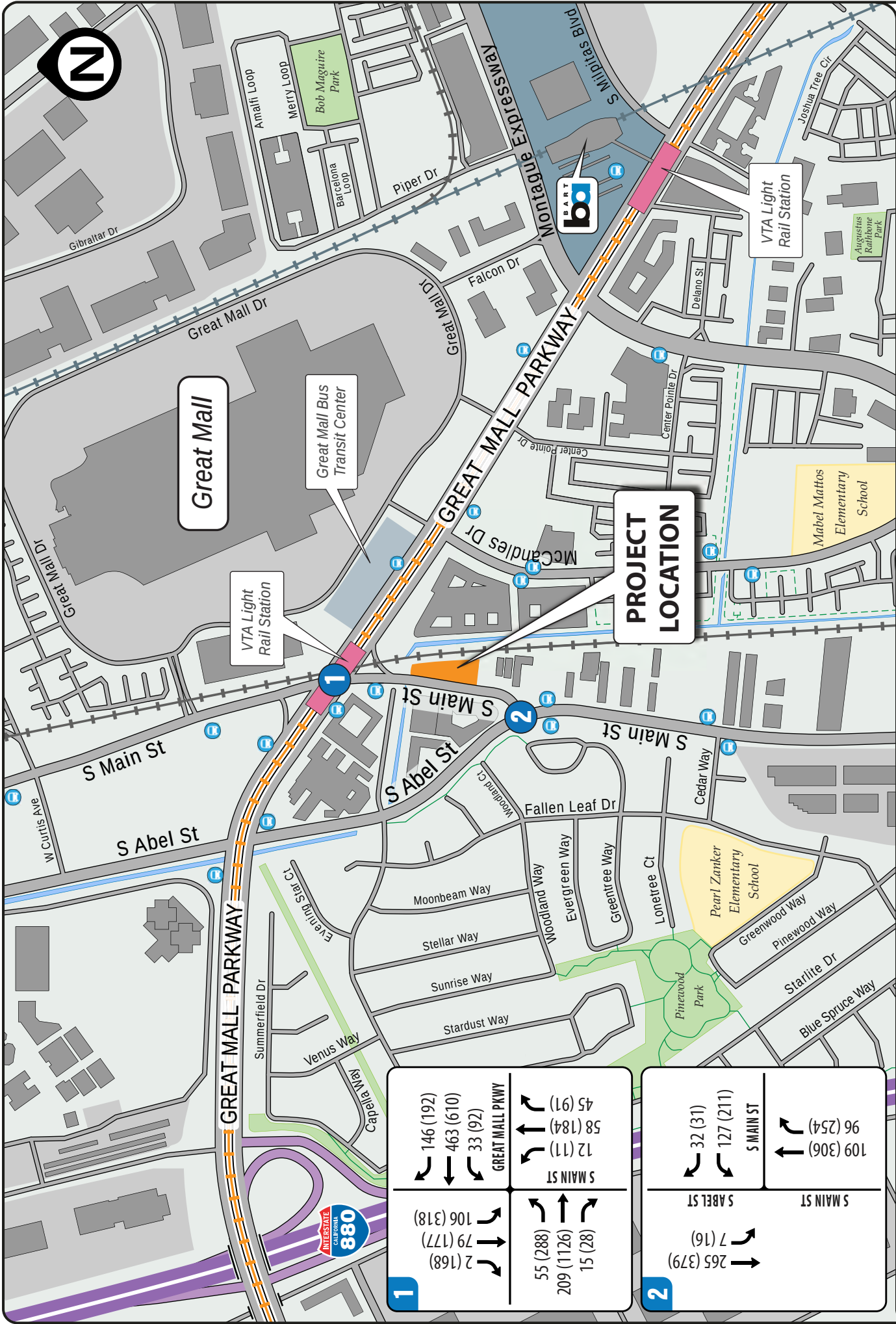


FIGURE 8 | BASELINE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES
TRAFFIC OPERATIONS REPORT
1300 Main Street Project
City of Milpitas

TABLE 6
BASELINE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

INTERSECTION		CONTROL	PEAK HOUR	BASELINE		BASELINE PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	GREAT MALL PARKWAY & SOUTH MAIN STREET	Signalized	AM	15.9	B	16.1	B
			PM	28.2	C	28.9	C
2	SOUTH MAIN STREET & SOUTH ABEL STREET	Signalized	AM	6.3	A	6.7	A
			PM	6.9	A	7.0	A

SOURCE: Abrams Associates, 2021

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop-controlled intersections the results for the worst side street approach are presented.

5.6 Internal Circulation and Safety

Internal Circulation - No internal site circulation or access issues have been identified that would cause a traffic safety problem or any unusual traffic congestion or delay. In general, the project was not found to cause (or substantially increase) any safety hazards due to any design features or incompatible uses.

Safety - Although the project would increase vehicle and pedestrian traffic in the project vicinity it is not expected to significantly impact or change the design of any existing facilities or create any new safety problems in the area. Based on the established significance criteria the project's impacts on transportation safety would be less than significant and no mitigation would be required. However, it is recommended that the project include turnouts along South Main Street adjacent to the project for passenger loading and deliveries.

5.8 Pedestrian and Bicycle Impacts

The City does not have level of service standards for pedestrian or bicycle facilities. Nevertheless, use of existing facilities by the users of the project would not be expected to overcrowd those facilities or decrease their performance or safety. The proposed project would not significantly impact or change the design of any existing pedestrian facilities and should not create any new safety problems for pedestrians or bicyclists in the area. The project will add some bicyclists in the area but the volumes added would not be expected to significantly impact any existing bicycle facilities. In relation to the existing conditions, the proposed project would not cause substantial changes to the pedestrian or bicycle traffic in the area and would not significantly impact or require changes to the design of any existing bicycle or pedestrian facilities.

5.9 Transit Impacts

The project would not result in degradation of the level of service (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and, as such, no significant impacts to bus transit are expected. The proposed project would not interfere with VTA light rail, BART, or any existing bus routes and would not remove or relocate any existing bus stops. The proposed project could potentially help support existing transit services with additional transit ridership and would not conflict with any transit plans or goals of BART or the VTA. As a result, the project would not be expected to result in any significant impacts to bus transit service in the area.

5.10 Cumulative Traffic Operations Analysis (Scenario 5)

For the cumulative conditions, the intersection traffic volumes were based on the existing turning movements plus incremental growth in background traffic based on the VTA's traffic forecasting model. **Figure 9** presents the cumulative build-out traffic volumes for the project study intersections. **Table 8** summarizes the LOS results for the Cumulative (Year 2040) traffic conditions at each of the project study intersections. As shown on this table, the project study intersections would continue to have acceptable conditions during the weekday AM and PM peak commute hours.

TABLE 8
CUMULATIVE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS

	INTERSECTION	CONTROL	PEAK HOUR	CUMULATIVE		CUMULATIVE PLUS PROJECT	
				Delay	LOS	Delay	LOS
1	GREAT MALL PARKWAY & SOUTH MAIN STREET	Signalized	AM	31.8	C	32.0	C
			PM	52.3	D	53.7	D
2	SOUTH MAIN STREET & SOUTH ABEL STREET	Signalized	AM	6.7	A	6.8	A
			PM	7.0	A	7.1	A

SOURCE: Abrams Associates, 2021

NOTES: HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop-controlled intersections the results for the worst side street approach are presented.

5.11 Cumulative Plus Project Traffic Operations Analysis (Scenario 6)

Figure 10 presents the cumulative build-out traffic volumes including the traffic from the proposed project. **Table 8** summarizes the LOS results for the Cumulative Plus Project (Year 2040) traffic conditions at each of the project study intersection. As shown on this table, the project study intersections would continue to have acceptable conditions during the weekday AM and PM peak commute hours.

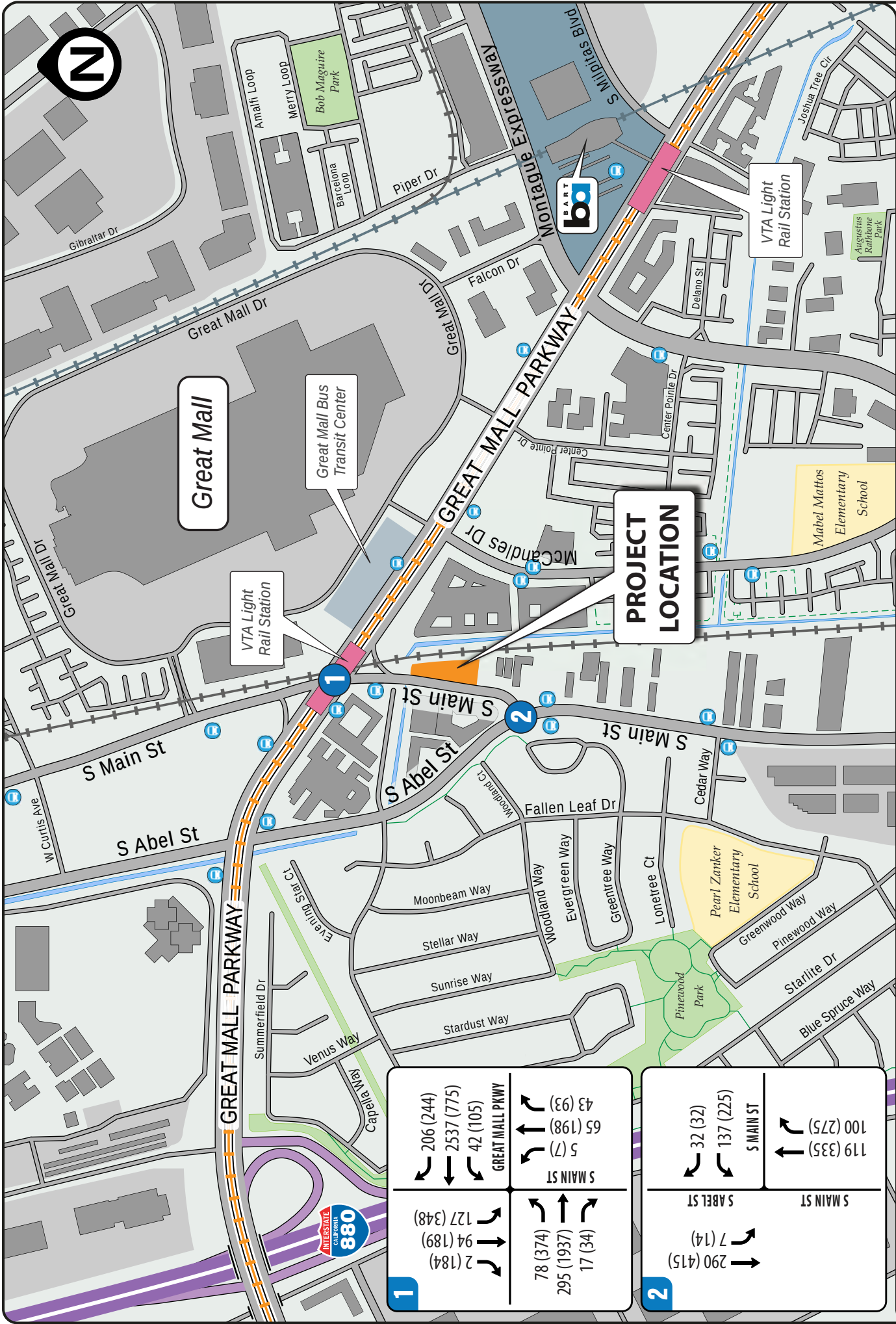


FIGURE 9 | CUMULATIVE AM(PM) PEAK HOUR TRAFFIC VOLUMES
TRAFFIC OPERATIONS REPORT
1300 Main Street Project
City of Milpitas

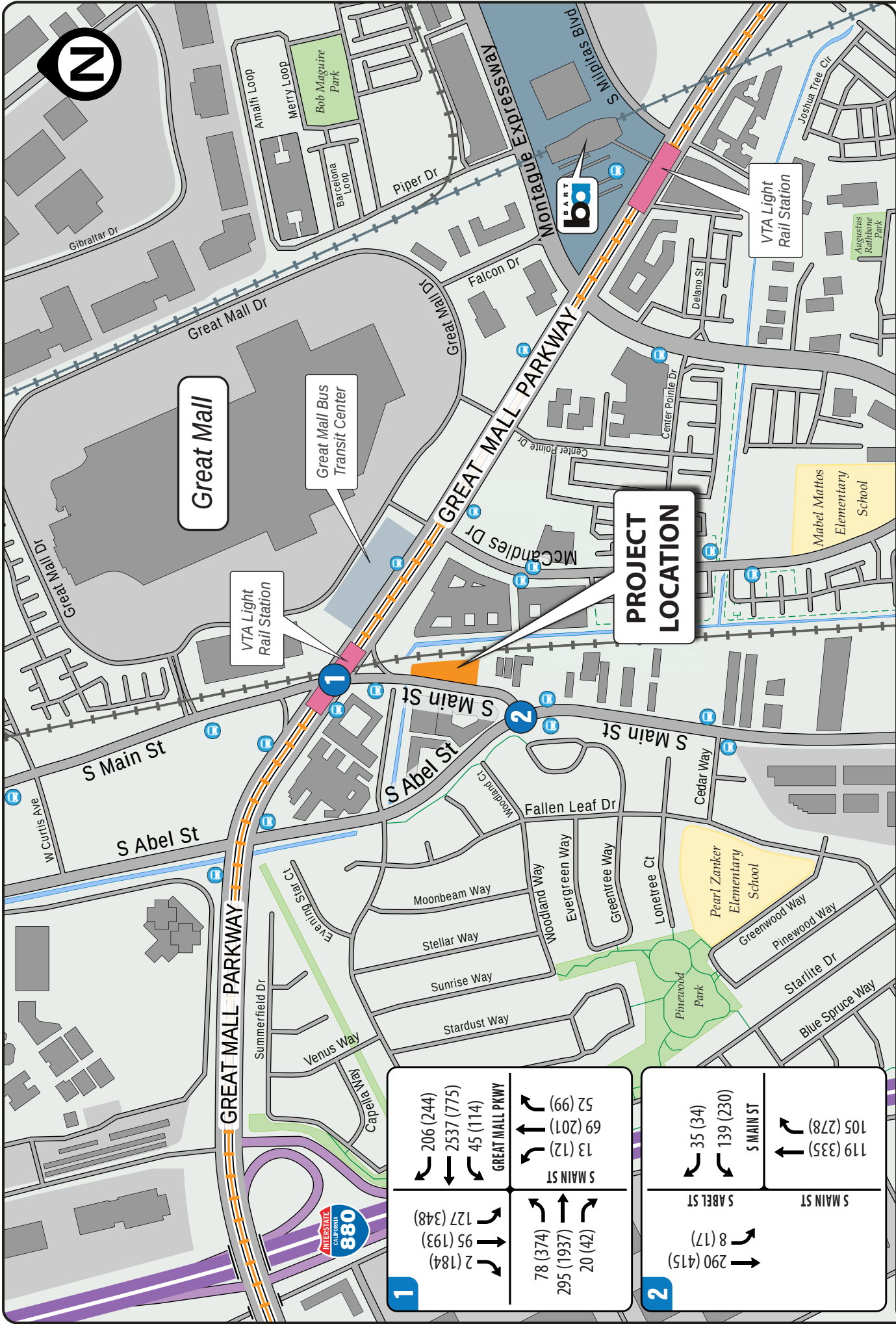


FIGURE 10 | CUMULATIVE PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES
TRAFFIC OPERATIONS REPORT
1300 Main Street Project
City of Milpitas

5.12 Impacts and Mitigation Measures

Based on the project's design and a detailed analysis conducted according to the required guidelines there would be no significant transportation impacts according to established traffic engineering standards and no off-site traffic or transportation mitigations would be required.

Impact #1 Impacts related to conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or potential decreases to the performance or safety of such facilities.

The project would not result in degradation of the level of service (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and would not increase ridership beyond existing capacity. As such, no significant impacts to transit would be expected to occur. In addition, the proposed project would not significantly impact or change the design of any existing pedestrian facilities and would not create any new safety problems for pedestrians in the area. The project will add some bicyclists in the area but the volumes added would not be expected to significantly impact any existing bicycle facilities. In relation to the existing conditions, the proposed project would not cause substantial changes to the pedestrian or bicycle traffic in the area and would not significantly impact or require changes to the design of any existing bicycle or pedestrian facilities.

Mitigation Measure(s)

None required.

Impact #2 Impacts relating to demolition and construction activities

The increase in traffic as a result of demolition and construction activities associated with the proposed project has been quantified assuming a worst-case single phase construction period of 12 months.

Heavy Equipment

Approximately three pieces of heavy equipment are estimated to be transported on and off the site each month throughout the demolition and construction of the proposed project. Heavy equipment transport to and from the site could cause traffic impacts in the vicinity of the project site during construction. However, each load would be required to obtain all necessary permits, which would include conditions. Prior to issuance of grading and building permits, the project applicant would be required to submit a Traffic Control Plan.

The requirements within the Traffic Control Plan include, but are not limited to, the following: truck drivers would be notified of and required to use the most direct

route between the site and the freeway, as determined by the City Engineering Department; all site ingress and egress would occur only at the main driveways to the project site and construction activities may require installation of temporary (or ultimate) traffic signals as determined by the City Engineer; specifically designated travel routes for large vehicles would be monitored and controlled by flaggers for large construction vehicle ingress and egress; any debris and mud on nearby streets caused by trucks would be monitored daily and may require instituting a street cleaning program. In addition, the transport of heavy equipment being hauled to and from the site each month would be short-term and temporary.

Employees

The weekday work is expected to begin around 7:00 AM and end around 4:00 PM. The construction worker arrival peak would occur between 6:30 AM and 7:30 AM, and the departure peak would occur between 4:00 PM and 5:00 PM. These peak hours are slightly before the citywide commute peaks. It should be noted that the number of trips generated during construction would not only be temporary, but would also be substantially less than the proposed project at buildout. Based on past construction of similar projects, construction workers could require parking for up to 50 vehicles during the peak construction period. Additionally, deliveries, visits, and other activities may generate peak non-worker parking demand of 10 to 15 trucks and automobiles per day. Therefore, up to 65 vehicle parking spaces may be required during the peak construction period for the construction employees. Furthermore, the Traffic Control Plan requires construction employee parking be provided on the project site whenever possible to eliminate conflicts with nearby residential areas. Because the construction of the project can be staggered so that construction worker parking demand is met by using on-site parking, the impacts of construction-related employee traffic and parking are considered less-than-significant.

Construction Material Import/Export

The project would also require removal of existing debris as well as the importation of construction material, including raw materials for the building pads, the buildings, and landscaping. During the maximum peak construction period, the project could generate approximately 15 truck trips per day. Furthermore, under the provisions of the Traffic Control Plan, if importation and exportation of material becomes a traffic nuisance, then the City Engineer may limit the hours the activities can take place.

Traffic Control Plan

The Traffic Control Plan would indicate how parking for construction workers would be provided during construction and ensure a safe flow of traffic in the project area during construction. This analysis assumed construction of the entire project in one phase to identify the potential worst-case traffic effects. If the project is built in phases over time, the effects of each phase will be the same or less. Each phase will be subject to a Traffic Control Plan and oversight by the City Engineer. The last phase may require added worker parking measures, depending on the circumstances, as there will not be any remaining vacant land for parking. Therefore, the demolition and construction activities associated with the proposed project or its individual phases would not lead to noticeable congestion in the vicinity of the site or the perception of decreased traffic safety resulting in a ***less-than-significant*** impact.

Mitigation Measure(s)

None required.

Impact #3 Impacts related to site access and circulation.

The proposed project would have one access driveway for passenger loading and deliveries only. With the proposed stop-controlled exit for the project's driveway it would be forecast to have acceptable operations. Based on a review of the proposed site plan it was determined that the site circulation should function well and would not cause any safety or operational problems. The project site design has been required to conform to City design standards and is not expected to create any significant impacts to pedestrians, bicyclists or traffic operations. Therefore, impacts related to access and circulation to the proposed project would be ***less-than-significant*** with implementation of the following mitigation measure.

Mitigation Measure(s)

None required.

Recommended Improvement Measure

It is recommended that the project include turnouts along South Main Street adjacent to the project for passenger loading and deliveries.

Impact #4 Impacts regarding emergency vehicle access on and surrounding the proposed project site.

Sufficient emergency access is determined by factors such as number of access points, roadway width, and proximity to fire stations. The land use plan for the proposed project would include an access driveway on South Main Street. All lane widths within the project would meet the minimum width that can accommodate an emergency vehicle. In addition, the addition of traffic from project traffic would not

result in any significant changes to emergency vehicle response times in the area. Therefore, subject to approval from the City and the fire department, the development of the proposed project is expected to have ***less-than-significant*** impacts regarding emergency vehicle access.

Mitigation Measure(s)

None required.

MEMORANDUM

DATE: May 21, 2021
JOB #: RJAA.74.21
TO: Dominic Carucci, PE, RJA
FROM: Caitlin Gilmore, PE
SUBJECT: 1300 South Main Flood Study, Milpitas, CA

Introduction

Schaaf & Wheeler has been working with AO Architects and RJA & Associates (RJAA) in the analysis of the 100-year hydraulic conditions at 1300 S. Main St. in Milpitas, California. The site is bounded by S. Main St. to the west, undeveloped parcels to the south, railroad tracks and to the east, and the intersection of S. Main St. and Great Mall Parkway to the north.

In the pre-project condition, there is one commercial structure on the site surrounded by an unpaved parking lot. The project proposes to develop the approximately 0.97-acre site into two condominiums. This flood study analyzes the hydraulic impacts from 1300 S. Main St. and provides the recommended Base Flood Elevation (BFE) to inform the structure design.



Figure 1: Vicinity Map

Model Basis

The impacts analysis in this flood study memo is based on combined FLO2D model for the Berryessa Creek and Upper Penitencia Creek systems completed by Schaaf & Wheeler in 2013. Hereafter, this model will be referred to as the FLO2D Model.

The City has been using this model as the basis for determining floodplain impacts for all developments since 2013. It may not be the same as the effective FEMA flood insurance rate map (FIRM) in the area, dated February 19, 2014, which relies on outdated data from the 1970s. The updated hydrology and hydraulics that form the basis for the 2D model have not been approved or adopted by FEMA. However, they were submitted to the City of Milpitas and reviewed by the Santa Clara Valley Water District (SCVWD).

While the FLO2D model is utilized herein to determine project impacts and cumulative development impacts to the floodplain, the newly developed floodplain models and effective FIRM maps are used as the basis of the base flood elevation and project design elevations.

The SCVWD, under a Cooperative Technical Partnership (CTP) with FEMA, developed an ICM model of the watershed, hereafter referred to as the ICM Model, which encompasses the subject property. This model and revised mapping has been submitted to FEMA and is currently under review.

At such a time that the model is accepted, and the floodplain is remapped, it will become the new effective FIRM. Therefore, base flood elevations from the ICM mapping have been included as the best available information for design in Table 1.

FLO2D Model Impacts Study

Existing Conditions

During a 100-year storm event, water approaches the site from the east. As a result of spills from Lower Penitencia Creek upstream of S. Main St., overland flows are conveyed westerly through the site.

In existing conditions, water moves through the site around the existing structure, conveying flows generally west. Flow exiting the site travels westerly towards S. Main St.

Model Description

The existing project scenarios, although created in 2013, assume that the BART-VTA project has been constructed. This includes all mitigation measures which were to be built as part of the project, including cross culverts beneath the tracks from East Capitol Avenue to Trade Zone Boulevard.

As of 2018, the BART-VTA project has been built. Schaaf & Wheeler used the mitigated post-BART project FLO2D model as the basis for analysis of the 1300 S. Main St. Project. The model uses the Berryessa Park Left Levee Failure scenario on the south side of Upper Berryessa Creek since this levee failure case yields the max water surface elevations in the project vicinity.

The detailed site topography and proposed site layout plans were provided to Schaaf & Wheeler by AO Architects and RJAA and entered into the larger model. The plans were dated April 2021.

The basis for the FLO2D model is a combination of County LiDAR data and detailed drawings for improvements and mitigation measures, all on the NAVD88 vertical datum. A Manning's value of 0.075 was assigned to areas of overland flow in commercial area due to the presence of buildings and other obstructions, like parked cars and street furniture.

Where the detailed site information was used, a Manning's value of 0.025 was used for the flow paths and the structures were blocked out from the model, which did not allow flow to pass through them. A square grid cell size of 50 feet was used for the model. This cell size was chosen because it allowed for enough detail to encompass flow paths, like roadways, but was large enough to allow for reasonable computation times.

Figure 2 shows the results of this analysis and provides a comparison of post-project base flood elevations to pre-project base flood elevations in the site vicinity. An increase of less than 0.1 feet can be considered insignificant based on the sensitivity of the model.

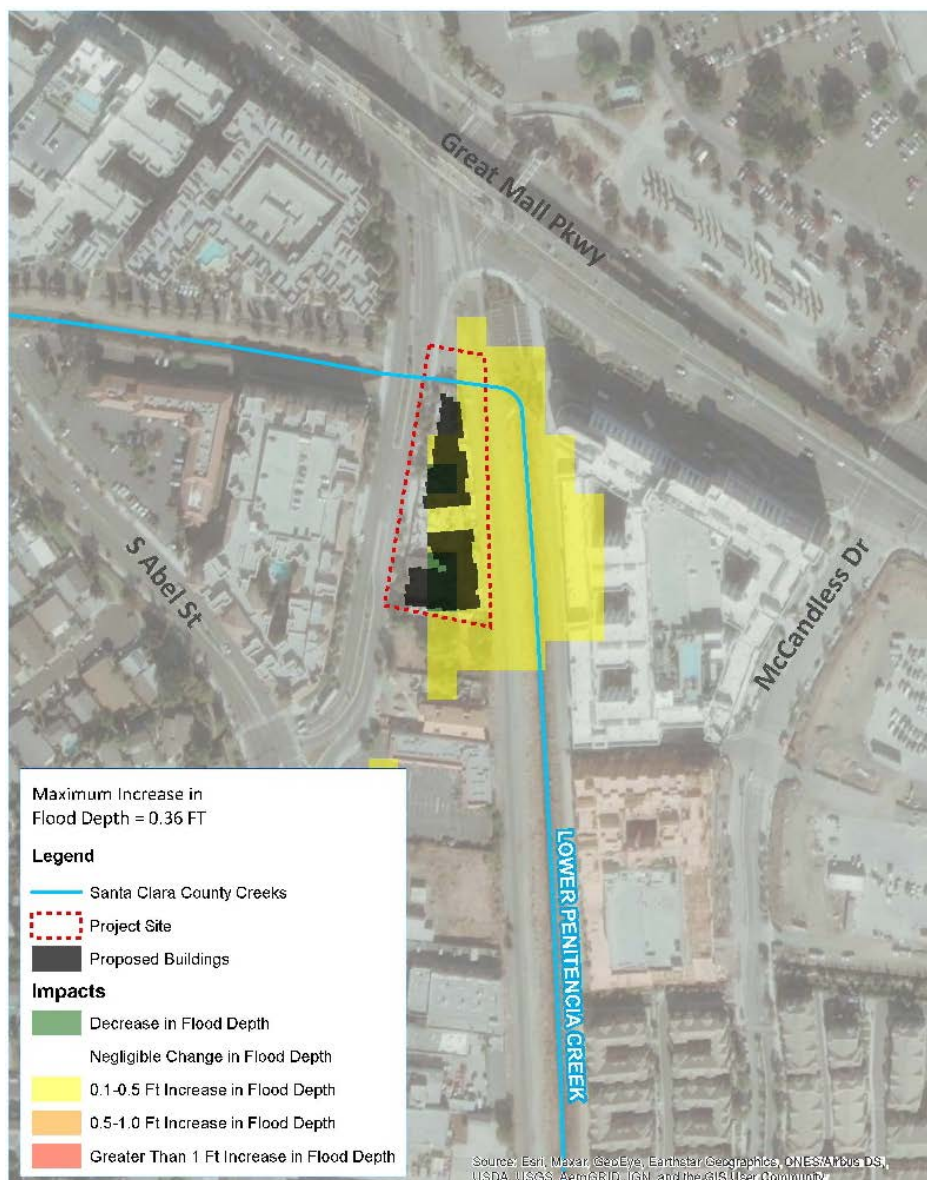


Figure 2: 100-Year Hydraulic Impacts

Detailed Study Results

Post project conditions generally increase the water surface elevation to the east of the site as depicted in Figure 2 due to the blockage caused by the new structure.

Water approaches the site by traveling over the railroad tracks and is conveyed around the existing and proposed building with depths generally less than two feet on site. The post-project 100-year flow travels westerly through the project site before crossing S. Main St. and eventually entering Lower Penitencia Creek further to the northwest, mimicking pre-project conditions.

As shown in Figure 2, project impacts are localized to the site and are limited to less than 0.36 feet.

Cumulative Impacts**Downstream Projects**

The Shea S. Main Project and Centria Project are located to the west/northwest and are downstream of the project site, south and north of Lower Penitencia Creek respectively. As the 1300 S. Main Project has no impacts downstream, it does not increase cumulative impacts.

Hydraulically Separate Projects

The Summerhill Centre Pointe, Integral Site at Centre Pointe Drive, Integral/Lyon McCandless Drive (District 1 and 2), and Lyon Districts 3 and 4 are east of the proposed project site, east of Lower Penitencia Creek and north of East Penitencia Creek. All these projects propose to or graded their sites so existing flow conditions are mimicked and have no impact to properties west of Lower Penitencia Creek.

These hydraulically separate sites cause no negative impact to the 1300 S. Main St. Project as described above and in each project's individual flood study (by Schaaf & Wheeler).

The Water District is currently underway with phased construction on Berryessa Creek and improvements to Lower Penitencia Creek. As the site experiences flooding due to limited capacity on Upper Penitencia Creek and Berryessa Creek upstream of 680, which are not currently funded for improvements, the Lower Penitencia and Berryessa projects will not improve the worst-case flood condition at 1300 S. Main.

In summary, projects downstream of the proposed 1300 S. Main St. site are not impacted by the project. Projects upstream of the 1300 S. Main St. site have no impacts that combine with the proposed project. Therefore, cumulative impacts are less than 1 foot. The hydraulically separate projects will have no impact on the project site.

FEMA Base Flood Elevations

According to FIRM panel 06085C0067J, the site is located in a FEMA special flood hazard area AO (1FT) indicating an average flood depth of 1 FT throughout the flood hazard zone. For an area that is entirely inundated by the Zone AO Special Flood Hazard Area, FEMA methodology dictates that the average existing ground elevation should be added to the flood depth to establish the FEMA Base Flood Elevation¹.

¹ FEMA Instructions MT-1 Forms (086-0-26, 086-0-26A, 086-0-26B) FEB 11, Basis of Determination

This is the methodology that should be utilized for the Conditional Letter of Map Revision (CLOMR-F) application for the property. Due to the necessary passage of flow through the site, the CLOMR-F application should propose removal of structure by the placement of fill only. Portions of the site unoccupied by the structure will remain in the floodplain.

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 1 foot above the FEMA BFE, HAG + 2', and the ICM model BFE (whichever is higher).

Table 1 presents the results of the BFE analysis. The FEMA BFE is 1 FT of flood depth added to the average grade under the proposed structure obtained from interpolating surveyed ground elevations. The HAG shown in Figure 3 is the maximum ground elevation bounding the proposed structures.

The ICM Model BFE merges the ground DEM and the greatest water depth from combined levee failure scenarios to identify the maximum BFE under the proposed structure. Designing to the ICM Model BFE would increase the likelihood that the proposed structure will be designed above the future updated FEMA map. However, for this structure, the ICM Model does not identify a 100-year floodplain onsite. Based on this analysis the minimum FFE is set based on the highest adjacent grade criteria as the most conservative elevation as depicted in Table 1.

Table 1: 1300 S. Main St. Design Elevations, ft NAVD88

Building #	FEMA AO(1) BFE	ICM BFE	Max BFE + 1 FT	HAG	HAG + 2 FT	Min Required FFE
A	35.0	n/a	36.0	35.7	37.7	37.7
B	35.0	n/a	36.0	35.0	37.0	37.0

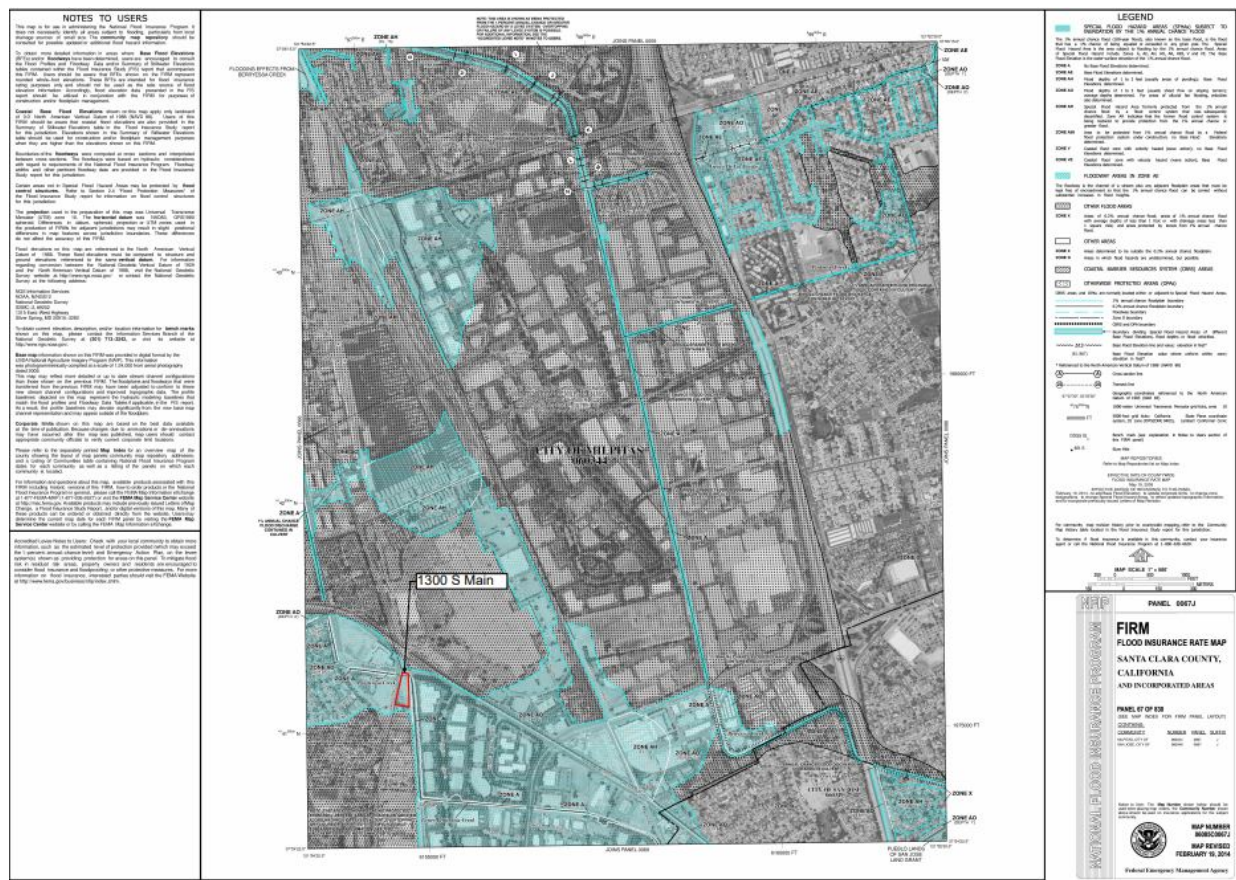


Figure 3: Effective FEMA Map

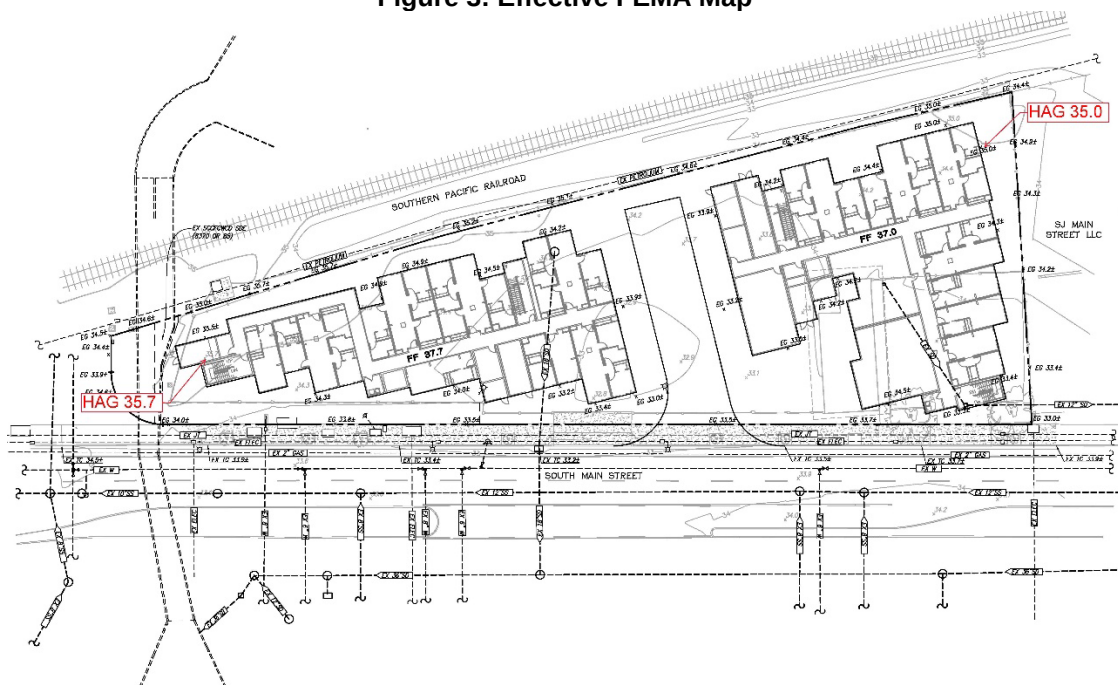


Figure 4: HAG on Site Topo



Figure 5: ICM Model Draft Floodplain Mapping

Conclusion

The finish floor elevations of the structure should be at least 1 foot above the FEMA BFE and 2 feet above highest adjacent grade, for the project to comply with the City of Milpitas floodplain ordinance **section XI-15-5.1(c)(1)**. Minimum finished floor elevations are summarized in Table 1.

If elevators are proposed within the structure, compliance with TB-4 and TB-10 should be certified to ensure that the elevators are reasonably safe from flooding if elevator pits extend below the BFE.

The lowest adjacent grades to the structure will need to be designed above the base flood elevation to comply with FEMA requirements to remove the project from the floodplain. The project will need to apply for a CLOMR-F and LOMR-F based on area removal or structure removal from the effective FEMA floodplain.

Cumulative impacts from the 1300 South Main Flood Study will be less than 1 foot and therefore complies with the City of Milpitas floodplain ordinance **section XI-15-4.3(a)(4)**.

**GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED MULTI-FAMILY
RESIDENTIAL DEVELOPMENT
1300 SOUTH MAIN STREET
MILPITAS, CALIFORNIA**

KA PROJECT NO. 042-21016
JULY 23, 2021

Prepared for:

**MS. KIMBERLY CALICA
AMG & ASSOCIATES, LLC
P.O. BOX 260770
ENCINO, CALIFORNIA 91426**

Prepared by:

**KRAZAN & ASSOCIATES, INC.
GEOTECHNICAL ENGINEERING DIVISION
1061 SERPENTINE LANE, SUITE F
PLEASANTON, CALIFORNIA 94566
(925) 307-1160**



GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

July 23, 2021

KA Project No. 042-21016

Ms. Kimberly Calica
AMG & Associates, LLC
P.O. Box 260770
Encino, California 91426

**RE: Geotechnical Engineering Investigation
Proposed Multi-Family Residential Development
1300 South Main Street
Milpitas, California**

Dear Ms. Calica:

In accordance with your request, we have completed a Geotechnical Engineering Investigation for the above-referenced site. The results of our investigation are presented in the attached report.

If you have any questions, or if we may be of further assistance, please do not hesitate to contact our office at (925) 307-1160.

Respectfully submitted,
KRAZAN & ASSOCIATES, INC.



David R. Jarosz, II
Managing Engineer
RGE No. 2698/RCE No. 60185

DRJ:ht

With Offices Serving the Western United States

1061 Serpentine Lane, Suite F • Pleasanton CA 94566 • (925) 307-1160 • Fax: (925) 307-1161

04221016 Report (Multi Family Development)

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July 23, 2021

KA Project No. 042-21016

**GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED MULTI-FAMILY RESIDENTIAL DEVELOPMENT
1300 SOUTH MAIN STREET
MILPITAS, CALIFORNIA**

INTRODUCTION

This report presents the results of our Geotechnical Engineering Investigation for the proposed multi-family residential development to be located at 1300 South Main Street in Milpitas, California. Discussions regarding site conditions are presented herein, together with conclusions and recommendations pertaining to site preparation, Engineered Fill, utility trench backfill, drainage and landscaping, foundations, concrete floor slabs and exterior flatwork, retaining walls, pavement design and soil cement reactivity.

A site plan showing the approximate boring locations is presented following the text of this report. A description of the field investigation, boring logs, and the boring log legend are presented in Appendix A. Appendix A also contains a description of the laboratory testing phase of this study, along with the laboratory test results. Appendices B and C contain guides to earthwork and pavement specifications. When conflicts in the text of the report occur with the general specifications in the appendices, the recommendations in the text of the report have precedence.

PURPOSE AND SCOPE

This investigation was conducted to evaluate the soil and groundwater conditions at the site, to make geotechnical engineering recommendations for use in design of specific construction elements, and to provide criteria for site preparation and Engineered Fill construction.

Our scope of services was outlined in our proposal dated May 10, 2021 (KA Proposal No. P366-21) and included the following:

- A site reconnaissance by a member of our engineering staff to evaluate the surface conditions at the project site.
- A field investigation consisting of drilling 4 borings to depths ranging from approximately 20 to 45 feet for evaluation of the subsurface conditions at the project site.
- Performing laboratory tests on representative soil samples obtained from the borings to evaluate the physical and index properties of the subsurface soils.

- Evaluation of the data obtained from the investigation and an engineering analysis to provide recommendations for use in the project design and preparation of construction specifications.
- Preparation of this report summarizing the results, conclusions, recommendations, and findings of our investigation.

PROPOSED CONSTRUCTION

We understand that design of the proposed development is currently underway; structural load information and other final details pertaining to the structures are unavailable. On a preliminary basis, it is understood that development will include the construction of a new multi-family residential development. It is anticipated the buildings will be five-story structures. Foundation loads are anticipated to be moderate to heavy. On-site paved areas and landscaping are also planned for the development of the project.

In the event, these structural or grading details are inconsistent with the final design criteria, the Soils Engineer should be notified so that we may update this writing as applicable.

SITE LOCATION, SITE HISTORY AND SITE DESCRIPTION

The site is irregular in shape and encompasses approximately 1.1 acres. The site is located at the southeast corner of Centria Lane and Main Street in Milpitas, California. The site has a street address of 1300 South Main Street. Railroad tracks trend along the eastern edge of the site. The remainder of the site is predominately surrounded by commercial developments.

Site history was obtained by reviewing historical aerial photographs taken in 1993, 2004, 2013 and 2020. Review of the 1993 aerial photograph indicates that the project site predominately consisted of vacant land. Several structures were located at the south end of the site. Railroad tracks trended along the eastern edge of the site. The remainder of the site was predominately surrounded by roadways and vacant land.

Review of the 2004 aerial photograph indicates that a structure was located in the southwestern portion of the site. The remainder of the site was utilized as a storage area for palletted materials.

Review of the 2013 aerial photograph indicates that the project site conditions appeared relatively similar to that noted in the 2004 aerial photograph, with additional buildings and storage containers located on the site.

Review of the 2020 aerial photograph indicates that the project site conditions appeared relatively similar to that noted in the 2013 aerial photograph, with additional materials stored at the site. Several trees were located along the western edge of the site.

Presently, the site is utilized as a building material and equipment storage yard. The majority of the site is covered with concrete and asphaltic concrete pavements. Trees and shrubs are located along the edges of the site. Buried utilities are located along the edges of the site and extend into portions of the site. The site is relatively level with no major changes in grade.

GEOLOGIC SETTING

The project area is located just south of San Francisco Bay and east of the Santa Cruz Mountains within the northern portion of the Coast Ranges Geomorphic Province of California. The Coast Ranges generally consist of an alternating series of parallel mountains and valleys located adjacent to the Pacific Coast. The bedrock units that form the range have been disrupted by intense folding, faulting, and crushing that occurred when the range was formed by the processes of plate tectonics. During the Jurassic and Cretaceous Periods (about 150 to 80 million years ago), the Pacific Oceanic Plate, which was progressively moving towards the east, collided with the North American Continental Plate, which was moving toward the west. This collision caused the less rigid Pacific Oceanic Plate to be subducted beneath the North American Continental Plate. The colliding motion of the two plates caused portions of the Pacific Oceanic Crust and overlying marine sediments to be piled onto the North American Continental Plate along the west coast of California. The resulting chaotic jumble of bedrock units scraped off onto the North American Plate, is known as the “Franciscan Assemblage” and comprises a large portion of the Coast Range Province. Subsequent development of a series of northwest-trending fault zones has further contributed to the deformation of the Coast Range.

The near-surface deposits in the vicinity of the subject site are indicated to be comprised of Holocene alluvial fan deposits and alluvial fan levee deposits consisting of sands, silt, and clays derived from erosion of local mountain ranges. Deposits encountered on the subject site during exploratory drilling are discussed in detail in this report.

Seven major faults are located near the site: The Hayward fault, Calaveras fault, Monte Vista-Shannon fault, San Andreas fault, Greenville Fault, Mount Diablo Thrust, Zaynte Vergeles fault and San Gregorio fault. The Calaveras fault is located approximately 5 miles east of the site and is considered capable of producing an earthquake of magnitude of 6.9. The Monte Vista-Shannon fault and the San Andreas fault are located approximately 11 to 15 miles west of the site, respectively. The San Andreas fault was the source of the 1906 San Francisco Earthquake. The Hayward fault is located approximately 4 miles north of the site. The Hayward fault is considered capable of producing an earthquake event of magnitude 7.0. The last recorded movement of the Hayward fault was in 1868. The Zaynte-Vergeles fault is approximately 23 miles south of the site and is considered capable of producing an earthquake of magnitude 7.0. The Mount Diablo Thrust and San Gregorio fault are located approximately 22 miles north and 28 miles west of the site, respectively, and are also considered capable of producing large earthquakes. Although the site is in close proximity to several faults, the site is not within a State of California Earthquake Fault Zone or Special Study Zone for faulting.

The probability of one or more earthquakes of magnitude 6.7 or higher occurring in the San Francisco Bay Area within a 30-year period of time was evaluated by the U.S. Geological Survey (USGS) Working Group on California Earthquake Probabilities on a periodic basis. The result of the 2008 evaluation indicated a 63 percent likelihood that such an earthquake event will occur in the Bay Area between 2007 and 2036 (USGS 2008). The faults with the greater probability of a magnitude 6.7 or higher earthquake are the Hayward fault at 31 percent and the San Andreas fault at 21 percent.

The Alquist-Priolo Earthquake Fault Zoning Act went into effect in March, 1973. Since that time, the act has been amended 11 times (Hart, 2007). The purpose of the Act, as provided in CGS Special Publication 42 (SP 42), is to prohibit the location of most structures for human occupancy across the traces of active faults and to mitigate thereby the hazard of fault-rupture." The act was renamed the Alquist-Priolo Earthquake Fault Zoning Act in 1994, and at that time, the originally designated "Special Studies Zones" was renamed the "Earthquake Fault Zones."

The area of the subject site is included on the Earthquake Zones of Regional Investigation for the Milpitas Quadrangle. However, the site is not within a Fault-Rupture Hazard Zone. The nearest zoned faults are portions of the Hayward fault located 4 miles east of the subject site.

In 1990, the California State Legislature passed the Seismic Hazard Mapping Act to protect public safety from the effects of strong shaking, liquefaction, landslides, or other ground failure, and other hazards caused by earthquakes. The Act requires that the State Geologist delineate various seismic hazards zones on Seismic Hazards Zones Maps. Specifically, the maps identify areas where soil liquefaction and earthquake-induced landslides are most likely to occur. A site-specific geotechnical evaluation is required prior to permitting most urban developments within the mapped zones. The Act also requires sellers of real property within the zones to disclose this fact to potential buyers. The area of the subject site is located within the bounds of the hazard zone associated with liquefaction potential and is outside of the zones associated with landslide potential, on the Seismic Hazards Milpitas Quadrangle, released: October 19, 2004. In addition, the site is included on the U.S. Geological Survey map entitled "Liquefaction Susceptibility, Central San Francisco Bay Region, California" (U.S. Geological Survey Open-File Report 2006-1037), dated 2006. The site is located within an area identified as a moderate susceptibility to liquefaction.

FIELD AND LABORATORY INVESTIGATIONS

Subsurface soil conditions were explored by drilling 4 borings to depths ranging from approximately 20 to 45 feet below existing site grade, using a truck-mounted drill rig. In addition, 2 bulk subgrade samples were obtained from the site for laboratory R-value testing. The approximate boring and bulk sample locations are shown on the site plan. During drilling operations, penetration tests were performed at regular intervals to evaluate the soil consistency and to obtain information regarding the engineering properties of the subsoils. Soil samples were retained for laboratory testing. The soils encountered were continuously examined and visually classified in accordance with the Unified Soil Classification System. A more detailed description of the field investigation is presented in Appendix A.

Laboratory tests were performed on selected soil samples to evaluate their physical characteristics and engineering properties. The laboratory testing program was formulated with emphasis on the evaluation of natural moisture, density, gradation, shear strength, consolidation potential, expansion potential, plasticity, R-value and moisture-density relationships of the materials encountered. In addition, chemical tests were performed to evaluate the soil-cement reactivity. Details of the laboratory test program and results of the laboratory tests are summarized in Appendix A. This information, along with the field observations, was used to prepare the final boring logs in Appendix A.

SOIL PROFILE AND SUBSURFACE CONDITIONS

Based on our findings, the subsurface conditions encountered appear typical of those found in the geologic region of the site. In general, the pavement section consisted of approximately 1 inch of asphaltic concrete underlain by 3 inches of aggregate base.

Beneath the pavement section, approximately 4 feet of stiff sandy clay or loose clayey sandy silt was encountered. Field and laboratory tests indicate these soils have moderate strength characteristics and are slightly compressible. Penetration resistance ranged from 12 to 15 blows per foot. Dry densities ranged from 100 to 111 pcf. A representative soil sample consolidated approximately 2 percent under a 2 ksf load when saturated. A representative soil sample had an angle of internal friction of 22 degrees. Representative samples of the clayey soils had expansion indices of 24 and 27.

Below 4 feet, approximately 3 to 4 feet of stiff sandy clay and silty clay or loose to medium dense sandy silt/sandy clay and clayey sandy silt were encountered. Field and laboratory tests suggest that these soils are moderately strong and slightly compressible. Penetration resistance ranged from 10 to 21 blows per foot. Dry densities ranged from 102 to 112 pcf. Representative soil samples consolidated approximately 2 to 2½ percent under a 2 ksf load when saturated.

Below 7 to 8 feet, layers of predominately stiff to very stiff silty clay and sandy clay or loose to medium dense clayey sand, sandy silt/sandy clay and clayey sandy silt were encountered. Field and laboratory tests suggest that these soils are moderately strong and slightly compressible. Penetration resistance ranged from 10 to 28 blows per foot. Dry densities ranged from 90 to 120 pcf. Representative soil samples contained approximately 31 to 97 percent fines. These soils had similar strength characteristics as the upper soils and extended to the termination depth of our borings.

For additional information about the soils encountered, please refer to the logs of borings in Appendix A.

PERCOLATION TESTING

Two percolation tests were performed on the site. The percolation tests were performed at depths of 3 to 5 feet. The tests were conducted in accordance with the criteria set in the “Manual of Septic Tank Practice” published by the Department of Health, Education, and Welfare. The tests were performed within the project site to represent the anticipated sewage disposal areas. Results of the tests are as follows:

Test No.	Depth (feet)	Percolation rate (min/inch)	Soil Type
P1	3	60	Sandy Clay (CL)
P2	5	40	Sandy Silt/Sandy Clay (ML/CL)

The percolation tests indicate that the soils tested have fair absorption characteristics. The percolation rates given are based on 1 inch of fall within a 6-inch diameter hole with a 6-inch head of water.

GROUNDWATER

Test boring locations were checked for the presence of groundwater during and immediately following the drilling operations. Free groundwater was encountered at approximately 15 to 25 feet below site grade during our exploratory drilling. Historic high groundwater was estimated to be 7 feet based on information obtained from the California Geological Survey.

It should be recognized that water table elevations may fluctuate with time, being dependent upon seasonal precipitation, irrigation, land use and climatic conditions, as well as other factors. Therefore, water level observations at the time of the field investigation may vary from those encountered during the construction phase of the project. The evaluation of such factors is beyond the scope of this report.

SOIL LIQUEFACTION

Soil liquefaction is a state of soil particle suspension, caused by a complete loss of strength when the effective stress drops to zero. Liquefaction normally occurs in soils, such as sands, in which the strength is purely frictional. However, liquefaction has occurred in soils other than clean sands. Liquefaction usually occurs under vibratory conditions, such as those induced by seismic events.

To evaluate the liquefaction potential of the site, the following items were evaluated:

- 1) Soil type
- 2) Groundwater depth
- 3) Relative density
- 4) Initial confining pressure
- 5) Intensity and duration of groundshaking

The predominant soils within the project site consist of alternating layers of clayey sands, silty clays, sandy clays and sandy silts. Free groundwater was encountered at depths of 15 to 25 feet below existing site grade during our exploratory drilling. Historically, groundwater has been as shallow as 7 feet within the project site vicinity (California Department of Water Resources, Water Data Library). A groundwater depth of 7 feet was used in this analysis.

The potential for soil liquefaction during a seismic event was evaluated using the LIQUEFYPRO computer program (version 5.8h) developed by CivilTech Software. For the analysis, a maximum earthquake magnitude of 6.93 was used. A peak horizontal ground surface acceleration of 0.937g was considered conservative and appropriate for the liquefaction analysis. A high groundwater depth of 7 feet was used for our analysis. The computer analysis indicates that soils above a depth of 7 feet are non-liquefiable due to the absence of groundwater. Some of the soils below a depth of 7 feet have a slight to moderate potential for liquefaction under seismic shaking.

The analysis indicates that the estimated total seismic induced settlement ranges from 2.5 to 2.9 inches. Differential settlement caused by a seismic event is estimated to be less than 1½ inches. The anticipated differential settlement is estimated over a horizontal distance of 100 feet. The result of the liquefaction analysis is attached. The results of the screening analysis are as follows:

Boring: B1

Project No.: 042-21016

Liquefaction Assessment of Fine-Grained Soils									
Sample Depth	Soil Description	Soil Class. (USCS)	Passing #200 (%)	Wc/LL	Moisture Content (%)	Liquid Limit	Plasticity Index	Liquefiable	
2	Sandy Clay	CL	85	--	19.0	--	--	?	
5	Sandy Clay	CL	86	--	14.3	--	--	?	
10	Sandy Clay	CL	95	0.635	30.5	48	30	N	N
15	Sandy Clay	CH	97	0.457	27.9	61	42	N	N
20	Sandy Clay	CL	84	0.543	19.0	35	19	N	Y
25	Sandy Clay	CL	82	0.800	22.4	28	11	Y	Y
30	Clayey Sand w/ gravel	SC	36	0.452	14.0	31	17	N	Y
35	Sandy Clay	CL	77	0.557	19.5	35	19	N	Y
40	Sandy Clay	CL	60	0.661	18.5	28	10	N	Y
45	Sandy Clay	CL	60	0.661	18.5	28	10	N	Y

Boring: B4

Project No.: 042-21016

Liquefaction Assessment of Fine-Grained Soils									
Sample Depth	Soil Description	Soil Class. (USCS)	Passing #200 (%)	Wc/LL	Moisture Content (%)	Liquid Limit	Plasticity Index	Liquefiable	
2	Sandy Clay	CL	85	--	28.5	--	--	?	
5	Sandy Silt	ML	74	--	18.3	--	--	Y	
10	Sandy Clay	CH	96	0.472	25.5	54	32	N	N
15	Sandy Clay	CL	97	0.556	26.7	48	28	N	N
20	Silty Clay w/ trace sand	CH	99	0.443	31.9	72	49	N	N
25	Sandy Clay	CH	94	0.548	28.5	52	36	N	N
30	Sandy Clay	CL	98	0.749	27.7	37	21	N	N
35	Sandy Clay	CH	81	0.807	24.2	30	16	Y	Y
40	Clayey Sand	SC	31	0.538	15.6	29	12	N	Y
45	Clayey Sand	SC	31	0.538	15.6	29	12	N	Y

CONCLUSIONS AND RECOMMENDATIONS

Based on the findings of our field and laboratory investigations, along with previous geotechnical experience in the project area, the following is a summary of our evaluations, conclusions, and recommendations.

Administrative Summary

In brief, the subject site and soil conditions, with the exception of the surrounding development, existing development, expansion potential of the on-site clayey soils, and estimated settlement associated with the potential for liquefaction, appear to be conducive to the development of the project.

Fill material was not encountered within our borings. However, fill material may be located between and beyond our boring locations. The thickness and extent of fill material was determined based on limited test borings and visual observation. It is recommended that fill soils that have not been properly compacted and certified be excavated and stockpiled so that the native soils can be properly prepared. It is anticipated these soils will be suitable for reuse as Engineered Fill, provided they are cleansed of excessive organics and debris. Prior to backfilling, Krazan & Associates, Inc., should inspect the bottom of the excavation to verify no additional removal is required.

The site predominately consists of vacant lot. However, structures were previously located within the site. In addition, several structures are located within the project site and vicinity. Any surface or buried structures, including utilities, encountered during construction should be properly removed and the resulting excavations backfilled. It is suspected demolition of the existing structures will disturb the upper soils. Areas disturbed by demolition activities should be excavated to firm native ground. The resulting excavations should be backfilled with Engineered Fill. This compaction effort should stabilize the upper soils and locate any unsuitable or pliant areas not found during our field investigation.

The on-site clayey soils have a low swell potential. The clayey soils in their present condition present a minor to moderate hazard to construction in terms of possible post-construction movement of slab-on-grade construction. To reduce potential soil movement related to swell potential of the clayey soils, it is recommended that slabs-on-grade and exterior flatwork areas be supported by at least 12 inches of non-expansive Engineered Fill. The fill material should be a well-graded silty sand or sandy silt soil. A clean sand or very sandy soil is not acceptable for this purpose. A sandy soil will allow the surface water to drain into the expansive soils below, which may result in soil swelling. The replacement soils and/or upper 12 inches of Imported Fill soils should meet the specifications as described under the subheading Engineered Fill. The replacement soils should extend 5 feet beyond the perimeter of slab-on-grade areas. The non-expansive replacement soils should be compacted to at least 90 percent of relative compaction based on ASTM Test Method D1557. The exposed native soils in the excavation should not be allowed to dry out and should be kept continually moist, prior to backfilling.

As an alternative to the use of non-expansive soils, the upper 12 inches of soil supporting slab areas can consist of lime-treated clayey soils. The lime-treated soils should be recompact to a minimum of 90 percent of maximum density. Preliminary application rate of lime should be 5 percent by dry weight. The lime material should be calcium oxide, commonly known as quick-lime. The clayey soils should be at or near optimum moisture during the mixing operations.

Based on the soil liquefaction analysis performed within the site, the estimated total seismic-induced settlement ranges from 2.5 to 2.9 inches. Differential settlement caused by a seismic event is estimated to be less than 1½ inches. The anticipated differential settlement is estimated over a horizontal distance of 100 feet. The seismic settlements would develop if liquefaction of the underlying saturated subsoils were to occur during a seismic event.

Sandy and gravelly soil conditions were encountered at the site. These cohesionless soils have a tendency to cave in trench wall excavations. Shoring or sloping back trench sidewalls may be required within these sandy and gravelly soils.

Groundwater Influence on Structures/Construction

During our recent field investigation groundwater was encountered at approximately 15 to 25 feet below existing site grade. Historic high groundwater level for the site was determined to be 7 feet. Therefore, dewatering and/or waterproofing may be required should structures or excavations extend below this depth. If groundwater is encountered, our firm should be consulted prior to dewatering the site. Installation of a standpipe piezometer is suggested prior to construction should groundwater levels be a concern.

In addition to the groundwater level if earthwork is performed during or soon after periods of precipitation, the subgrade soils may become saturated, “pump,” or not respond to densification techniques. Typical remedial measures include: discing and aerating the soil during dry weather; mixing the soil with dryer materials; removing and replacing the soil with an approved fill material; or mixing the soil with an approved lime or cement product. Our firm should be consulted prior to implementing remedial measures to observe the unstable subgrade conditions and provide appropriate recommendations.

Site Preparation – Mat Foundation

General site clearing should include removal of vegetation; existing utilities; structures including foundations; basement walls and floors; existing stockpiled soil; trees and associated root systems; rubble; rubbish; and any loose and/or saturated materials. Site stripping should extend to a minimum depth of 2 to 4 inches, or until all organics in excess of 3 percent by volume are removed. Deeper stripping may be required in localized areas. These materials will not be suitable for reuse as Engineered Fill. However, stripped topsoil may be stockpiled and reused in landscape or non-structural areas.

Fill material was not encountered within our borings. However, fill material may be located between and beyond our boring locations. The thickness and extent of fill material was determined based on limited test borings and visual observation. It is recommended that fill soils that have not been properly compacted and certified be excavated and stockpiled so that the native soils can be properly prepared. It is anticipated these soils will be suitable for reuse as Engineered Fill, provided they are cleansed of excessive organics and debris. Prior to backfilling, Krazan & Associates, Inc., should inspect the bottom of the excavation to verify no additional removal is required.

Existing structures are located within the site vicinity. In addition, several structures previously occupied the site. Associated with these developments are buried structures, such as utility lines. Any surface or buried structures, such as utilities or loosely backfilled excavations, encountered during construction should be properly removed and the resulting excavations backfilled. After demolition activities, it is recommended that these disturbed soils be removed and/or recompacted. Excavations, depressions, or soft and pliant areas extending below planned, finished subgrade levels should be cleaned to firm, undisturbed soil and backfilled with Engineered Fill. In general, any septic tanks, debris pits, cesspools, or similar structures should be entirely removed. Concrete footings should be removed to an equivalent depth of at least 3 feet below proposed footing elevations or as recommended by the Soils Engineer. Any other buried structures should be removed in accordance with the recommendations of the Soils Engineer. The resulting excavations should be backfilled with Engineered Fill.

Trees and shrubs are located within the site. If not utilized for the proposed development, tree and shrub removal operations should include roots greater than 1 inch in diameter. The resulting excavations should be backfilled with Engineered Fill compacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

Following stripping, fill removal, and demolition activities, it is recommended that at a minimum, the upper 36 inches of exposed subgrade soils beneath the building pad be excavated, worked until uniform and free from large clods, moisture-conditioned to a minimum of 2 percent above optimum moisture content, and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. In addition, it is recommended mat foundations be supported on a minimum of 2 feet of Engineered Fill. Limits of recompaction should extend a minimum of 5 feet beyond structural elements. Prior to backfilling, the bottom of the excavation should be proof-rolled and observed by Krazan & Associates, Inc. to verify stability. This compaction effort should stabilize the upper soils and locate any unsuitable or pliant areas not found during our field investigation. Soft or pliant areas should be excavated to firm native ground.

Following stripping, fill removal, and demolition activities, it is recommended that at a minimum, the upper 12 inches of exposed subgrade soils beneath the exterior flatwork and pavement areas be excavated, worked until uniform and free from large clods, moisture-conditioned to a minimum of 2 percent above optimum moisture content, and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. Limits of recompaction should extend a minimum of 2 feet beyond flatwork and pavements. This compaction effort should stabilize the upper soils and locate

any unsuitable or pliant areas not found during our field investigation. Prior to backfilling, the bottom of the excavation should be proofrolled and observed by Krazan & Associates, Inc. to verify stability. Soft or pliant areas should be excavated to firm native ground.

It is recommended that the upper 12 inches of soil within proposed slab-on-grade and exterior flatwork areas consist of non-expansive Engineered Fill or lime-treated Engineered Fill. The fill placement serves two functions: 1) it provides a uniform amount of soil which will more evenly distribute the soil pressures and 2) it reduces moisture content fluctuation in the clayey material beneath the building area. The non-expansive fill material should be a well-graded silty sand or sandy silt soil. A clean sand or very sandy soil is not acceptable for this purpose. A sandy soil will allow the surface water to drain into the expansive clayey soil below, which may result in soil swelling. Imported Fill should be approved by the Soils Engineer prior to placement. The fill should be placed as specified as Engineered Fill. In addition, it is recommended footings and concrete slabs-on-grade be nominally reinforced.

The upper soils, during wet winter months, become very moist due to the absorptive characteristics of the soil. Earthwork operations performed during winter months may encounter very moist unstable soils, which may require removal to grade a stable building foundation. Project site winterization consisting of placement of aggregate base and protecting exposed soils during the construction phase should be performed.

A representative of our firm should be present during all site clearing and grading operations to test and observe earthwork construction. This testing and observation is an integral part of our service, as acceptance of earthwork construction is dependent upon compaction and stability of the material. The Soils Engineer may reject any material that does not meet compaction and stability requirements. Further recommendations of this report are predicated upon the assumption that earthwork construction will conform to recommendations set forth in this section and the Engineered Fill section.

Engineered Fill

The organic-free, on-site, upper native soils and fill material are predominately clayey sands, silty clays, sandy clays and clayey sandy silts. These soils contained varying amounts of gravel. The clayey soils will not be suitable for reuse as non-expansive Engineered Fill. The clayey soils will be suitable for reuse for fill placement within the upper 12 inches of slab-on-grade and exterior flatwork areas, provided they are lime-treated. The preliminary application rate of lime should be 5 percent by dry weight. The lime material should be calcium oxide, commonly known as quick-lime. The clayey soils should be above optimum moisture-condition during mixing operations. Additional testing is recommended to determine the appropriate application rate of lime prior to placement. These clayey soils will be suitable for reuse as General Engineered Fill, within pavement areas and below 12 inches from finished pad grade in building areas, provided they are cleansed of excessive organics, debris, and moisture-conditioned to at least 2 percent above optimum moisture. It is recommended that additional testing be performed on the on-site soils and fill material to evaluate the physical and index properties prior to reuse as Engineered Fill.

The preferred materials specified for Engineered Fill are suitable for most applications with the exception of exposure to erosion. Project site winterization and protection of exposed soils during the construction phase should be the sole responsibility of the Contractor, since he has complete control of the project site at that time.

Imported Fill should consist of a well-graded, slightly cohesive, fine silty sand or sandy silt soil, with relatively impervious characteristics when compacted. This material should be approved by the Soils Engineer prior to use and should typically possess the following characteristics:

Percent Passing No. 200 Sieve	20 to 50
Plasticity Index	10 maximum
UBC Standard 29-2 Expansion Index	15 maximum

Fill soils should be placed in lifts approximately 6 inches thick, moisture-conditioned to a minimum of 2 percent above optimum moisture content, and compacted to achieve at least 90 percent of maximum density based on ASTM D1557. Additional lifts should not be placed if the previous lift did not meet the required dry density or if soil conditions are not stable.

Drainage and Landscaping

The ground surface should slope away from building pad and pavement areas toward appropriate drop inlets or other surface drainage devices. In accordance with Section 1804 of the 2019 California Building Code, it is recommended that the ground surface adjacent to foundations be sloped a minimum of 5 percent for a minimum distance of 10 feet away from structures, or to an approved alternative means of drainage conveyance. Swales used for conveyance of drainage and located within 10 feet of foundations should be sloped a minimum of 2 percent. Impervious surfaces, such as pavement and exterior concrete flatwork, within 10 feet of building foundations should be sloped a minimum of 1 percent away from the structure. Drainage gradients should be maintained to carry all surface water to collection facilities and off-site. These grades should be maintained for the life of the project.

Slots or weep holes should be placed in drop inlets or other surface drainage devices in pavement areas to allow free drainage of adjoining base course materials. Cutoff walls should be installed at pavement edges adjacent to vehicular traffic areas these walls should extend to a minimum depth of 12 inches below pavement subgrades to limit the amount of seepage water that can infiltrate the pavements. Where cutoff walls are undesirable subgrade drains can be constructed to transport excess water away from planters to drainage interceptors. If cutoff walls can be successfully used at the site, construction of subgrade drains is considered unnecessary.

Utility Trench Backfill

Utility trenches should be excavated according to accepted engineering practice following OSHA (Occupational Safety and Health Administration) standards by a Contractor experienced in such work. The responsibility for the safety of open trenches should be borne by the Contractor. Traffic and

vibration adjacent to trench walls should be reduced; cyclic wetting and drying of excavation side slopes should be avoided. Depending upon the location and depth of some utility trenches, groundwater flow into open excavations could be experienced; especially during or following periods of precipitation.

Utility trench backfill placed in or adjacent to buildings and exterior slabs should be compacted to at least 90 percent of maximum density based on ASTM Test Method D1557. The utility trench backfill placed in pavement areas should be compacted to at least 90 percent of maximum density based on ASTM Test Method D1557. Pipe bedding should be in accordance with pipe manufacturer's recommendations.

Sandy and gravelly soil conditions were encountered at the site. These cohesionless soils have a tendency to cave in trench wall excavation. Shoring or sloping back trench sidewalls may be required within these sandy and gravelly soils.

The Contractor is responsible for removing all water-sensitive soils from the trench regardless of the backfill location and compaction requirements. The Contractor should use appropriate equipment and methods to avoid damage to the utilities and/or structures during fill placement and compaction.

Foundations - Structural Slab (Mat Foundations)

The building may be supported on a structural slab/mat foundation system. The structural slab/mat foundation should be supported by a minimum of 2 feet of Engineered Fill. The previously recommended densification of the upper native soils and fill material at the site should still be performed. After completion of the recommended site preparation, the structural slab foundation can be designed utilizing allowable bearing pressure of 1,500 pounds per square foot for dead-plus-live loads. The slab can be designed for isolated concentrated peak stress loads of 2,000 psf for dead-plus-live loads. These values may be increased $\frac{1}{3}$ for short duration loads such as wind or seismic. The slab may be designed using a modulus of subgrade reaction (k) of 50 pounds per square inch per inch (pci). The thickened edges of the slab should have a minimum depth of 12 inches below pad grade (soil grade) or exterior grade, whichever is lower. Ultimate design of the slab and reinforcement should be performed by the project Structural Engineer.

Resistance to lateral displacement can be computed using an allowable friction factor of 0.3 acting between the base of foundations and the supporting subgrade. Lateral resistance for footings can alternatively be developed using an allowable equivalent fluid passive pressure of 250 pounds per cubic foot acting against the appropriate vertical footing faces. The frictional and passive resistance of the soil may be combined without reduction in determining the total lateral resistance. A $\frac{1}{3}$ increase in the above value may be used for short duration, wind, or seismic loads.

Floor Slabs and Exterior Flatwork

In areas that will utilize moisture-sensitive floor coverings, concrete slab-on-grade floors should be underlain by a water vapor retarder. The water vapor retarder should be installed in accordance with accepted engineering practice. The water vapor retarder should consist of a vapor retarder sheeting underlain by a minimum of 3 inches of compacted, clean, gravel of $\frac{3}{4}$ -inch maximum size. To aid in

concrete curing an optional 2 to 4 inches of granular fill may be placed on top of the vapor retarder. The granular fill should consist of damp clean sand with at least 10 to 30 percent of the sand passing the 100 sieve. The sand should be free of clay, silt, or organic material. Rock dust which is manufactured sand from rock crushing operations is typically suitable for the granular fill. This granular fill material should be compacted.

The exterior floors should be poured separately in order to act independently of the walls and foundation system. Exterior finish grades should be sloped a minimum of 2 percent away from all interior slab areas to preclude ponding of water adjacent to the structures. All fills required to bring the building pads to grade should be Engineered Fills.

Moisture within the structure may be derived from water vapors, which were transformed from the moisture within the soils. This moisture vapor can travel through the vapor membrane and penetrate the slab-on-grade. This moisture vapor penetration can affect floor coverings and produce mold and mildew in the structure. To reduce moisture vapor intrusion, it is recommended that a vapor retarder be installed. It is recommended that the utility trenches within the structure be compacted, as specified in our report, to reduce the transmission of moisture through the utility trench backfill. Special attention to the immediate drainage and irrigation around the building is recommended. Positive drainage should be established away from the structure and should be maintained throughout the life of the structure. Ponding of water should not be allowed adjacent to the structure. Over-irrigation within landscaped areas adjacent to the structure should not be performed. In addition, ventilation of the structure (i.e. ventilation fans) is recommended to reduce the accumulation of interior moisture.

Lateral Earth Pressures and Retaining Walls

Walls retaining horizontal backfill and capable of deflecting a minimum of 0.1 percent of its height at the top may be designed using an equivalent fluid active pressure of 50 pounds per square foot per foot of depth. Walls that are incapable of this deflection or walls that are fully constrained against deflection may be designed for an equivalent fluid at-rest pressure of 70 pounds per square foot per foot per depth. Expansive soils should not be used for backfill against walls. The wedge of non-expansive backfill material should extend from the bottom of each retaining wall outward and upward at a slope of 2:1 (horizontal to vertical) or flatter. The stated lateral earth pressures do not include the effects of hydrostatic water pressures generated by infiltrating surface water that may accumulate behind the retaining walls; or loads imposed by construction equipment, foundations, or roadways.

During grading and backfilling operations adjacent to any walls, heavy equipment should not be allowed to operate within a lateral distance of 5 feet from the wall, or within a lateral distance equal to the wall height, whichever is greater, to avoid developing excessive lateral pressures. Within this zone, only hand operated equipment ("whackers," vibratory plates, or pneumatic compactors) should be used to compact the backfill soils.

Retaining and/or below grade walls should be drained with either perforated pipe encased in free-draining gravel or a prefabricated drainage system. The gravel zone should have a minimum width of 12 inches wide and should extend upward to within 12 inches of the top of the wall. The upper 12 inches of backfill should consist of native soils, concrete, asphaltic concrete or other suitable backfill to reduce

surface drainage into the wall drain system. The aggregate should conform to Class 2 permeable materials graded in accordance with the CalTrans Standard Specifications (2018). Prefabricated drainage systems, such as Miradrain®, Enkadrain®, or an equivalent substitute, are acceptable alternatives in lieu of gravel provided they are installed in accordance with the manufacturer's recommendations. If a prefabricated drainage system is proposed, our firm should review the system for final acceptance prior to installation.

Drainage pipes should be placed with perforations down and should discharge in a non-erosive manner away from foundations and other improvements. The pipes should be placed no higher than 6 inches above the heel of the wall in the center line of the drainage blanket and should have a minimum diameter of 4 inches. Collector pipes may be either slotted or perforated. Slots should be no wider than 1/8 inch in diameter, while perforations should be no more than 1/4 inch in diameter. If retaining walls are less than 6 feet in height, the perforated pipe may be omitted in lieu of weep holes on 4 feet maximum spacing. The weep holes should consist of 4-inch diameter holes (concrete walls) or unmortared head joints (masonry walls) and not be higher than 18 inches above the lowest adjacent grade. Two 8-inch square overlapping patches of geotextile fabric (conforming to the CalTrans Standard Specifications for "edge drains") should be affixed to the rear wall opening of each weep hole to retard soil piping.

R-Value Test Results and Pavement Design

Two subgrade soil samples were obtained from the project site for R-value testing at the locations shown on the attached site plan. The samples were tested in accordance with the State of California Materials Manual Test Designation 301. Results of the tests are as follows:

Sample	Depth	Description	R-Value at Equilibrium
1	12-24"	Sandy Silt (ML) w/ clay	21
2	12-24"	Sandy Silt (ML) w/ clay	22

The test results are moderate and indicate fair subgrade support characteristics under dynamic traffic loads. The following table shows the recommended pavement sections for various traffic indices.

Traffic Index	Asphaltic Concrete	Class II Aggregate Base*	Class III Aggregate Subbase*	Compacted Subgrade**
4.0	2.0"	6.5"	--	12.0"
4.0	2.0"	4.5"	2.0"	12.0"
4.5	2.5"	6.5"	--	12.0"
4.5	2.5"	4.0"	3.0"	12.0"
5.0	2.5"	8.0"	--	12.0"
5.0	2.5"	5.0"	3.5"	12.0"
5.5	3.0"	8.0"	--	12.0"
5.5	3.0"	5.0"	3.5"	12.0"

6.0	3.0"	10.0"	--	12.0"
6.0	3.0"	6.5"	4.0"	12.0"
6.5	3.5"	10.5"	--	12.0"
6.5	3.5"	6.0"	5.0"	12.0"
7.0	4.0"	11.5"	--	12.0"
7.0	4.0"	6.5"	5.5"	12.0"
7.5	4.0"	13.0"	--	12.0"
7.5	4.0"	7.5"	6.0"	12.0"

* 95% compaction based on ASTM Test Method D1557 or CAL 216

** 90% compaction based on ASTM Test Method D1557 or CAL 216

If traffic indices are not available, an estimated (typical value) index of 4.5 may be used for light automobile traffic and an index of 7.0 may be used for light truck traffic.

The following recommendations are for light-duty and heavy-duty Portland Cement Concrete pavement sections.

PORTLAND CEMENT PAVEMENT LIGHT DUTY

Traffic Index	Portland Cement Concrete***	Class II Aggregate Base*	Compacted Subgrade**
4.5	5.5"	4.0"	12.0"

HEAVY DUTY

Traffic Index	Portland Cement Concrete***	Class II Aggregate Base*	Compacted Subgrade**
7.0	7.0"	4.0"	12.0"

* 95% compaction based on ASTM Test Method D1557 or CAL 216

** 90% compaction based on ASTM Test Method D1557 or CAL 216

***Minimum compressive strength of 3000 psi

It is recommended that any uncertified fill material encountered within pavement areas be removed and/or recompacted. The fill material should be moisture-conditioned to near optimum moisture and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. As an alternative, the Owner may elect not to recompact the existing fill within paved areas. However, the Owner should be aware that the paved areas may settle which may require annual maintenance. At a minimum, it is recommended that the upper 12 inches of subgrade soil be moisture-conditioned as necessary and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

Seismic Parameters – 2019 California Building Code

The Site Class per Section 1613 of the 2019 California Building Code (2019 CBC) and ASCE 7-16, Chapter 20 is based upon the site soil conditions. It is our opinion that a Site Class D is most consistent with the subject site soil conditions. For seismic design of the structures based on the seismic provisions of the 2019 CBC, we recommend the following parameters:

Seismic Item	Value	CBC Reference
Site Class	D	Section 1613.2.2
Site Coefficient F_a	1.200	Table 1613.2.3 (1)
S_s	1.856	Section 1613.2.1
S_{MS}	2.227	Section 1613.2.3
S_{DS}	1.485	Section 1613.2.4
Site Coefficient F_v	1.700	Table 1613.2.3 (2)
S_1	0.708	Section 1613.2.1
S_{M1}	1.204	Section 1613.2.3
S_{D1}	0.802	Section 1613.2.4
T_s	0.540	Section 1613.2

* Values based on equivalent static force procedure being used in design.

Soil Cement Reactivity

Excessive sulfate in either the soil or native water may result in an adverse reaction between the cement in concrete (or stucco) and the soil. HUD/FHA and CBC have developed criteria for evaluation of sulfate levels and how they relate to cement reactivity with soil and/or water.

Soil samples were obtained from the site and tested in accordance with State of California Materials Manual Test Designation 417. The sulfate concentrations detected in these soil samples were less than 150 ppm and are below the maximum allowable values established by HUD/FHA and CBC. However, it is recommended that a Type II cement be used within the concrete to compensate for sulfate reactivity with the cement.

Compacted Material Acceptance

Compaction specifications are not the only criteria for acceptance of the site grading or other such activities. However, the compaction test is the most universally recognized test method for assessing the performance of the Grading Contractor. The numerical test results from the compaction test cannot be used to predict the engineering performance of the compacted material. Therefore, the acceptance of compacted materials will also be dependent on the stability of that material. The Soils Engineer has the option of rejecting any compacted material regardless of the degree of compaction if that material is considered to be unstable or if future instability is suspected. A specific example of rejection of fill material passing the required percent compaction is a fill which has been compacted with an in-situ moisture content significantly less than optimum moisture. This type of dry fill (brittle fill) is susceptible to future settlement if it becomes saturated or flooded.

Testing and Inspection

A representative of Krazan & Associates, Inc. should be present at the site during the earthwork activities to confirm that actual subsurface conditions are consistent with the exploratory fieldwork. This activity is an integral part of our service, as acceptance of earthwork construction is dependent upon compaction testing and stability of the material. This representative can also verify that the intent of these recommendations is incorporated into the project design and construction. Krazan & Associates, Inc. will not be responsible for grades or staking, since this is the responsibility of the Prime Contractor.

LIMITATIONS

Soils Engineering is one of the newest divisions of Civil Engineering. This branch of Civil Engineering is constantly improving as new technologies and understanding of earth sciences advance. Although your site was analyzed using the most appropriate and most current techniques and methods, undoubtedly there will be substantial future improvements in this branch of engineering. In addition to advancements in the field of Soils Engineering, physical changes in the site, either due to excavation or fill placement, new agency regulations, or possible changes in the proposed structure after the soils report is completed may require the soils report to be professionally reviewed. In light of this, the Owner should be aware that there is a practical limit to the usefulness of this report without critical review. Although the time limit for this review is strictly arbitrary, it is suggested that 2 years be considered a reasonable time for the usefulness of this report.

Foundation and earthwork construction is characterized by the presence of a calculated risk that soil and groundwater conditions have been fully revealed by the original foundation investigation. This risk is derived from the practical necessity of basing interpretations and design conclusions on limited sampling of the earth. The recommendations made in this report are based on the assumption that soil conditions do not vary significantly from those disclosed during our field investigation. If any variations or undesirable conditions are encountered during construction, the Soils Engineer should be notified so that supplemental recommendations may be made.

The conclusions of this report are based on the information provided regarding the proposed construction. If the proposed construction is relocated or redesigned, the conclusions in this report may not be valid. The Soils Engineer should be notified of any changes so the recommendations may be reviewed and re-evaluated.

This report is a Geotechnical Engineering Investigation with the purpose of evaluating the soil conditions in terms of foundation design. The scope of our services did not include any Environmental Site Assessment for the presence or absence of hazardous and/or toxic materials in the soil, groundwater, or atmosphere; or the presence of wetlands. Any statements, or absence of statements, in this report or on any boring log regarding odors, unusual or suspicious items, or conditions observed, are strictly for descriptive purposes and are not intended to convey engineering judgment regarding potential hazardous and/or toxic assessment.

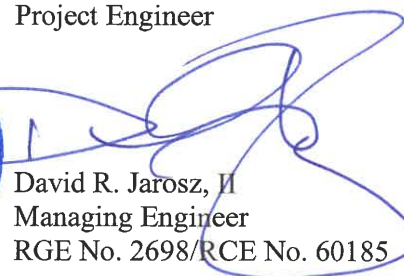
The geotechnical engineering information presented herein is based upon professional interpretation utilizing standard engineering practices and a degree of conservatism deemed proper for this project. It is not warranted that such information and interpretation cannot be superseded by future geotechnical engineering developments. We emphasize that this report is valid for the project outlined above and should not be used for any other sites.

If you have any questions, or if we may be of further assistance, please do not hesitate to contact our office at (925) 307-1160.

Respectfully submitted,
KRAZAN & ASSOCIATES, INC.



Steve Nelson
Project Engineer



David R. Jarosz, II
Managing Engineer
RGE No. 2698/RCE No. 60185

SN/DRJ:ht



-

SITE MAP Multi-Family Residential Development 1300 South Main Street Milpitas, California	Scale: NTS	Date: July 2021	
	Drawn by: HT	Approved by: DJ	
	Project No. 042-21016	Figure No. 1	

APPENDIX A

FIELD AND LABORATORY INVESTIGATIONS

Field Investigation

The field investigation consisted of a surface reconnaissance and a subsurface exploratory program. Four 4½-inch to 6½-inch diameter exploratory borings were advanced. The boring locations are shown on the site plan.

The soils encountered were logged in the field during the exploration and with supplementary laboratory test data are described in accordance with the Unified Soil Classification System.

Modified standard penetration tests and standard penetration tests were performed at selected depths. These tests represent the resistance to driving a 2½-inch and 1½-inch diameter split barrel sampler, respectively. The driving energy was provided by a hammer weighing 140 pounds falling 30 inches. Relatively undisturbed soil samples were obtained while performing this test. Bag samples of the disturbed soil were obtained from the auger cuttings. The modified standard penetration tests are identified in the sample type on the boring logs with a full shaded in block. The standard penetration tests are identified in the sample type on the boring logs with half of the block shaded. All samples were returned to our Clovis laboratory for evaluation.

Laboratory Investigation

The laboratory investigation was programmed to determine the physical and mechanical properties of the foundation soil underlying the site. Test results were used as criteria for determining the engineering suitability of the surface and subsurface materials encountered.

In-situ moisture content, dry density, consolidation, direct shear and sieve analysis tests were completed for the undisturbed samples representative of the subsurface material. Atterberg limits, expansion index and R-value tests were completed for select bag samples obtained from the auger cuttings. These tests, supplemented by visual observation, comprised the basis for our evaluation of the site material.

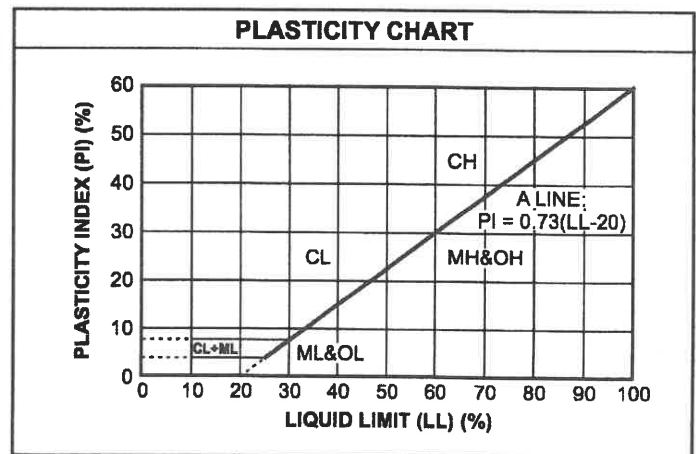
The logs of the exploratory borings and laboratory determinations are presented in this Appendix.

UNIFIED SOIL CLASSIFICATION SYSTEM

UNIFIED SOIL CLASSIFICATION AND SYMBOL CHART		
COARSE-GRAINED SOILS (more than 50% of material is larger than No. 200 sieve size.)		
GRAVELS More than 50% of coarse fraction larger than No. 4 sieve size	Clean Gravels (Less than 5% fines)	
	 GW	Well-graded gravels, gravel-sand mixtures, little or no fines
	 GP	Poorly-graded gravels, gravel-sand mixtures, little or no fines
	Gravels with fines (More than 12% fines)	
	 GM	Silty gravels, gravel-sand-silt mixtures
	 GC	Clayey gravels, gravel-sand-clay mixtures
SANDS 50% or more of coarse fraction smaller than No. 4 sieve size	Clean Sands (Less than 5% fines)	
	 SW	Well-graded sands, gravelly sands, little or no fines
	 SP	Poorly graded sands, gravelly sands, little or no fines
	Sands with fines (More than 12% fines)	
	 SM	Silty sands, sand-silt mixtures
	 SC	Clayey sands, sand-clay mixtures
FINE-GRAINED SOILS (50% or more of material is smaller than No. 200 sieve size.)		
SILTS AND CLAYS Liquid limit less than 50%	 ML	Inorganic silts and very fine sands, rock flour, silty of clayey fine sands or clayey silts with slight plasticity
	 CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
	 OL	Organic silts and organic silty clays of low plasticity
SILTS AND CLAYS Liquid limit 50% or greater	 MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
	 CH	Inorganic clays of high plasticity, fat clays
	 OH	Organic clays of medium to high plasticity, organic silts
HIGHLY ORGANIC SOILS	 PT	Peat and other highly organic soils

CONSISTENCY CLASSIFICATION	
Description	Blows per Foot
<i>Granular Soils</i>	
Very Loose	< 5
Loose	5 – 15
Medium Dense	16 – 40
Dense	41 – 65
Very Dense	> 65
<i>Cohesive Soils</i>	
Very Soft	< 3
Soft	3 – 5
Firm	6 – 10
Stiff	11 – 20
Very Stiff	21 – 40
Hard	> 40

GRAIN SIZE CLASSIFICATION		
Grain Type	Standard Sieve Size	Grain Size in Millimeters
Boulders	Above 12 inches	Above 305
Cobbles	12 to 13 inches	305 to 76.2
Gravel	3 inches to No. 4	76.2 to 4.76
Coarse-grained	3 to ¾ inches	76.2 to 19.1
Fine-grained	¾ inches to No. 4	19.1 to 4.76
Sand	No. 4 to No. 200	4.76 to 0.074
Coarse-grained	No. 4 to No. 10	4.76 to 2.00
Medium-grained	No. 10 to No. 40	2.00 to 0.042
Fine-grained	No. 40 to No. 200	0.042 to 0.074
Silt and Clay	Below No. 200	Below 0.074



Log of Boring B1

Project: Multi-Family Residential Development

Client: AMG & Associates, LLC

Location: 1300 South Main Street, Milpitas, California

Depth to Water>

Initial: 20½ Feet

Project No: 042-21016

Figure No.: A-1

Logged By: Carlos Jimenez

At Completion: 15 Feet

SUBSURFACE PROFILE			SAMPLE				Penetration Test blows/ft			Water Content (%)			
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	20	40	60	10	20	30	40
0		Ground Surface											
0		ASPHALTIC CONCRETE = 1 inch AGGREGATE BASE = 3 inches											
2		SANDY CLAY (CL) Stiff, fine- to medium-grained; dark brown, moist, drills easily	108.2	19.0		12							
4		SILTY CLAY (CL) Stiff; olive-brown, moist, drills easily	112.3	14.3		18							
6													
8		SANDY CLAY (CL) Very stiff, fine- to medium-grained; dark brown, moist, drills firmly	90.2	30.5		22							
10													
12													
14		SANDY CLAY (CH) Stiff, fine- to medium-grained; dark brown, moist, drills easily Saturated below 15 feet	94.4	27.9		15							
16													
18		SANDY CLAY (CL) Very stiff, fine- to medium-grained; light brown, saturated, drills easily											
20													

Drill Method: Hollow Stem

Drill Rig: CME 45C-1

Driller: Chris Wyneken

Krazan and Associates

Drill Date: 6-22-21

Hole Size: 6½ Inches

Elevation: 45 Feet

Sheet: 1 of 3

Log of Boring B1

Project: Multi-Family Residential Development

Project No: 042-21016

Client: AMG & Associates, LLC

Figure No.: A-1

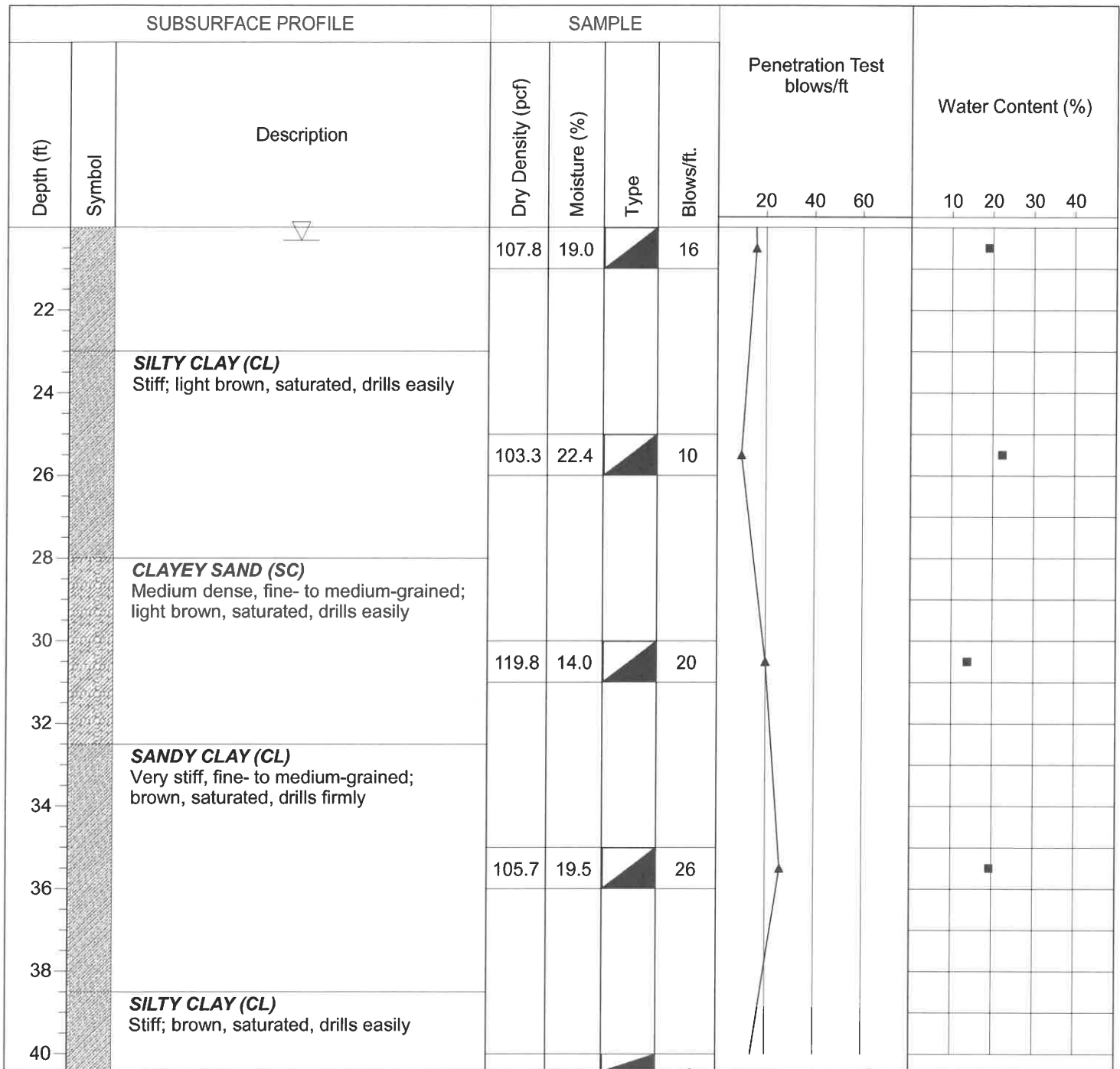
Location: 1300 South Main Street, Milpitas, California

Logged By: Carlos Jimenez

Depth to Water>

Initial: 20½ Feet

At Completion: 15 Feet



Drill Method: Hollow Stem

Drill Date: 6-22-21

Drill Rig: CME 45C-1

Krazan and Associates

Hole Size: 6½ Inches

Driller: Chris Wyneken

Elevation: 45 Feet

Sheet: 2 of 3

Log of Boring B1

Project: Multi-Family Residential Development

Project No: 042-21016

Client: AMG & Associates, LLC

Figure No.: A-1

Location: 1300 South Main Street, Milpitas, California

Logged By: Carlos Jimenez

Depth to Water>

Initial: 20½ Feet

At Completion: 15 Feet

SUBSURFACE PROFILE			SAMPLE				Penetration Test blows/ft			Water Content (%)			
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.							
							20	40	60	10	20	30	40
			111.9	18.5		13							
42													
44													
46		End of Borehole											
48													
50													
52													
54													
56													
58													
60													

Drill Method: Hollow Stem

Drill Date: 6-22-21

Drill Rig: CME 45C-1

Krazan and Associates

Hole Size: 6½ Inches

Driller: Chris Wyneken

Elevation: 45 Feet

Sheet: 3 of 3

Log of Boring B2

Project: Multi-Family Residential Development

Project No: 042-21016

Client: AMG & Associates, LLC

Figure No.: A-2

Location: 1300 South Main Street, Milpitas, California

Logged By: Carlos Jimenez

Depth to Water>

Initial: None

At Completion: None

SUBSURFACE PROFILE			SAMPLE				Penetration Test blows/ft	Water Content (%)			
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.		10	20	30	40
0		Ground Surface									
0		ASPHALTIC CONCRETE = 1 inch AGGREGATE BASE = 3 inches									
2		SANDY CLAY (CL) Stiff, fine- to medium-grained; dark brown, moist, drills easily		12.5		12					
4		SANDY SILT/SANDY CLAY (ML/CL) Medium dense, fine- to coarse-grained with GRAVEL; brown, moist, drills easily									
6			106.1	18.9		21					
8		SANDY CLAY (CL) Very stiff, fine- to medium-grained; grayish-brown, moist, drills firmly									
10			83.1	33.5		22					
12											
14											
16			92.5	28.1		28					
18											
20											

Drill Method: Solid Flight

Drill Date: 6-22-21

Drill Rig: CME 45C-1

Krazan and Associates

Hole Size: 4½ Inches

Driller: Chris Wyneken

Elevation: 20 Feet

Sheet: 1 of 1

Log of Boring B3

Project: Multi-Family Residential Development

Project No: 042-21016

Client: AMG & Associates, LLC

Figure No.: A-3

Location: 1300 South Main Street, Milpitas, California

Logged By: Carlos Jimenez

Depth to Water>

Initial: None

At Completion: None

SUBSURFACE PROFILE			SAMPLE				Penetration Test blows/ft			Water Content (%)			
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	20	40	60	10	20	30	40
0		Ground Surface											
		ASPHALTIC CONCRETE = 1 inch AGGREGATE BASE = 3 inches											
2		SANDY CLAY (CL) Stiff, fine- to medium-grained; olive-brown, moist, drills easily	110.9	16.7		14							
4		SANDY SILT/SANDY CLAY (ML/CL) Loose, fine- to medium-grained; olive-brown, moist, drills easily											
6			102.4	23.8		10							
8		SANDY CLAY (CL) Very stiff, fine- to medium-grained; grayish-brown, moist, drills firmly											
10			94.5	33.7		27							
12													
14													
16			96.2	28.4		27							
18													
20													

Drill Method: Solid Flight

Drill Date: 6-22-21

Drill Rig: CME 45C-1

Krazan and Associates

Hole Size: 4½ Inches

Driller: Chris Wyneken

Elevation: 20 Feet

Sheet: 1 of 1

Log of Boring B4

Project: Multi-Family Residential Development

Project No: 042-21016

Client: AMG & Associates, LLC

Figure No.: A-4

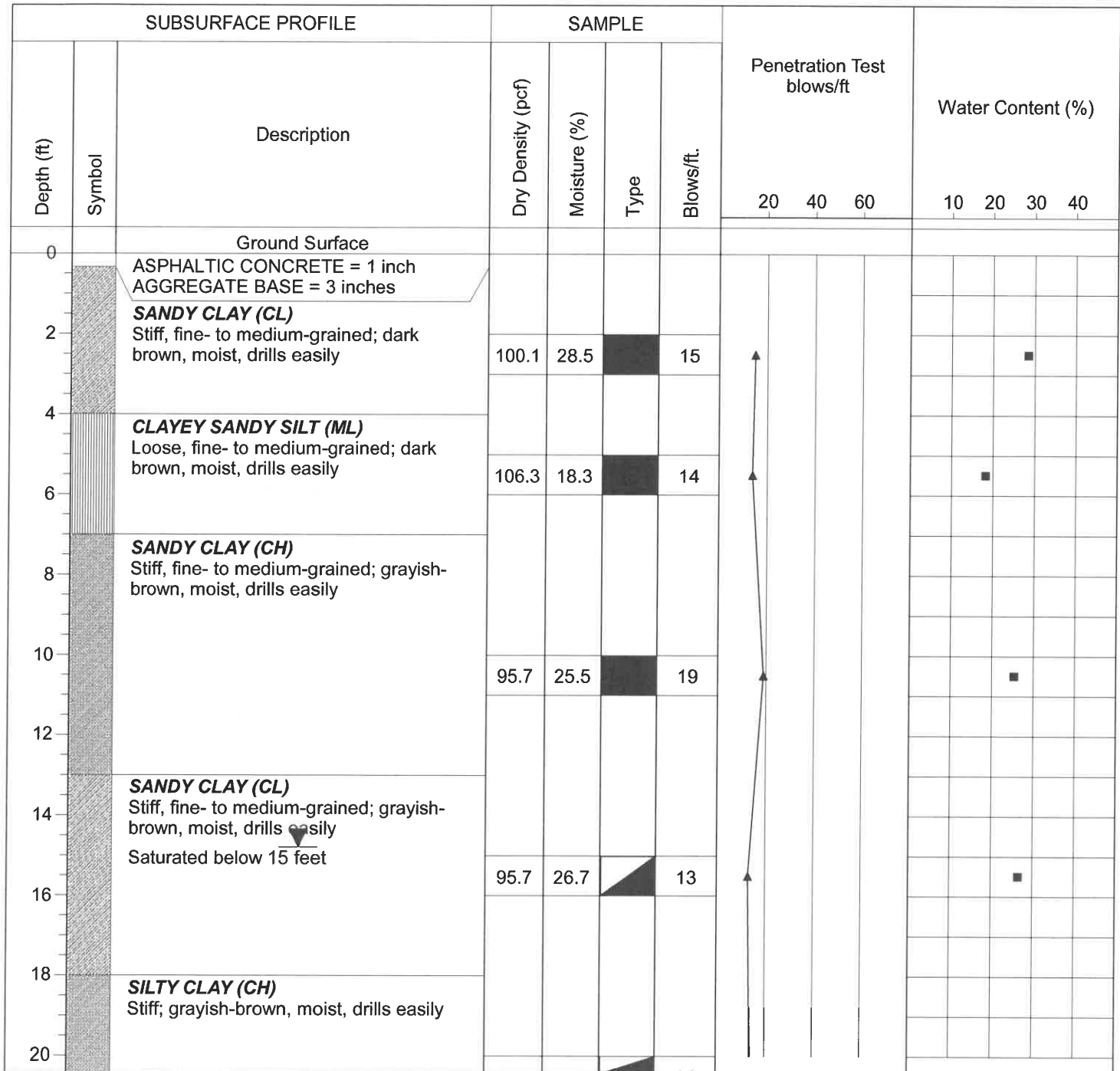
Location: 1300 South Main Street, Milpitas, California

Logged By: Carlos Jimenez

Depth to Water>

Initial: 25 Feet

At Completion: 20 Feet



Drill Method: Hollow Stem

Drill Date: 6-22-21

Drill Rig: CME 45C-1

Krazan and Associates

Hole Size: 6½ Inches

Driller: Chris Wyneken

Elevation: 45 Feet

Sheet: 1 of 3

Log of Boring B4

Project: Multi-Family Residential Development

Project No: 042-21016

Client: AMG & Associates, LLC

Figure No.: A-4

Location: 1300 South Main Street, Milpitas, California

Logged By: Carlos Jimenez

Depth to Water>

Initial: 25 Feet

At Completion: 20 Feet

SUBSURFACE PROFILE			SAMPLE				Penetration Test blows/ft	Water Content (%)			
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.		10	20	30	40
22			87.0	31.9		14					
24		SANDY CLAY (CH) Very stiff, fine- to medium-grained; grayish-brown, saturated, drills easily									
26			93.9	28.5		19					
28		SILTY CLAY (CL) Stiff; olive-brown, saturated, drills easily									
30			95.6	27.7		10					
32		SANDY CLAY (CL) Stiff, fine- to medium-grained; olive- brown, saturated, drills easily									
34											
36			99.3	24.2		10					
38		CLAYEY SAND (SC) Medium dense, fine- to medium-grained; brown, saturated, drills easily									
40											

Drill Method: Hollow Stem

Drill Date: 6-22-21

Drill Rig: CME 45C-1

Krazan and Associates

Hole Size: 6½ Inches

Driller: Chris Wyneken

Elevation: 45 Feet

Sheet: 2 of 3

Log of Boring B4

Project: Multi-Family Residential Development

Project No: 042-21016

Client: AMG & Associates, LLC

Figure No.: A-4

Location: 1300 South Main Street, Milpitas, California

Logged By: Carlos Jimenez

Depth to Water>

Initial: 25 Feet

At Completion: 20 Feet

SUBSURFACE PROFILE			SAMPLE				Penetration Test blows/ft	Water Content (%)
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.		
							20 40 60	10 20 30 40
42			115.9	15.6		15		
44								
46		End of Borehole						
48								
50								
52								
54								
56								
58								
60								

Drill Method: Hollow Stem

Drill Date: 6-22-21

Drill Rig: CME 45C-1

Krazan and Associates

Hole Size: 6½ Inches

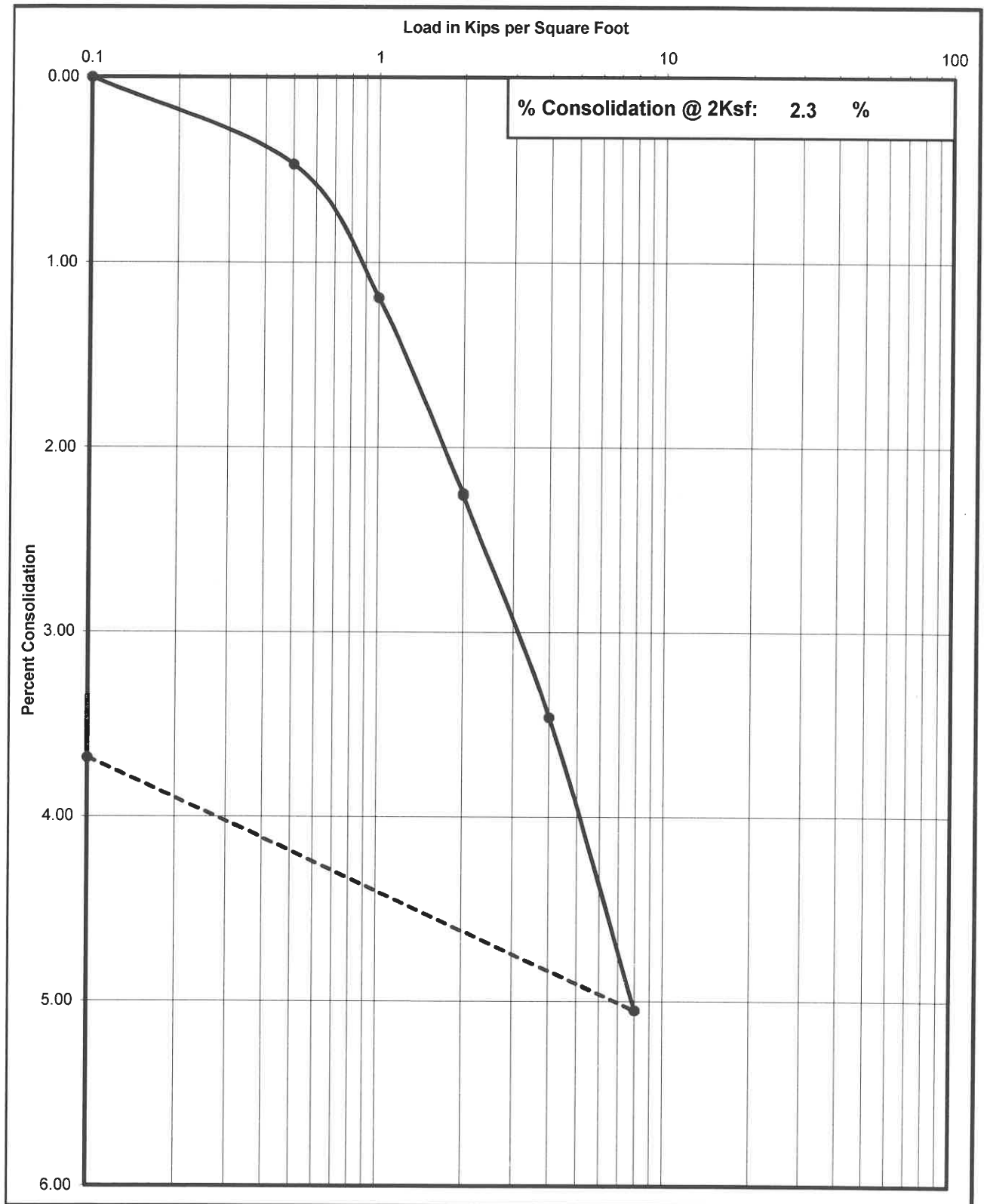
Driller: Chris Wyneken

Elevation: 45 Feet

Sheet: 3 of 3

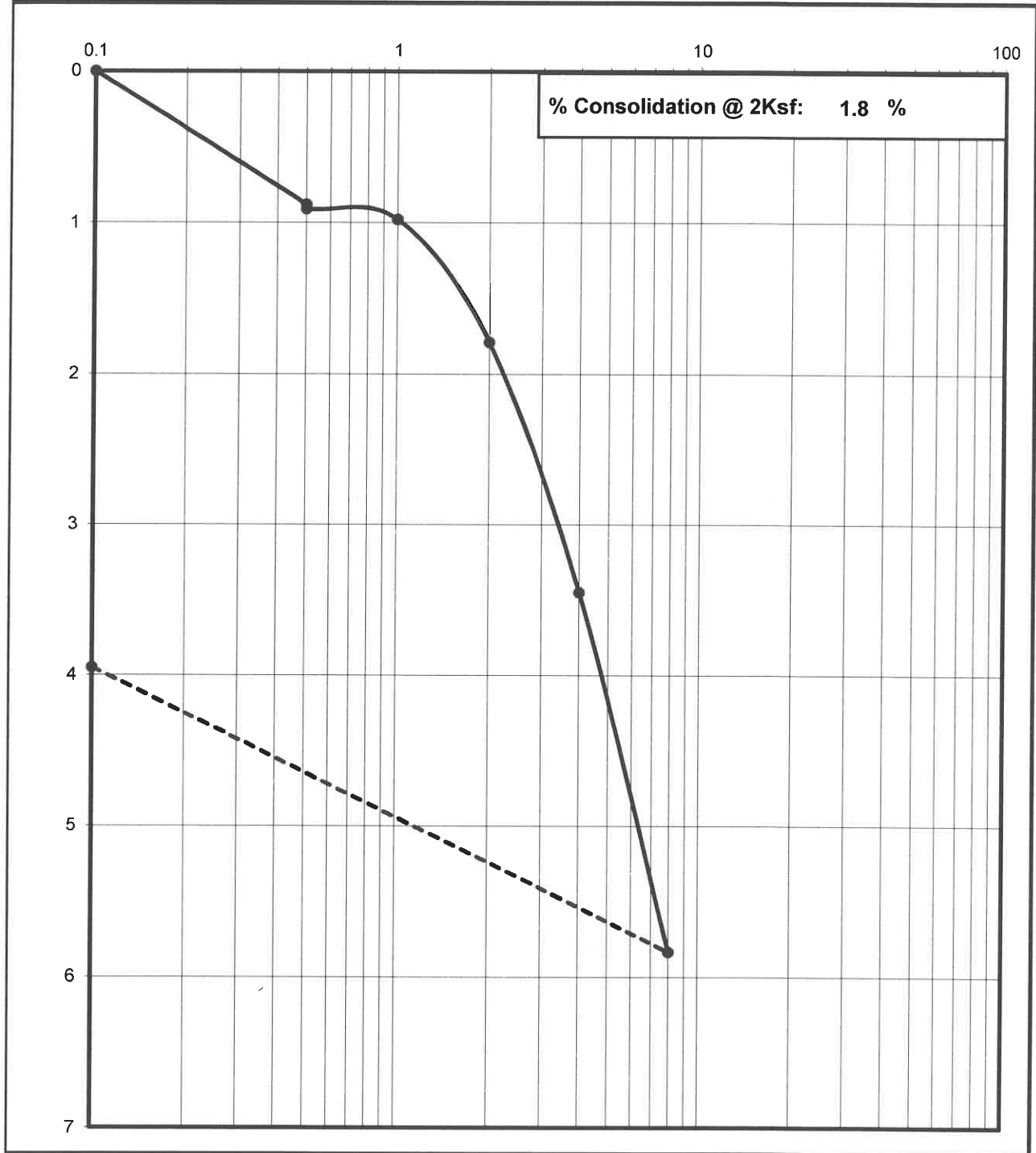
Consolidation Test

Project No	Boring No. & Depth	Date	Soil Classification
042-21016	B2 @ 5-6'	7/13/2021	ML-CL



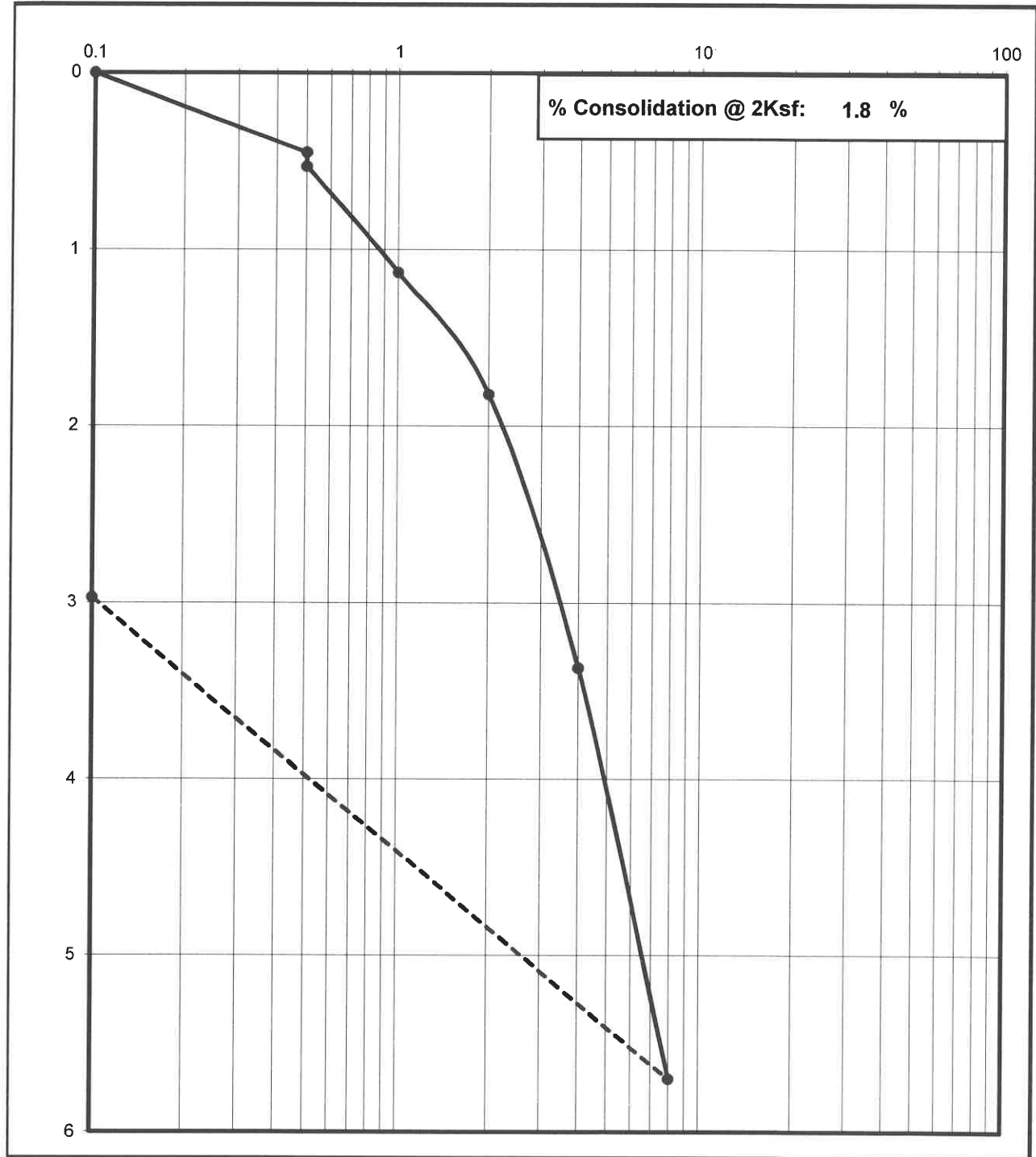
Consolidation Test

Project No	Boring No. & Depth	Date	Soil Classification
042-21016	B3 @ 2-3'	7/13/2021	CL



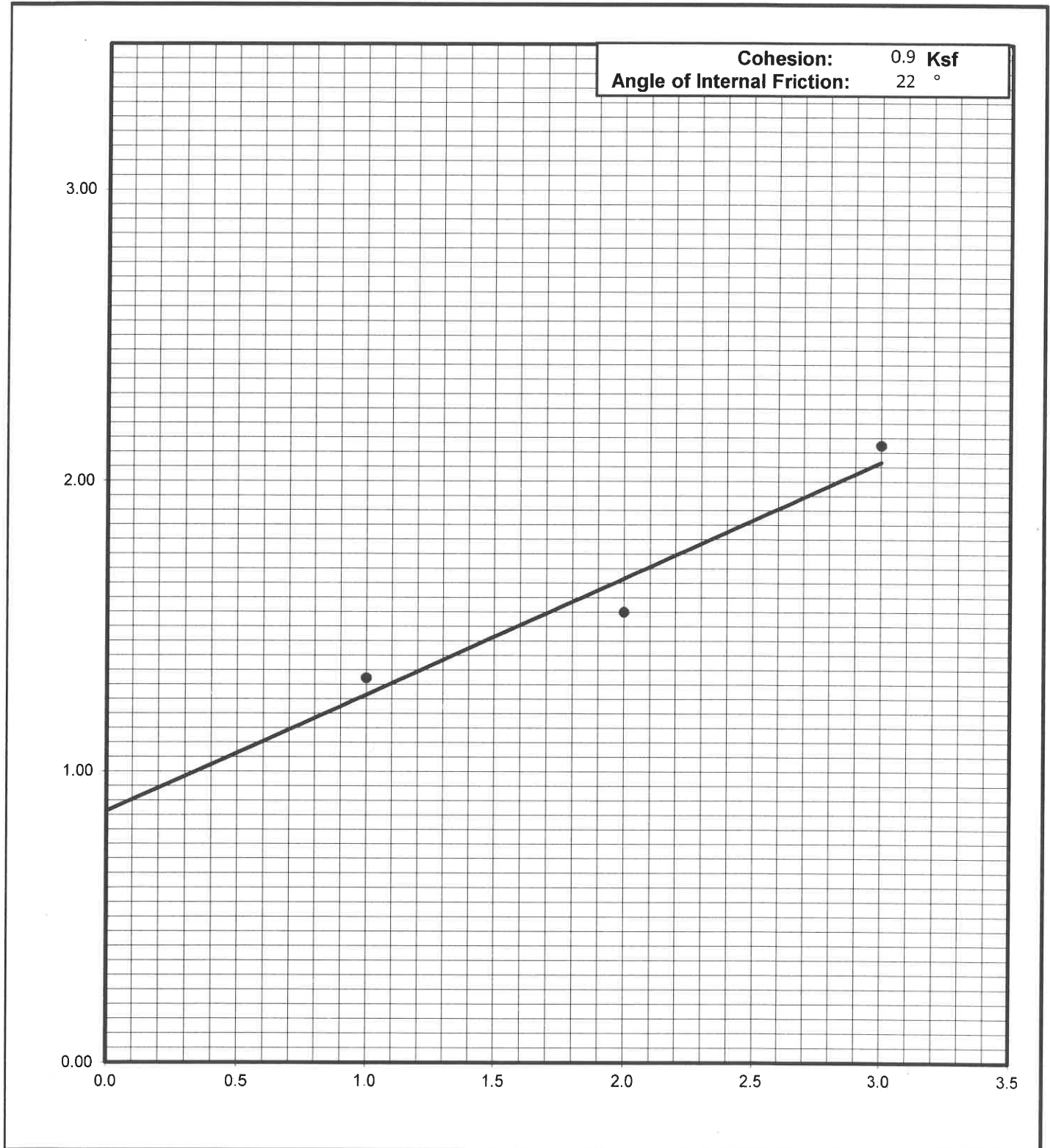
Consolidation Test

Project No	Boring No. & Depth	Date	Soil Classification
042-21016	B3 @ 5-6'	7/13/2021	ML-CL

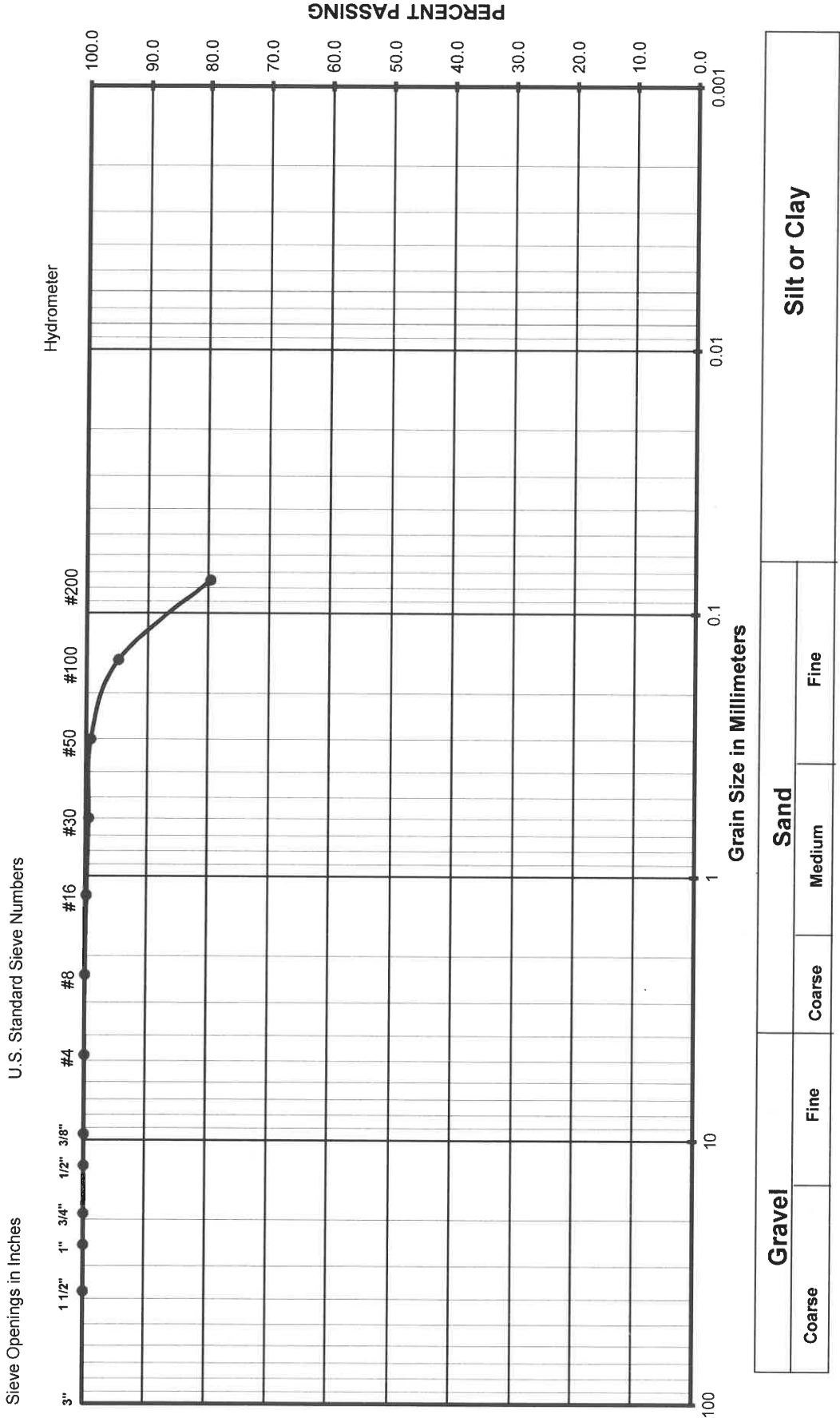


Shear Strength Diagram (Direct Shear)
ASTM D - 3080 / AASHTO T - 236

Project Number	Boring No. & Depth	Soil Type	Date
042-21016	B4 @ 2-3'	CL w/ grvl	7/13/2021



Grain Size Analysis



(Unified Soils Classification)

Project Name
Project Number
Soil Classification
Sample Number

Multi Family Residential Development
042-21016
CL
B3 @ 2-3'

Expansion Index Test

ASTM D - 4829

Project Number : 042-21016
Project Name : Multi Family Residential Development
Date : 7/13/2021
Sample location/ Depth : 1-3'
Sample Number : RV#1
Soil Classification : ML w/ clay

Trial #	1	2	3
Weight of Soil & Mold, gms	768.8		
Weight of Mold, gms	367.4		
Weight of Soil, gms	401.4		
Wet Density, Lbs/cu.ft.	121.1		
Weight of Moisture Sample (Wet), gms	200.0		
Weight of Moisture Sample (Dry), gms	182.5		
Moisture Content, %	9.6		
Dry Density, Lbs/cu.ft.	110.5		
Specific Gravity of Soil	2.7		
Degree of Saturation, %	49.3		

Time	Initial	30 min	1 hr	6hrs	12 hrs	24 hrs
Dial Reading	0	--	--	--	--	0.0244

Expansion Index_{measured} = 24.4

Expansion Index = **24**

Expansion Potential Table	
Exp. Index	Potential Exp.
0 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
>130	Very High

Expansion Index Test

ASTM D - 4829

Project Number : 042-21016
Project Name : Multi Family Residential Development
Date : 7/13/2021
Sample location/ Depth : 1-3'
Sample Number : RV#2
Soil Classification : ML w/ clay

Trial #	1	2	3
Weight of Soil & Mold, gms	770.7		
Weight of Mold, gms	367.4		
Weight of Soil, gms	403.3		
Wet Density, Lbs/cu.ft.	121.6		
Weight of Moisture Sample (Wet), gms	200.0		
Weight of Moisture Sample (Dry), gms	183.0		
Moisture Content, %	9.3		
Dry Density, Lbs/cu.ft.	111.3		
Specific Gravity of Soil	2.7		
Degree of Saturation, %	48.8		

Time	Initial	30 min	1 hr	6hrs	12 hrs	24 hrs
Dial Reading	0	--	--	--	--	0.0267

Expansion Index_{measured} = 26.7

Expansion Index = **27**

Expansion Potential Table	
Exp. Index	Potential Exp.
0 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
>130	Very High

Plasticity Index of Soils

ASTM D4318/AASHTO T89 T90/CT 204

Project: **Multi Family Residential Development**
 Project Number: **042-21016**
 Date Sampled: 7/13/2021
 Sampled By: CJ
 Sample Number:
 Sample Location: B1 @ 10-11'
 Sample Description: CL

Date Tested: 7/8/2021
 Tested By: JM
 Verified By: JG

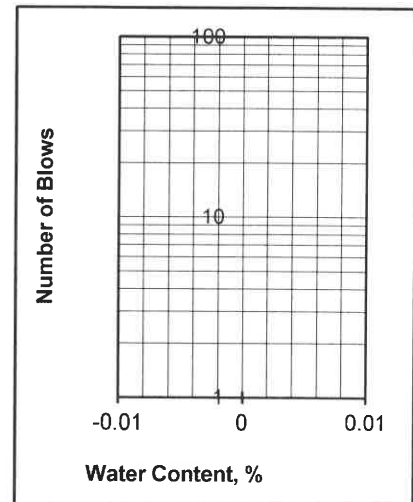
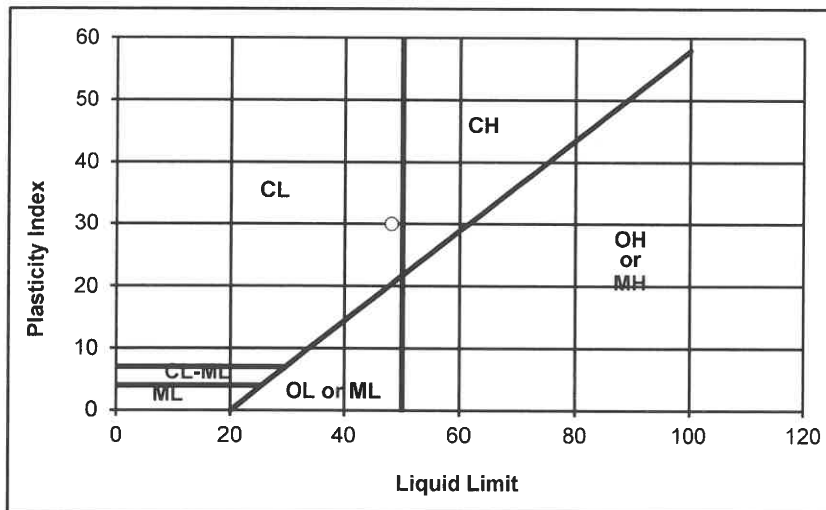
Trial Number	Plastic Limit			Liquid Limit		
	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)	29.30	28.06		27.23	25.72	
Weight of Dry Soil & Tare (g)	27.49	26.38		23.82	23.04	
Weight of Tare (g)	17.19	17.21		16.85	17.35	
Weight of water (g)	1.81	1.69		3.41	2.69	
Weight of Dry Soil (g)	10.31	9.16		6.97	5.69	
Water Content (% of dry wt.)	17.5%	18.4%		49.0%	47.2%	
Number of Blows				25	25	

Plastic Limit : 18

Liquid Limit : 48

Plasticity Index : 30
 Unified Soil Classification : CL

Requirement:
 Approx. % of Material Retained on # 40 Sieve:



Departures from Outlined Procedure:

Unusual Conditions, Other Notes:

Plasticity Index of Soils

ASTM D4318/AASHTO T89 T90/CT 204

Project: **Multi Family Residential Development**
 Project Number: **042-21016**
 Date Sampled: 7/13/2021
 Sampled By: CJ
 Sample Number:
 Sample Location: B1 @ 15-16'
 Sample Description: CH

Date Tested: 7/8/2021
 Tested By: JM
 Verified By: JG

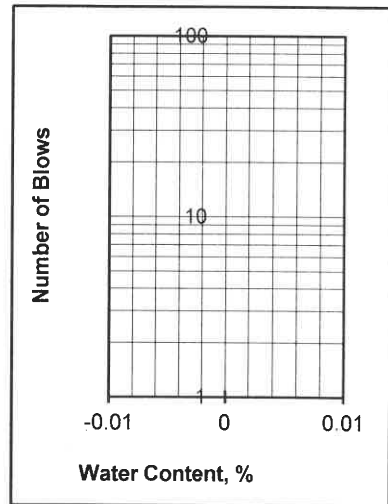
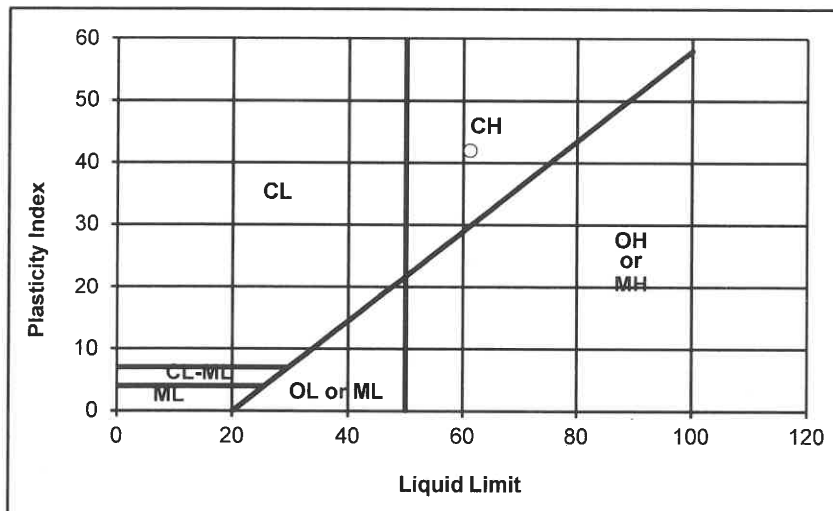
Trial Number	Plastic Limit			Liquid Limit		
	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)	22.58	23.75		27.58	31.01	
Weight of Dry Soil & Tare (g)	21.65	22.70		23.63	25.77	
Weight of Tare (g)	16.83	17.32		17.16	17.20	
Weight of water (g)	0.93	1.05		3.96	5.24	
Weight of Dry Soil (g)	4.82	5.38		6.46	8.57	
Water Content (% of dry wt.)	19.3%	19.6%		61.2%	61.1%	
Number of Blows				25	25	

Plastic Limit : 19

Liquid Limit : 61

Plasticity Index : 42
 Unified Soil Classification : CH

Requirement:
 Approx. % of Material Retained on # 40 Sieve:



Departures from Outlined Procedure:

Unusual Conditions, Other Notes:

Plasticity Index of Soils

ASTM D4318/AASHTO T89 T90/CT 204

Project: **Multi Family Residential Development**

Project Number: **042-21016**

Date Sampled: 7/13/2021

Sampled By: CJ

Sample Number:

Sample Location: B1 @ 20-21'

Sample Description: CL

Date Tested: 7/8/2021

Tested By: JM

Verified By: JG

Trial Number	Plastic Limit			Liquid Limit		
	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)	28.67	33.09		32.74	33.84	
Weight of Dry Soil & Tare (g)	27.09	30.95		28.14	28.78	
Weight of Tare (g)	16.83	17.36		15.11	14.28	
Weight of water (g)	1.58	2.14		4.60	5.06	
Weight of Dry Soil (g)	10.26	13.59		13.03	14.50	
Water Content (% of dry wt.)	15.4%	15.8%		35.3%	34.9%	
Number of Blows				25	25	

Plastic Limit : 16

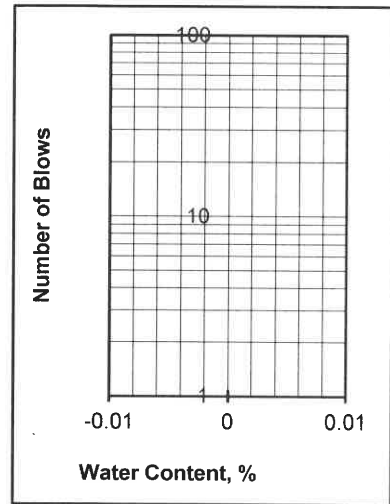
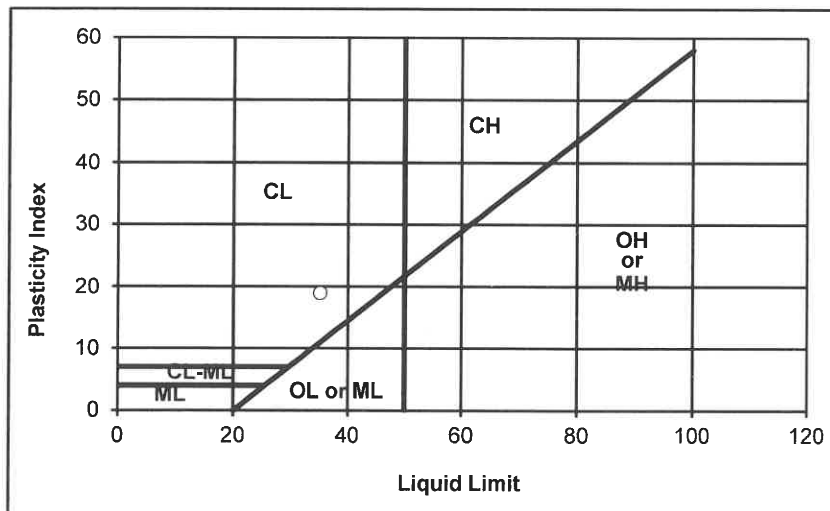
Liquid Limit : 35

Plasticity Index : 19

Unified Soil Classification : CL

Requirement:

Approx. % of Material Retained on # 40 Sieve:



Departures from Outlined Procedure:

Unusual Conditions, Other Notes:

Plasticity Index of Soils

ASTM D4318/AASHTO T89 T90/CT 204

Project: **Multi Family Residential Development**
 Project Number: **042-21016**
 Date Sampled: 7/13/2021 Date Tested: 7/8/2021
 Sampled By: CJ Tested By: JM
 Sample Number: Verified By: JG
 Sample Location: B1 @ 25-26'
 Sample Description: CL

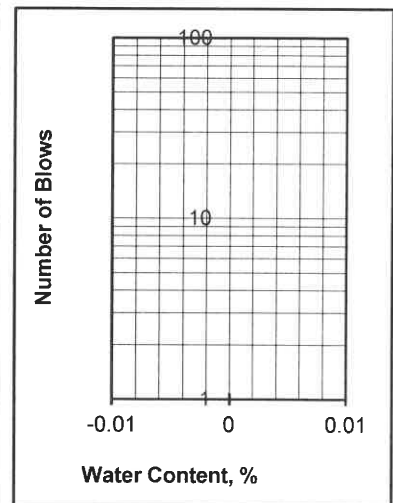
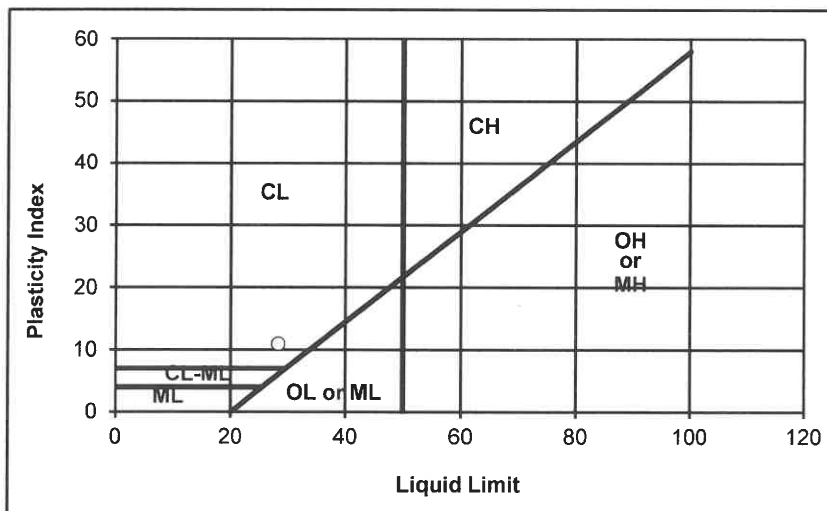
Trial Number	Plastic Limit			Liquid Limit		
	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)	26.45	24.89		27.79	24.92	
Weight of Dry Soil & Tare (g)	25.16	23.05		24.72	22.47	
Weight of Tare (g)	17.22	13.01		13.97	13.78	
Weight of water (g)	1.30	1.84		3.07	2.45	
Weight of Dry Soil (g)	7.93	10.05		10.76	8.69	
Water Content (% of dry wt.)	16.4%	18.3%		28.5%	28.2%	
Number of Blows				25	25	

Plastic Limit : 17

Liquid Limit : 28

Plasticity Index : 11
 Unified Soil Classification : CL

Requirement:
 Approx. % of Material Retained on # 40 Sieve:



Departures from Outlined Procedure:

Unusual Conditions, Other Notes:

Plasticity Index of Soils

ASTM D4318/AASHTO T89 T90/CT 204

Project: **Multi Family Residential Development**
 Project Number: **042-21016**
 Date Sampled: 7/13/2021
 Sampled By: CJ
 Sample Number:
 Sample Location: B1 @ 30-31'
 Sample Description: SC w/ grvl

Date Tested: 7/8/2021
 Tested By: JM
 Verified By: JG

Trial Number	Plastic Limit			Liquid Limit		
	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)	23.45	29.15		27.01	31.35	
Weight of Dry Soil & Tare (g)	22.17	27.74		23.81	27.44	
Weight of Tare (g)	13.08	17.07		13.69	14.33	
Weight of water (g)	1.28	1.41		3.20	3.92	
Weight of Dry Soil (g)	9.09	10.68		10.12	13.11	
Water Content (% of dry wt.)	14.0%	13.2%		31.6%	29.9%	
Number of Blows				25	25	

Plastic Limit : 14

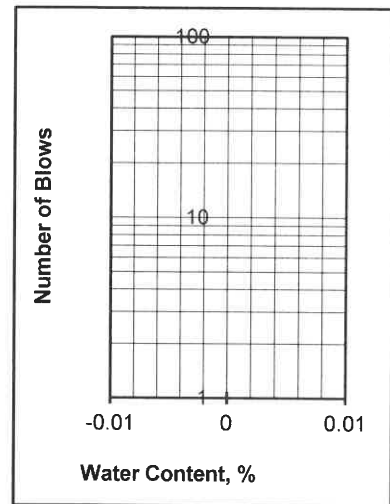
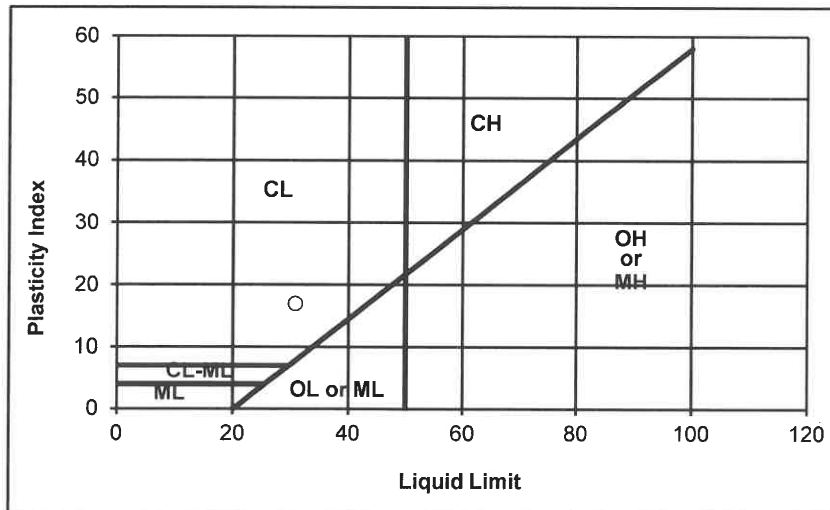
Liquid Limit : 31

Plasticity Index : 17

Unified Soil Classification : CL

Requirement:

Approx. % of Material Retained on # 40 Sieve:



Departures from Outlined Procedure:

Unusual Conditions, Other Notes:

Plasticity Index of Soils

ASTM D4318/AASHTO T89 T90/CT 204

Project: **Multi Family Residential Development**

Project Number: **042-21016**

Date Sampled: 7/13/2021

Sampled By: CJ

Sample Number:

Sample Location: B1 @ 35-36'

Sample Description: CL

Date Tested: 7/8/2021

Tested By: JM

Verified By: JG

Trial Number	Plastic Limit			Liquid Limit		
	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)	22.94	28.70		27.06	28.43	
Weight of Dry Soil & Tare (g)	21.38	26.59		23.60	25.48	
Weight of Tare (g)	12.04	13.50		13.81	17.12	
Weight of water (g)	1.56	2.11		3.47	2.96	
Weight of Dry Soil (g)	9.34	13.09		9.78	8.36	
Water Content (% of dry wt.)	16.7%	16.1%		35.4%	35.4%	
Number of Blows				25	25	

Plastic Limit : 16

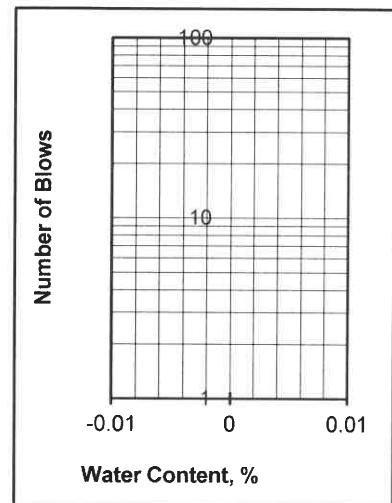
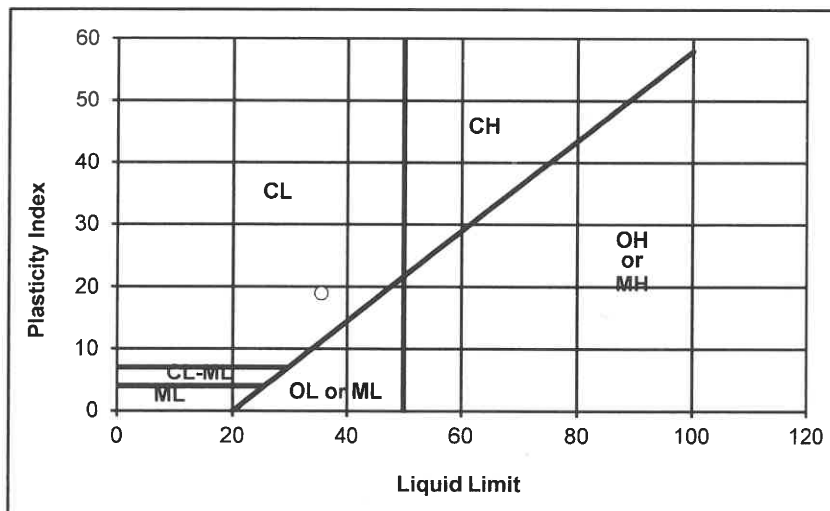
Liquid Limit : 35

Plasticity Index : 19

Unified Soil Classification : CL

Requirement:

Approx. % of Material Retained on # 40 Sieve:



Departures from Outlined Procedure:

Unusual Conditions, Other Notes:

Plasticity Index of Soils

ASTM D4318/AASHTO T89 T90/CT 204

Project: **Multi Family Residential Development**
 Project Number: **042-21016**
 Date Sampled: 7/13/2021
 Sampled By: CJ
 Sample Number:
 Sample Location: B1 @ 40-41'
 Sample Description: CL

Date Tested: 7/8/2021
 Tested By: JM
 Verified By: JG

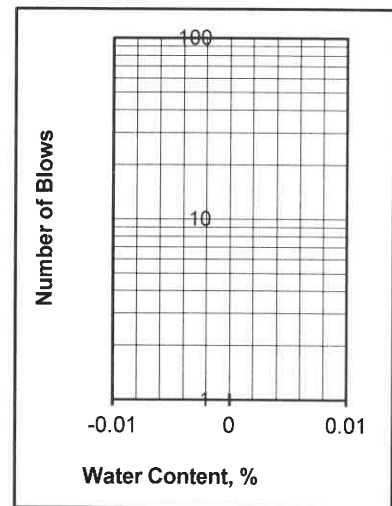
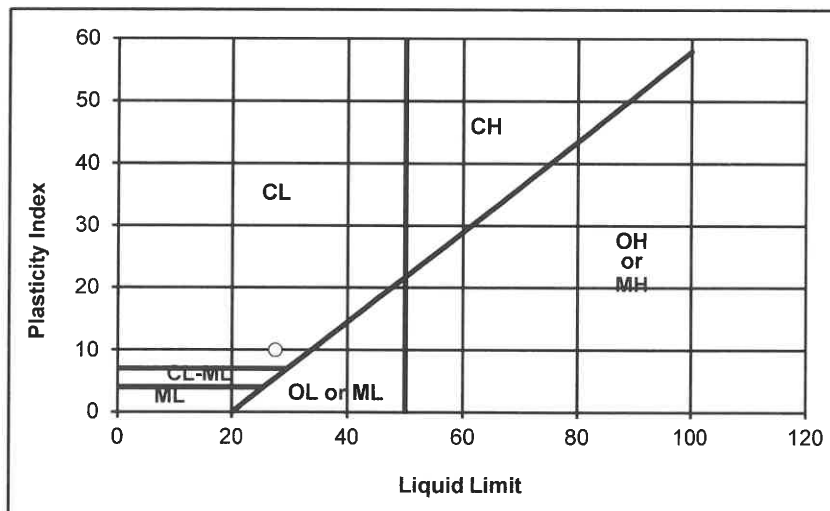
Trial Number	Plastic Limit			Liquid Limit		
	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)	25.15	29.28		26.59	27.47	
Weight of Dry Soil & Tare (g)	23.33	27.47		24.23	24.38	
Weight of Tare (g)	13.01	17.14		15.68	13.19	
Weight of water (g)	1.82	1.81		2.36	3.08	
Weight of Dry Soil (g)	10.32	10.33		8.54	11.20	
Water Content (% of dry wt.)	17.7%	17.5%		27.6%	27.5%	
Number of Blows				25	25	

Plastic Limit : 18

Liquid Limit : 28

Plasticity Index : 10
 Unified Soil Classification : CL

Requirement:
 Approx. % of Material Retained on # 40 Sieve:



Departures from Outlined Procedure:

Unusual Conditions, Other Notes:

Plasticity Index of Soils

ASTM D4318/AASHTO T89 T90/CT 204

Project: **Multi Family Residential Development**
 Project Number: **042-21016**
 Date Sampled: 7/13/2021
 Sampled By: CJ
 Sample Number:
 Sample Location: B4 @ 5-6'
 Sample Description: ML

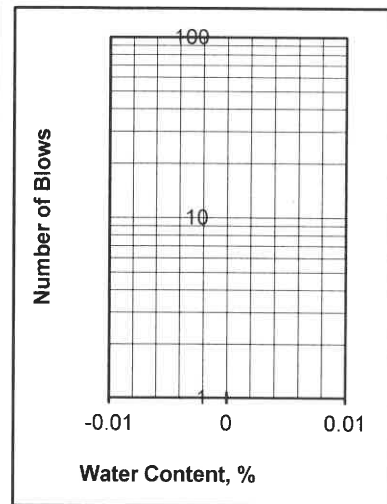
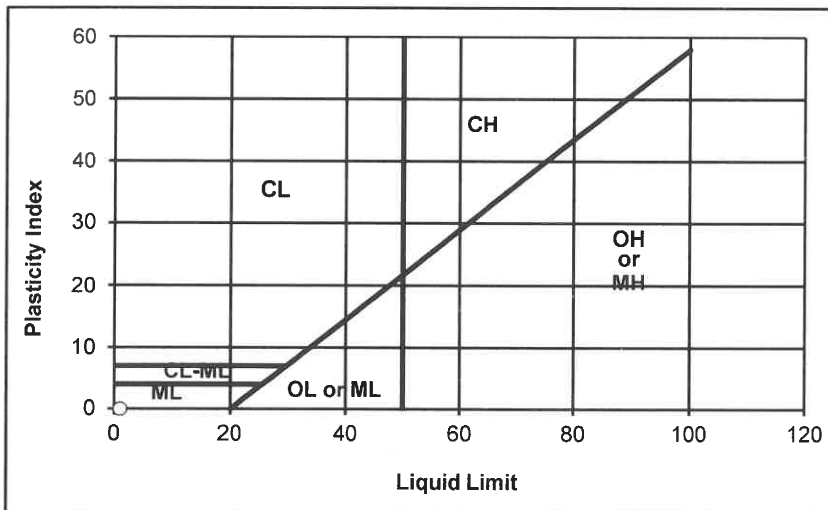
Date Tested: 7/8/2021
 Tested By: JM
 Verified By: JG

Trial Number	Plastic Limit			Liquid Limit		
	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)						
Weight of Dry Soil & Tare (g)						
Weight of Tare (g)						
Weight of water (g)						
Weight of Dry Soil (g)						
Water Content (% of dry wt.)						
Number of Blows						

Plastic Limit : N/D

Liquid Limit : N/D

Plasticity Index : NON-PLASTIC
 Unified Soil Classification : NON-PLASTIC
 Requirement:
 Approx. % of Material Retained on # 40 Sieve:



Departures from Outlined Procedure:

Unusual Conditions, Other Notes:

Plasticity Index of Soils

ASTM D4318/AASHTO T89 T90/CT 204

Project: **Multi Family Residential Development**
 Project Number: **042-21016**
 Date Sampled: 7/13/2021
 Sampled By: CJ
 Sample Number:
 Sample Location: B4 @ 10-11'
 Sample Description: CH

Date Tested: 7/8/2021
 Tested By: JM
 Verified By: JG

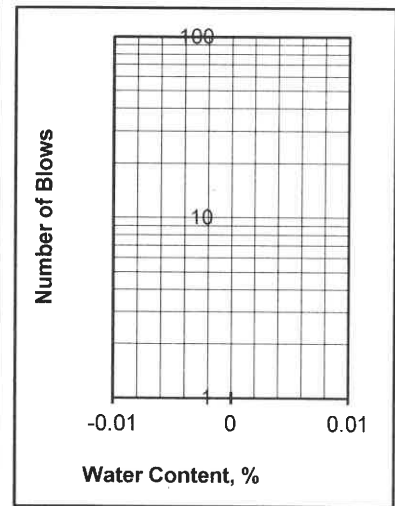
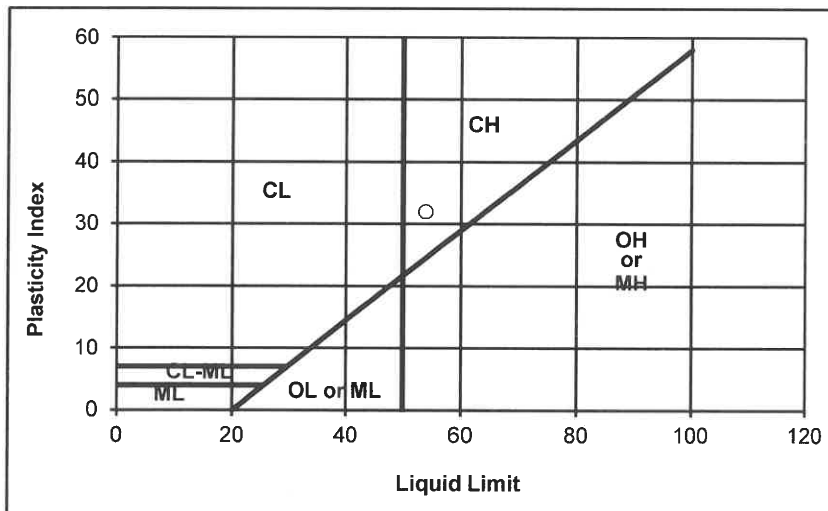
Trial Number	Plastic Limit			Liquid Limit		
	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)	21.46	23.48		33.58	27.60	
Weight of Dry Soil & Tare (g)	19.85	21.76		26.84	23.47	
Weight of Tare (g)	12.55	13.76		14.52	15.70	
Weight of water (g)	1.61	1.72		6.74	4.13	
Weight of Dry Soil (g)	7.30	8.00		12.32	7.77	
Water Content (% of dry wt.)	22.0%	21.5%		54.7%	53.1%	
Number of Blows				25	25	

Plastic Limit : 22

Liquid Limit : 54

Plasticity Index : 32
Unified Soil Classification : CH

Requirement:
Approx. % of Material Retained on # 40 Sieve:



Departures from Outlined Procedure:

Unusual Conditions, Other Notes:

Plasticity Index of Soils

ASTM D4318/AASHTO T89 T90/CT 204

Project: **Multi Family Residential Development**
 Project Number: **042-21016**
 Date Sampled: 7/13/2021
 Sampled By: CJ
 Sample Number:
 Sample Location: B4 @ 15-16'
 Sample Description: CL

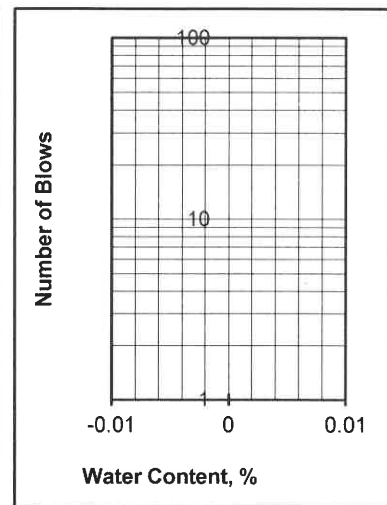
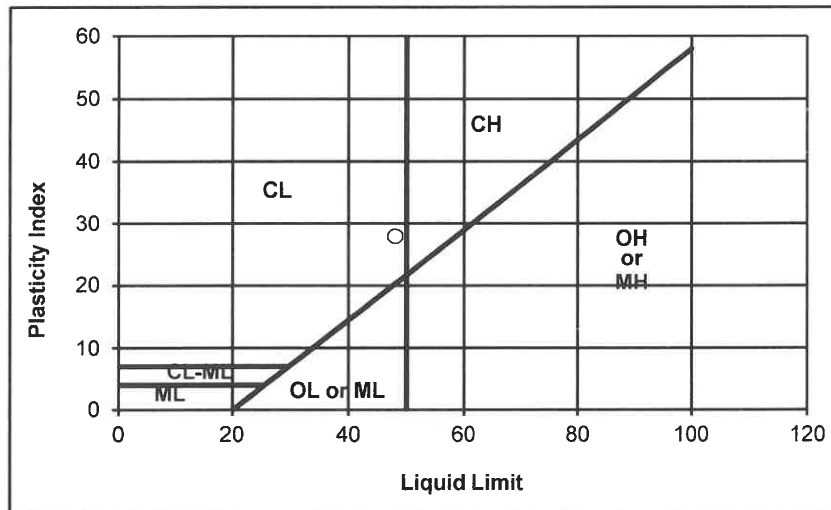
Date Tested: 7/8/2021
 Tested By: JM
 Verified By: JG

Trial Number	Plastic Limit			Liquid Limit		
	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)	26.24	29.90		28.67	26.54	
Weight of Dry Soil & Tare (g)	24.06	27.71		23.90	22.40	
Weight of Tare (g)	13.00	17.23		13.99	13.79	
Weight of water (g)	2.18	2.19		4.77	4.14	
Weight of Dry Soil (g)	11.06	10.48		9.92	8.62	
Water Content (% of dry wt.)	19.7%	20.9%		48.1%	48.1%	
Number of Blows				25	25	

Plastic Limit : 20

Liquid Limit : 48

Plasticity Index : 28
 Unified Soil Classification : CL
 Requirement:
 Approx. % of Material Retained on # 40 Sieve:



Departures from Outlined Procedure:

Unusual Conditions, Other Notes:

Plasticity Index of Soils

ASTM D4318/AASHTO T89 T90/CT 204

Project: **Multi Family Residential Development**

Project Number: **042-21016**

Date Sampled: 7/13/2021

Sampled By: CJ

Sample Number:

Sample Location: B4 @ 20-21'

Sample Description: CH

Date Tested: 7/8/2021

Tested By: JM

Verified By: JG

Trial Number	Plastic Limit			Liquid Limit		
	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)	20.14	19.86		29.15	22.33	
Weight of Dry Soil & Tare (g)	19.04	18.73		24.12	18.43	
Weight of Tare (g)	14.31	13.76		17.06	13.06	
Weight of water (g)	1.10	1.13		5.03	3.90	
Weight of Dry Soil (g)	4.73	4.97		7.05	5.37	
Water Content (% of dry wt.)	23.3%	22.7%		71.3%	72.7%	
Number of Blows				25	25	

Plastic Limit : 23

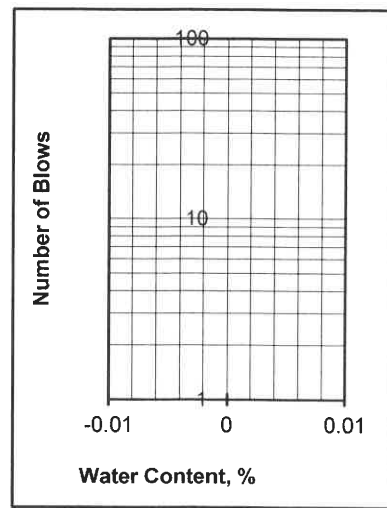
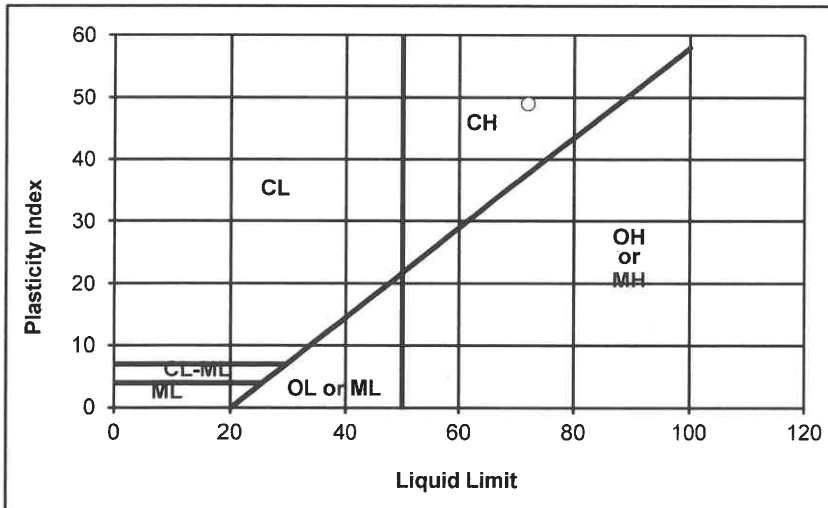
Liquid Limit : 72

Plasticity Index : 49

Unified Soil Classification : CH

Requirement:

Approx. % of Material Retained on # 40 Sieve:



Departures from Outlined Procedure:

Unusual Conditions, Other Notes:

Plasticity Index of Soils

ASTM D4318/AASHTO T89 T90/CT 204

Project: **Multi Family Residential Development**
 Project Number: **042-21016**
 Date Sampled: 7/13/2021
 Sampled By: CJ
 Sample Number:
 Sample Location: B4 @ 25-26'
 Sample Description: CH

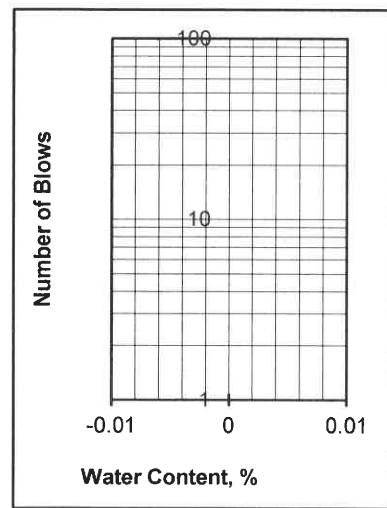
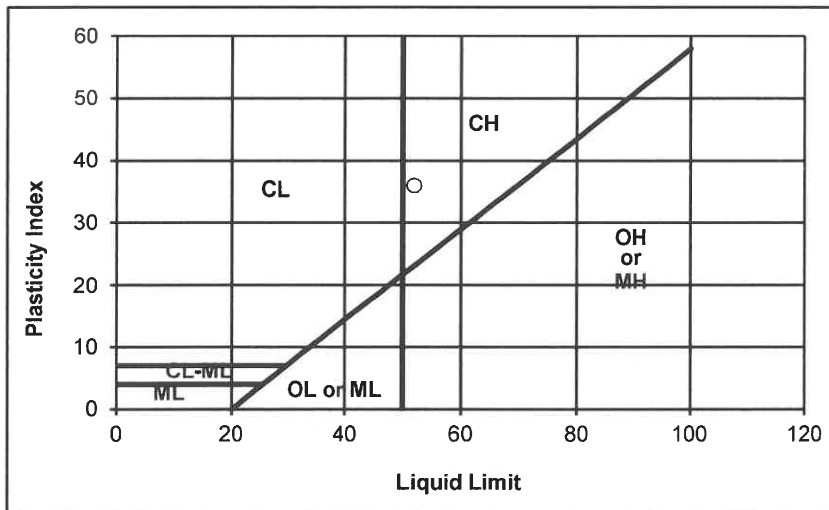
Date Tested: 7/8/2021
 Tested By: JM
 Verified By: JG

Trial Number	Plastic Limit			Liquid Limit		
	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)	30.43	21.97		25.49	24.92	
Weight of Dry Soil & Tare (g)	28.57	20.74		21.59	21.12	
Weight of Tare (g)	17.26	13.06		14.01	13.82	
Weight of water (g)	1.85	1.23		3.90	3.80	
Weight of Dry Soil (g)	11.31	7.69		7.58	7.30	
Water Content (% of dry wt.)	16.4%	16.0%		51.5%	52.1%	
Number of Blows				25	25	

Plastic Limit : 16

Liquid Limit : 52

Plasticity Index : 36
Unified Soil Classification : CH
Requirement:
Approx. % of Material Retained on # 40 Sieve:



Departures from Outlined Procedure:

Unusual Conditions, Other Notes:

Plasticity Index of Soils

ASTM D4318/AASHTO T89 T90/CT 204

Project: **Multi Family Residential Development**
 Project Number: **042-21016**
 Date Sampled: 7/13/2021
 Sampled By: CJ
 Sample Number:
 Sample Location: B4 @ 30-31'
 Sample Description: CL

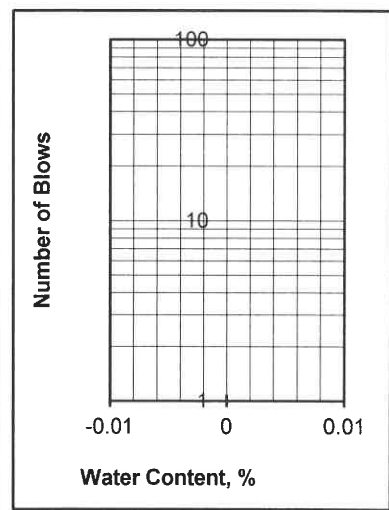
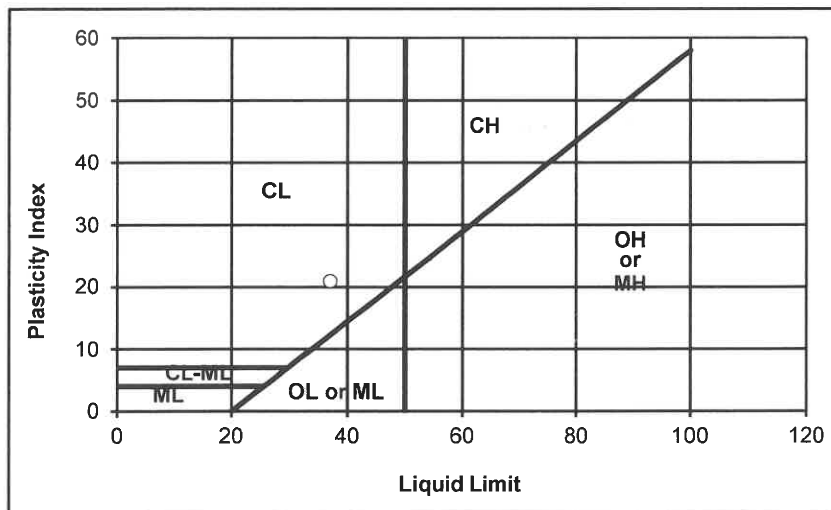
Date Tested: 7/8/2021
 Tested By: JM
 Verified By: JG

Trial Number	Plastic Limit			Liquid Limit		
	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)	27.54	32.87		28.22	26.41	
Weight of Dry Soil & Tare (g)	25.48	30.85		24.40	22.98	
Weight of Tare (g)	13.02	17.20		13.96	13.75	
Weight of water (g)	2.06	2.02		3.82	3.44	
Weight of Dry Soil (g)	12.46	13.65		10.43	9.23	
Water Content (% of dry wt.)	16.6%	14.8%		36.6%	37.2%	
Number of Blows				25	25	

Plastic Limit : 16

Liquid Limit : 37

Plasticity Index : 21
 Unified Soil Classification : CL
 Requirement:
 Approx. % of Material Retained on # 40 Sieve:



Departures from Outlined Procedure:

Unusual Conditions, Other Notes:

Plasticity Index of Soils

ASTM D4318/AASHTO T89 T90/CT 204

Project: **Multi Family Residential Development**

Project Number: **042-21016**

Date Sampled: 7/13/2021

Sampled By: CJ

Sample Number:

Sample Location: B4 @ 35-36'

Sample Description: CL

Date Tested: 7/8/2021

Tested By: JM

Verified By: JG

Trial Number	Plastic Limit			Liquid Limit		
	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)	19.59	21.98		32.11	30.36	
Weight of Dry Soil & Tare (g)	18.67	20.97		27.96	26.50	
Weight of Tare (g)	12.00	13.46		13.71	13.83	
Weight of water (g)	0.91	1.01		4.14	3.86	
Weight of Dry Soil (g)	6.67	7.51		14.26	12.67	
Water Content (% of dry wt.)	13.7%	13.4%		29.1%	30.5%	
Number of Blows				25	25	

Plastic Limit : 14

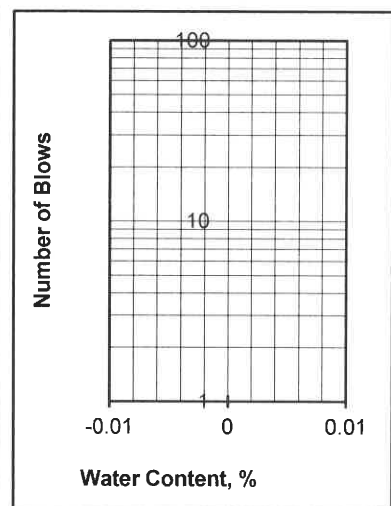
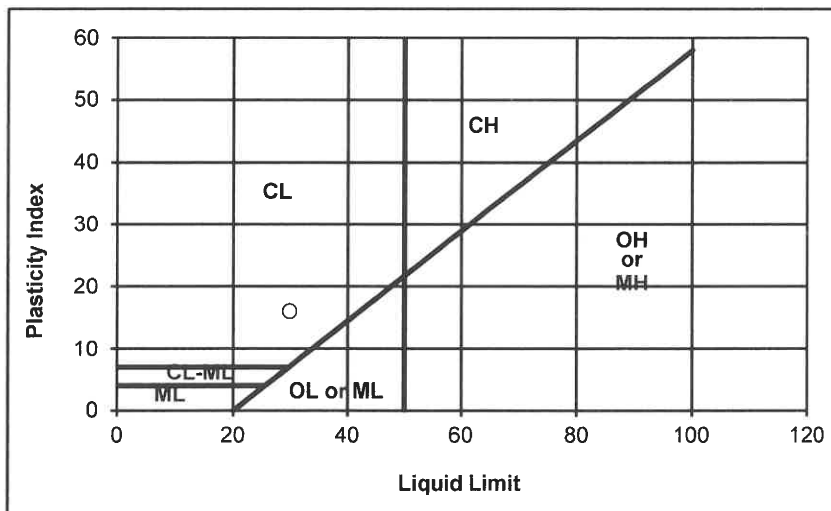
Liquid Limit : 30

Plasticity Index : 16

Unified Soil Classification : CL

Requirement:

Approx. % of Material Retained on # 40 Sieve:



Departures from Outlined Procedure:

Unusual Conditions, Other Notes:

Plasticity Index of Soils

ASTM D4318/AASHTO T89 T90/CT 204

Project: **Multi Family Residential Development**
 Project Number: **042-21016**
 Date Sampled: 7/13/2021
 Sampled By: CJ
 Sample Number:
 Sample Location: B4 @ 40-41'
 Sample Description: SC w/ grvl

Date Tested: 7/8/2021
 Tested By: JM
 Verified By: JG

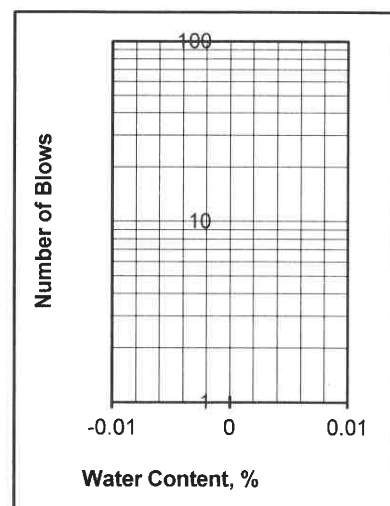
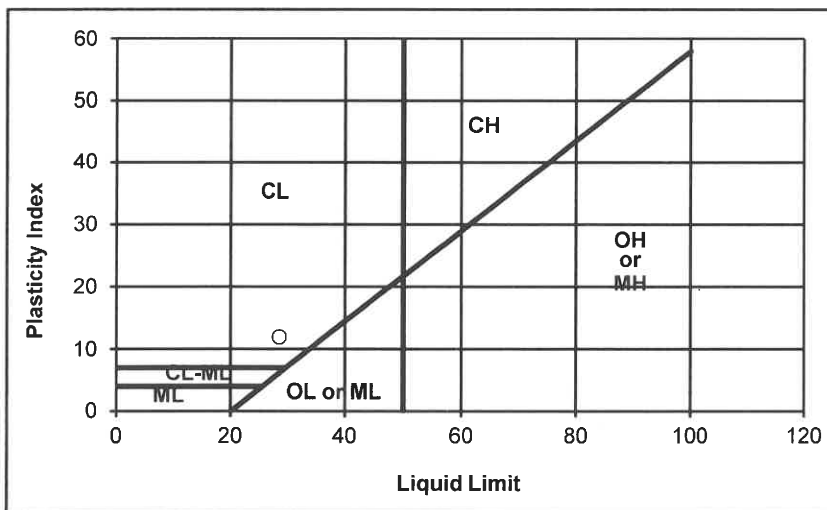
Trial Number	Plastic Limit			Liquid Limit		
	1	2	3	1	2	3
Weight of Wet Soil & Tare (g)	28.09	24.06		25.24	28.55	
Weight of Dry Soil & Tare (g)	26.54	22.50		22.65	26.03	
Weight of Tare (g)	17.18	13.52		13.70	17.08	
Weight of water (g)	1.55	1.56		2.60	2.53	
Weight of Dry Soil (g)	9.35	8.98		8.95	8.95	
Water Content (% of dry wt.)	16.6%	17.4%		29.0%	28.2%	
Number of Blows				25	25	

Plastic Limit : 17

Liquid Limit : 29

Plasticity Index : 12
Unified Soil Classification : CL

Requirement:
Approx. % of Material Retained on # 40 Sieve:



Departures from Outlined Procedure:

Unusual Conditions, Other Notes:

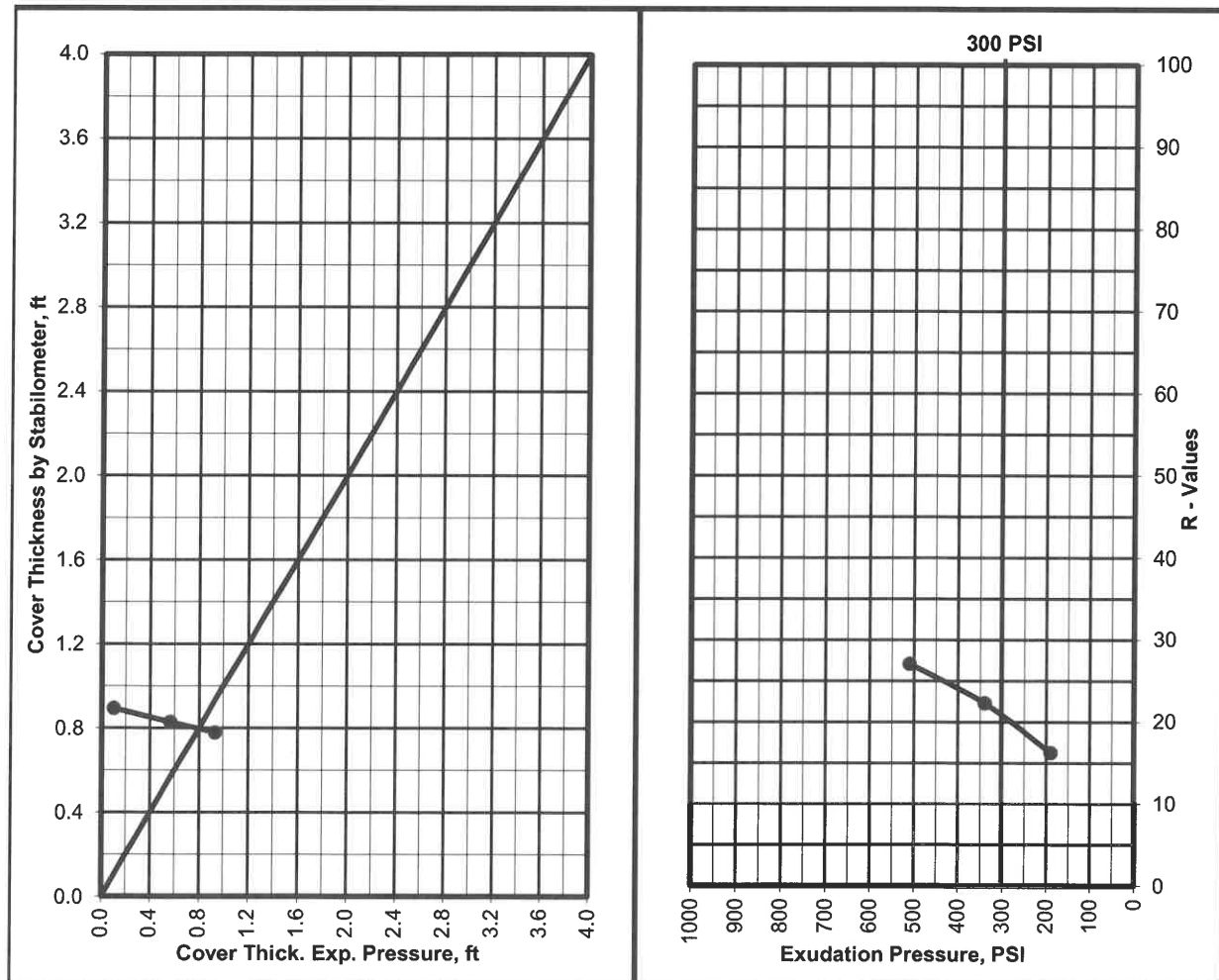
R - VALUE TEST

ASTM D - 2844 / CAL 301

Project Number : 042-21016
 Project Name : Multi Family Residential Development
 Date : 7/7/2021
 Sample Location/Curve Number : RV#1
 Soil Classification : ML w/ clay

TEST	A	B	C
Percent Moisture @ Compaction, %	12.3	13.4	11.8
Dry Density, lbm/cu.ft.	123.3	119.8	124.8
Exudation Pressure, psi	340	190	510
Expansion Pressure, (Dial Reading)	17	3	28
Expansion Pressure, psf	74	13	121
Resistance Value R	22	16	27

R Value at 300 PSI Exudation Pressure	21
R Value by Expansion Pressure (TI =): 5	25

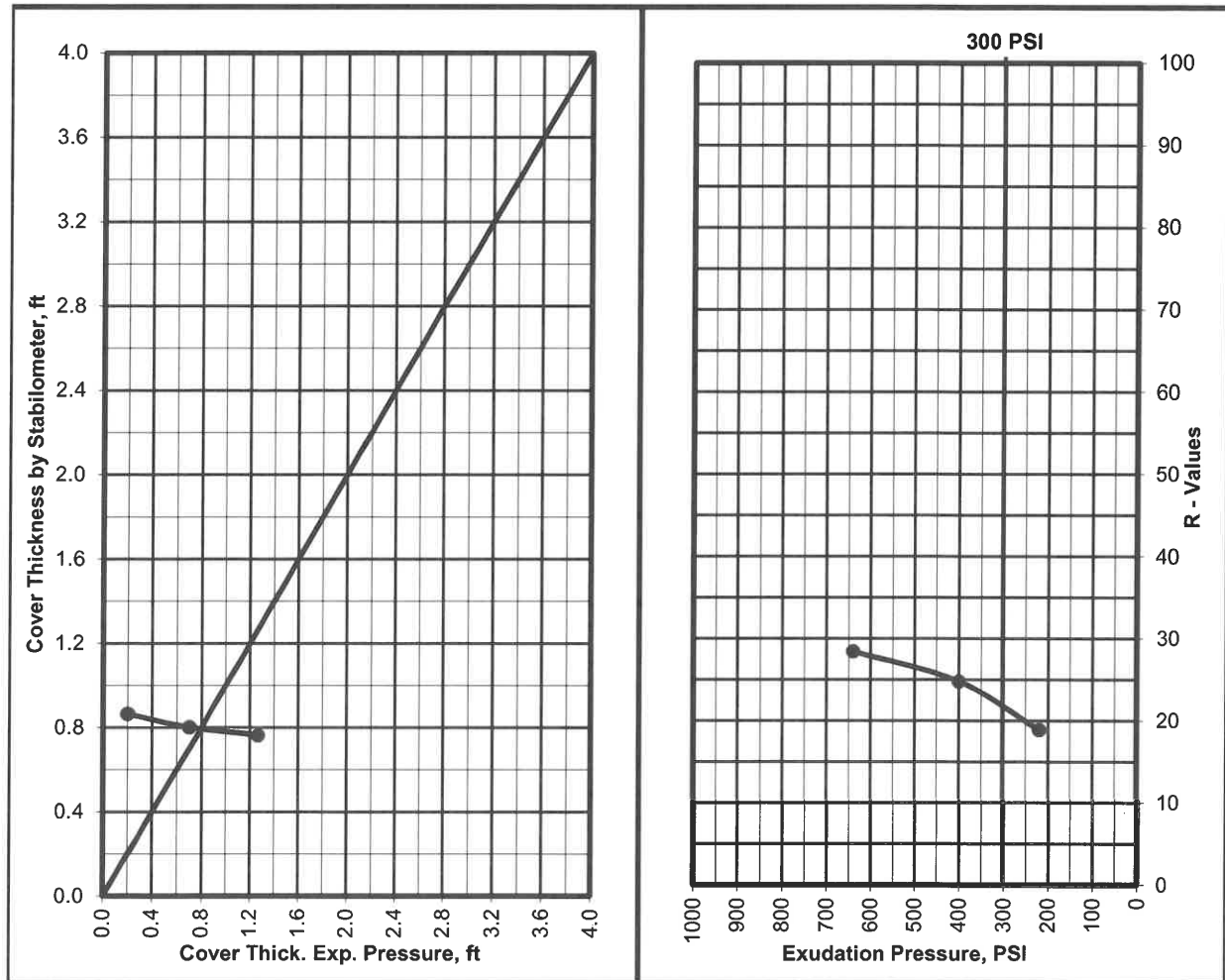


R - VALUE TEST ASTM D - 2844 / CAL 301

Project Number : 042-21016
 Project Name : Multi Family Residential Development
 Date : 7/7/2021
 Sample Location/Curve Number : RV#2
 Soil Classification : ML w/ clay

TEST	A	B	C
Percent Moisture @ Compaction, %	13.4	14.4	12.9
Dry Density, lbm/cu.ft.	121.6	118.8	124.3
Exudation Pressure, psi	400	220	640
Expansion Pressure, (Dial Reading)	21	6	38
Expansion Pressure, psf	91	26	165
Resistance Value R	25	19	28

R Value at 300 PSI Exudation Pressure	22
R Value by Expansion Pressure (TI =): 5	25



APPENDIX B

EARTHWORK SPECIFICATIONS

GENERAL

When the text of the report conflicts with the general specifications in this appendix, the recommendations in the report have precedence.

SCOPE OF WORK: These specifications and applicable plans pertain to and include all earthwork associated with the site rough grading, including but not limited to the furnishing of all labor, tools, and equipment necessary for site clearing and grubbing, stripping, preparation of foundation materials for receiving fill, excavation, processing, placement and compaction of fill and backfill materials to the lines and grades shown on the project grading plans, and disposal of excess materials.

PERFORMANCE: The Contractor shall be responsible for the satisfactory completion of all earthwork in accordance with the project plans and specifications. This work shall be inspected and tested by a representative of Krazan and Associates, Inc., hereinafter known as the Soils Engineer and/or Testing Agency. Attainment of design grades when achieved shall be certified by the project Civil Engineer. Both the Soils Engineer and the Civil Engineer are the Owner's representatives. If the Contractor should fail to meet the technical or design requirements embodied in this document and on the applicable plans, he shall make the necessary readjustments until all work is deemed satisfactory as determined by both the Soils Engineer and the Civil Engineer. No deviation from these specifications shall be made except upon written approval of the Soils Engineer, Civil Engineer or project Architect.

No earthwork shall be performed without the physical presence or approval of the Soils Engineer. The Contractor shall notify the Soils Engineer at least 2 working days prior to the commencement of any aspect of the site earthwork.

The Contractor agrees that he shall assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property; that this requirement shall apply continuously and not be limited to normal working hours; and that the Contractor shall defend, indemnify and hold the Owner and the Engineers harmless from any and all liability, real or alleged, in connection with the performance of work on this project, except for liability arising from the sole negligence of the Owner or the Engineers.

TECHNICAL REQUIREMENTS: All compacted materials shall be densified to a density not less than 90 percent relative compaction based on ASTM Test Method D1557 or CAL-216, as specified in the technical portion of the Soil Engineer's report. The location and frequency of field density tests shall be as determined by the Soils Engineer. The results of these tests and compliance with these specifications shall be the basis upon which satisfactory completion of work will be judged by the Soils Engineer.

SOILS AND FOUNDATION CONDITIONS: The Contractor is presumed to have visited the site and to have familiarized himself with existing site conditions and the contents of the data presented in the soil report.

The Contractor shall make his own interpretation of the data contained in said report, and the Contractor shall not be relieved of liability under the Contract documents for any loss sustained as a result of any variance between conditions indicated by or deduced from said report and the actual conditions encountered during the progress of the work.

DUST CONTROL: The work includes dust control as required for the alleviation or prevention of any dust nuisance on or about the site or the borrow area, or off-site if caused by the Contractor's operation either during the performance of the earthwork or resulting from the conditions in which the Contractor leaves the site. The Contractor shall assume all liability, including court costs of codefendants, for all claims related to dust or windblown materials attributable to his work.

SITE PREPARATION

Site preparation shall consist of site clearing and grubbing and the preparations of foundation materials for receiving fill.

CLEARING AND GRUBBING: The Contractor shall accept the site in this present condition and shall demolish and/or remove from the area of designated project earthwork all structures, both surface and subsurface, trees, brush, roots, debris, organic matter, and all other matter determined by the Soils Engineer to be deleterious or otherwise unsuitable. Such materials shall become the property of the Contractor and shall be removed from the site.

Tree root systems in proposed building areas should be removed to a minimum depth of 3 feet and to such an extent which would permit removal of all roots larger than 1 inch. Tree roots removed in parking areas may be limited to the upper 1½ feet of the ground surface. Backfill of tree root excavations should not be permitted until all exposed surfaces have been inspected and the Soils Engineer is present for the proper control of backfill placement and compaction. Burning in areas which are to receive fill materials shall not be permitted.

SUBGRADE PREPARATION: Surfaces to receive Engineered Fill, building or slab loads shall be prepared as outlined above, excavated/scarified to a depth of 12 inches, moisture-conditioned as necessary, and compacted to 90 percent relative compaction.

Loose soil areas, areas of uncertified fill, and/or areas of disturbed soils shall be moisture-conditioned as necessary and recompacted to 90 percent relative compaction. All ruts, hummocks, or other uneven surface features shall be removed by surface grading prior to placement of any fill materials. All areas which are to receive fill materials shall be approved by the Soils Engineer prior to the placement of any of the fill material.

EXCAVATION: All excavation shall be accomplished to the tolerance normally defined by the Civil Engineer as shown on the project grading plans. All over-excavation below the grades specified shall be backfilled at the Contractor's expense and shall be compacted in accordance with the applicable technical requirements.

FILL AND BACKFILL MATERIAL: No material shall be moved or compacted without the presence of the Soils Engineer. Material from the required site excavation may be utilized for construction site fills provided prior approval is given by the Soils Engineer. All materials utilized for constructing site fills shall be free from vegetation or other deleterious matter as determined by the Soils Engineer.

PLACEMENT, SPREADING AND COMPACTION: The placement and spreading of approved fill materials and the processing and compaction of approved fill and native materials shall be the responsibility of the Contractor. However, compaction of fill materials by flooding, ponding, or jetting shall not be permitted unless specifically approved by local code, as well as the Soils Engineer.

Both cut and fill areas shall be surface-compacted to the satisfaction of the Soils Engineer prior to final acceptance.

SEASONAL LIMITS: No fill material shall be placed, spread, or rolled while it is frozen or thawing or during unfavorable wet weather conditions. When the work is interrupted by heavy rains, fill operations shall not be resumed until the Soils Engineer indicates that the moisture content and density of previously placed fill are as specified.

APPENDIX C

PAVEMENT SPECIFICATIONS

1. DEFINITIONS - The term "pavement" shall include asphaltic concrete surfacing, untreated aggregate base, and aggregate subbase. The term "subgrade" is that portion of the area on which surfacing, base, or subbase is to be placed.

The term "Standard Specifications": hereinafter referred to is the 2018 Standard Specifications of the State of California, Department of Transportation, and the "Materials Manual" is the Materials Manual of Testing and Control Procedures, State of California, Department of Public Works, Division of Highways. The term "relative compaction" refers to the field density expressed as a percentage of the maximum laboratory density as defined in the applicable tests outlined in the Materials Manual.

2. SCOPE OF WORK - This portion of the work shall include all labor, materials, tools, and equipment necessary for, and reasonably incidental to the completion of the pavement shown on the plans and as herein specified, except work specifically noted as "Work Not Included."

3. PREPARATION OF THE SUBGRADE - The Contractor shall prepare the surface of the various subgrades receiving subsequent pavement courses to the lines, grades, and dimensions given on the plans. The upper 12 inches of the soil subgrade beneath the pavement section shall be compacted to a minimum relative compaction of 90 percent. The finished subgrades shall be tested and approved by the Soils Engineer prior to the placement of additional pavement courses.

4. UNTREATED AGGREGATE BASE - The aggregate base material shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate base material shall conform to the requirements of Section 26 of the Standard Specifications for Class 2 material, 1½ inches maximum size. The aggregate base material shall be spread and compacted in accordance with Section 26 of the Standard Specifications. The aggregate base material shall be spread in layers not exceeding 6 inches and each layer of aggregate material course shall be tested and approved by the Soils Engineer prior to the placement of successive layers. The aggregate base material shall be compacted to a minimum relative compaction of 95 percent.

5. AGGREGATE SUBBASE - The aggregate subbase shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate subbase material shall conform to the requirements of Section 25 of the Standard Specifications for Class 2 material. The aggregate subbase material shall be compacted to a minimum relative compaction of 95 percent, and it shall be spread and compacted in accordance with Section 25 of the Standard Specifications. Each layer of aggregate subbase shall be tested and approved by the Soils Engineer prior to the placement of successive layers.

6. ASPHALTIC CONCRETE SURFACING - Asphaltic concrete surfacing shall consist of a mixture of mineral aggregate and paving grade asphalt, mixed at a central mixing plant and spread and compacted on a prepared base in conformity with the lines, grades and dimensions shown on the plans. The viscosity grade of the asphalt shall be PG 64-10. The mineral aggregate shall be Type B, ½ inch maximum size, medium grading and shall conform to the requirements set forth in Section 39. The drying, proportioning and mixing of the materials shall conform to Section 39.

The prime coat, spreading and compacting equipment and spreading and compacting mixture shall conform to the applicable chapters of Section 39, with the exception that no surface course shall be placed when the atmospheric temperature is below 50° F. The surfacing shall be rolled with a combination of steel wheel and pneumatic rollers, as described in Section 39-6. The surface course shall be placed with an approved self-propelled mechanical spreading and finishing machine.

7. FOG SEAL COAT - The fog seal (mixing type asphaltic emulsion) shall conform to and be applied in accordance with the requirements of Section 37.



MAIN STREET
MILPITAS, CA

DESIGN REVIEW SUBMITTAL
FEBRUARY 14, 2024

SHEET INDEX

G1.0	COVER SHEET
G1.1	AFFORDABILITY MEMO

CIVIL ENGINEERING

C1.1	EXISTING CONDITION PLAN
C2.1	PRELIMINARY GRADING AND DRAINAGE PLAN
C3.1	PRELIMINARY UTILITY PLAN
C4.1	PRELIMINARY STORM WATER MANAGEMENT PLAN
C5.1	PRELIMINARY FIRE ACCESS PLAN

ARCHITECTURE

A1.0	CONCEPTUAL SITE PLAN
A1.1	CONCEPTUAL FIRE PLAN
A1.2	CONCEPTUAL TRASH MANAGEMENT PLAN
A1.3	CONCEPTUAL OPEN SPACE PLAN
A1.4	CONCEPTUAL SECTIONS
A2.0	CONCEPTUAL BLDG. PLANS - BLDG. A
A2.1	CONCEPTUAL BLDG. PLANS - BLDG. A
A2.2	CONCEPTUAL BLDG. PLANS - BLDG. B
A2.3	CONCEPTUAL BLDG. PLANS - BLDG. B
A2.4	CONCEPTUAL BLDG. PLANS - BLDG. B
A2.5	CONCEPTUAL BLDG. PLANS - BLDG. B
A3.0	CONCEPTUAL UNIT PLANS
A4.0	CONCEPTUAL BLDG. ELEVATIONS - BLDG. A
A4.1	CONCEPTUAL BLDG. ELEVATIONS - BLDG. A
A4.2	CONCEPTUAL BLDG. ELEVATIONS - BLDG. B
A4.3	CONCEPTUAL BLDG. ELEVATIONS - BLDG. B

ARCHITECTURE (CONT.)

A5.0	CONCEPTUAL 3D VIEWS
A5.1	CONCEPTUAL 3D VIEWS
A6.0	CONCEPTUAL MATERIAL AND COLOR BOARD
A7.0	AFFORDABILITY EXHIBIT - BLDG. A
A7.1	AFFORDABILITY EXHIBIT - BLDG. B

LANDSCAPE ARCHITECTURE

L1	LANDSCAPE PLAN
L2	LANDSCAPE PLAN

ELECTRICAL

E1.0	ELECTRICAL SITE PLAN
E1.1	PHOTOMETRIC PLAN

PROJECT TEAM

APPLICANT/OWNER:
AMG & ASSOCIATES, LLC
PO Box 260770
Encino, CA 91426
(818) 380-2600 Ext. 14
Contact: Alexis Gevorgian
agevorgian@amgland.com

RESIDENTIAL ARCHITECT:
AO ARCHITECTS
144 North Orange Street
Orange, CA 92866
(714) 639-9860
Contact: Ioanna Magiati
ioannam@aoarchitects.com
Contact: Drishti Shah
drishtis@aoarchitects.com

CIVIL ENGINEER:
RUGGERI-JENSEN-AZAR
4690 Chabot Drive
Suite 200
Pleasanton, CA 94588
(925) 227-9100
Contact: Dominic Carucci
dcarucci@rja-gps.com

LANDSCAPE ARCHITECT:
THOMAS H. PHELPS
LANDSCAPE ARCHITECTURE
P.O. BOX 170129
Boise, ID 83717
(530) 892-8897
Contact: Thomas Phelps
thphelps@sbcglobal.net

ELECTRIAL ENGINEER:
DC ENGINEERING
440 East Corporate Drive
Suite 103
Meridian, Idaho 83642
(208) 493-0067
Contact: Josh Farmer
jfarmer@dcengineering.net



CURRENT ZONING:	MULTIPLE FAMILY VERY HIGH DENSITY DISTRICT(R4);		
EXISTING USE:	TOD OVERLAY;		
PROPOSED USE:	COMMERCIAL		
APN:	083-36-002		
PROJECT ADDRESS:	1300 S MAIN STREET MILPITAS, CA 95035		
PROPOSED TYPE OF CONSTRUCTION:	BLDG. A & B - 5-STORIES TYPE III-A OVER 1 STORY OF RAISED PODIUM TYPE I		
AUTOMATIC SPRINKLER:	YES		
FAR:	2		
ALLOWABLE FAR:	3.36		
PROPOSED FAR:			
LOT SIZE:	0.966 ACRES (42,079 SF)		
SUBJECT PROPERTY:			
NUMBER OF UNITS:	118 UNITS		
DENSITY:	118 UNITS / 0.966 ACRES = 122.2 DU/AC		
GROSS FLOOR AREA	BLDG A. (SQ.FT.)	BLDG B. (SQ.FT.)	TOTAL (SQ.FT.)
1ST FLOOR	11,054	13,809	24,863
2ND FLOOR	10,173	13,157	23,330
3RD FLOOR	10,173	13,157	23,330
4TH FLOOR	10,173	13,157	23,330
5TH FLOOR	10,173	13,157	23,330
6TH FLOOR	10,173	13,157	23,330
GRAND TOTAL:	61,919	79,594	141,513
OPEN SPACE CALCULATIONS			
REQUIRED COMMON OPEN SPACE: 25% OF TOTAL SITE	10,520 SQ. FT.		
GROUND LEVEL COMMON OPEN SPACE:	3,975		
ENCLOSED COMMON SPACE (AMENITIES):	1,150		
TOTAL OPEN SPACE PROVIDED (SQ.FT.):	5,125		
SETBACKS:	REQUIRED	PROVIDED	
FRONT YARD:	12'-0"	6'-0"	
SIDE YARD:	12'-0"	6'-9"	
REAR YARD:	12'-0"	6'-0"	
MAXIMUM HEIGHT PROVIDED (TOP OF STAIR TOWER):	77'-8"		
VEHICULAR PARKING PROVIDED:	BLDG A.	BLDG B.	TOTAL
	15 STALLS	24 STALLS	39 STALLS
BICYCLE PARKING	REQUIRED	PROVIDED	
LONG TERM: 1 SPACE PER 4 UNITS	30 STALLS	30 STALLS	
SHORT TERM: 1 SPACE PER 20 PARKING SPACES	6 STALLS	6 STALLS	
UNIT MIX:	BLDG A.	BLDG B.	TOTAL
STUDIOS	10 UNITS (22%)	5 UNITS (7%)	15 UNITS (13%)
1 BEDROOM	10 UNITS (22%)	29 UNITS (39.5%)	39 UNITS (33%)
2 BEDROOM	5 UNITS (11%)	29 UNITS (39.5%)	34 UNITS (29%)
3 BEDROOM	20 UNITS (45%)	10 UNITS (14%)	30 UNITS (25%)
TOTAL	45 UNITS	73 UNITS	118 UNITS

MAIN STREET
AMG & ASSOCIATES

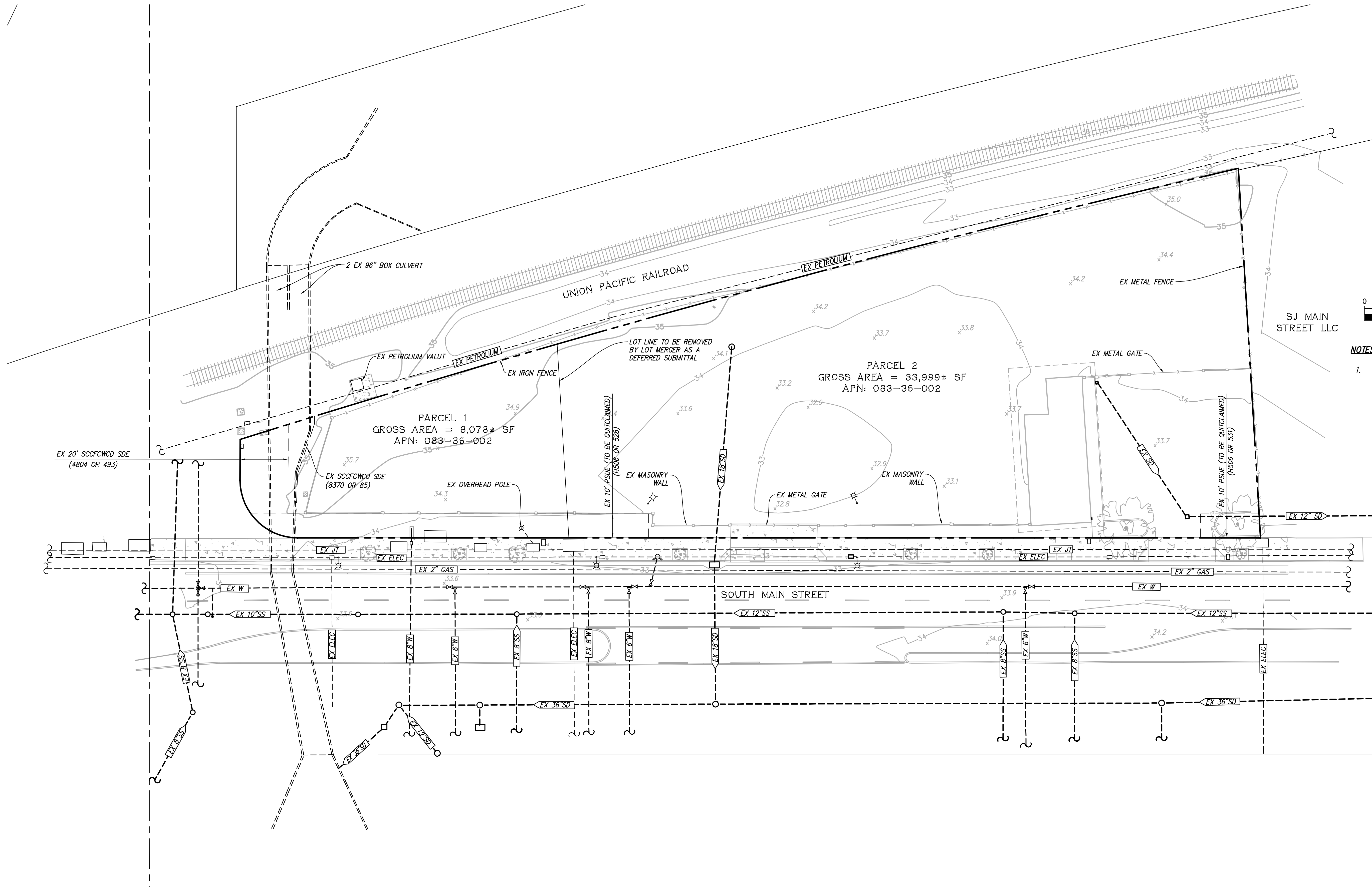
MILPITAS, CA

DATE: 02-15-2024
JOB NO.: 2020-503

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

G1.0





NOTES:

1. THE PROPERTY IS WITHIN ZONE AO (AREAS DETERMINED TO HAVE FLOOD DEPTHS OF 1 TO 3 FEET) PER FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER, 06085C00674, DATED FEBRUARY 19, 2014.

EXISTING CONDITIONS PLAN
1300 SOUTH MAIN STREET
CITY OF MILPITAS, SANTA CLARA COUNTY, CALIFORNIA
FOR: AMQ & ASSOCIATES

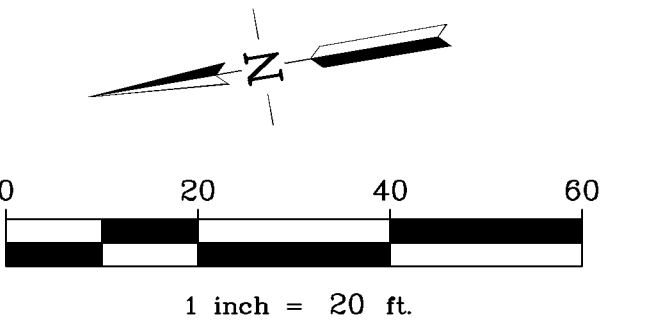
RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

DATE: FEBRUARY 14, 2024

JOB NO. 211023

C1.1

~~-----~~; EX UTILITY TO BE REMOVED



FOR: AMG & ASSOCIATES

ENGINEERS ■ PLANNERS ■ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

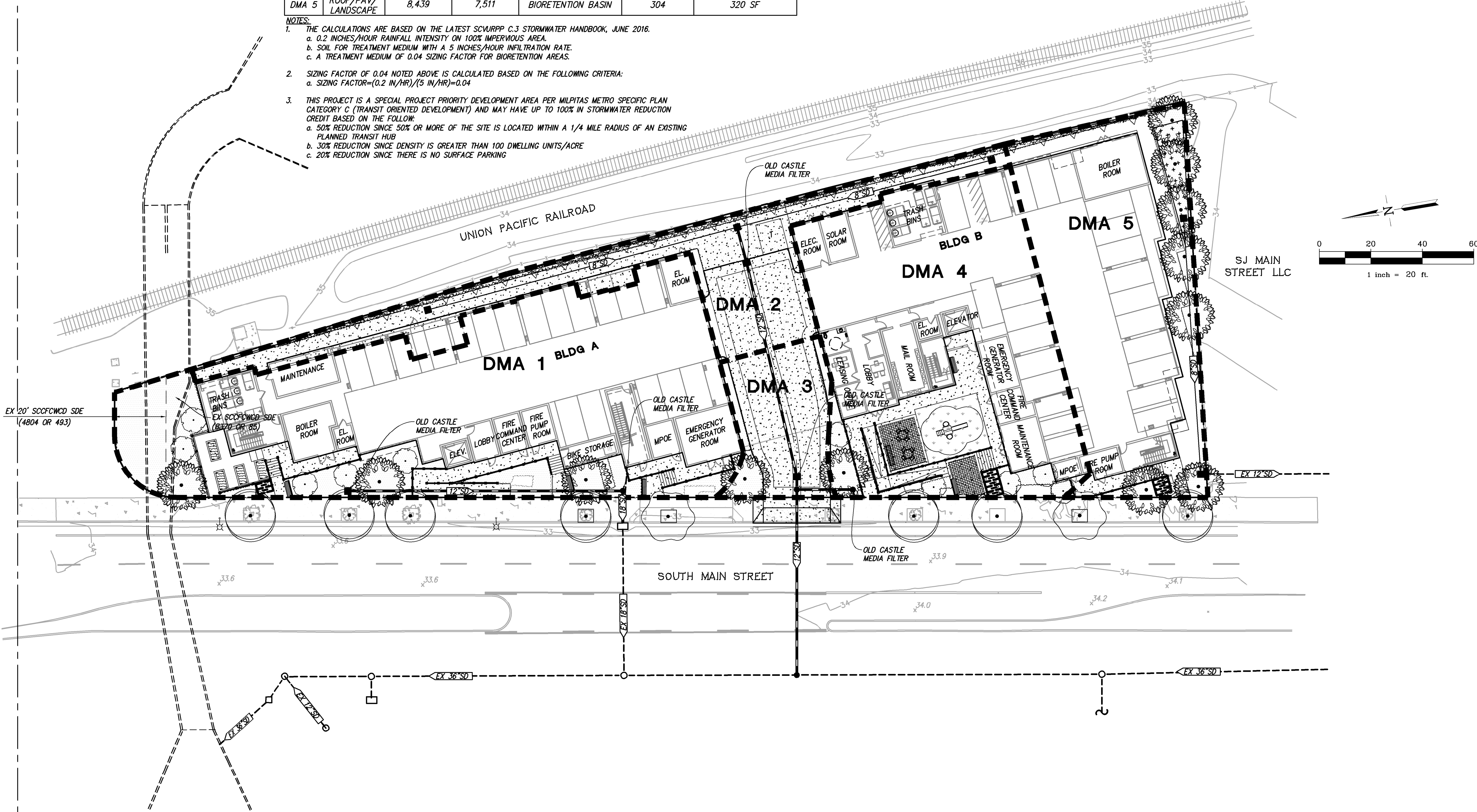
C3.1

STORMWATER TREATMENT CALCULATIONS						
AREA ID	SURFACE TYPE	TOTAL AREA AREA (SF)	IMPERVIOUS AREA (SF)	BMP USED	REQUIRED SURFACE AREA (SF)	SURFACE AREA PROVIDED
DMA 1	ROOF/PAV/ LANDSCAPE	15,184	11,953	OLD CASTLE MFS UNIT	491	2-12"+12" CARTRIDGES
DMA 2	PAV/ LANDSCAPE	5,271	4,610	OLD CASTLE MFS UNIT	187	1-12" CARTRIDGE
DMA 3	ROOF/PAV/ LANDSCAPE	2,205	1,836	OLD CASTLE MFS UNIT	75	1-12" CARTRIDGE
DMA 4	ROOF/PAV/ LANDSCAPE	10,976	9,291	OLD CASTLE MFS UNIT	378	1-18" CARTRIDGE
DMA 5	ROOF/PAV/ LANDSCAPE	8,439	7,511	BIORETENTION BASIN	304	320 SF

- NOTES:
- THE CALCULATIONS ARE BASED ON THE LATEST SCVURPP C.3 STORMWATER HANDBOOK, JUNE 2016.
 - 0.2 INCHES/HOUR RAINFALL INTENSITY ON 100% IMPERVIOUS AREA.
 - SOIL FOR TREATMENT MEDIUM WITH A 5 INCHES/HOUR INFILTRATION RATE.
 - A TREATMENT MEDIUM OF 0.04 SIZING FACTOR FOR BIORETENTION AREAS.
 - SIZING FACTOR OF 0.04 NOTED ABOVE IS CALCULATED BASED ON THE FOLLOWING CRITERIA:
 - SIZING FACTOR=(0.2 IN/HR)/(5 IN/HR)=0.04
 - THIS PROJECT IS A SPECIAL PROJECT PRIORITY DEVELOPMENT AREA PER MILPITAS METRO SPECIFIC PLAN CATEGORY C (TRANSIT ORIENTED DEVELOPMENT) AND MAY HAVE UP TO 100% IN STORMWATER REDUCTION CREDIT BASED ON THE FOLLOW:
 - 50% REDUCTION SINCE 50% OR MORE OF THE SITE IS LOCATED WITHIN A 1/4 MILE RADIUS OF AN EXISTING PLANNED TRANSIT HUB
 - 30% REDUCTION SINCE DENSITY IS GREATER THAN 100 DWELLING UNITS/ACRE
 - 20% REDUCTION SINCE THERE IS NO SURFACE PARKING

LEGEND

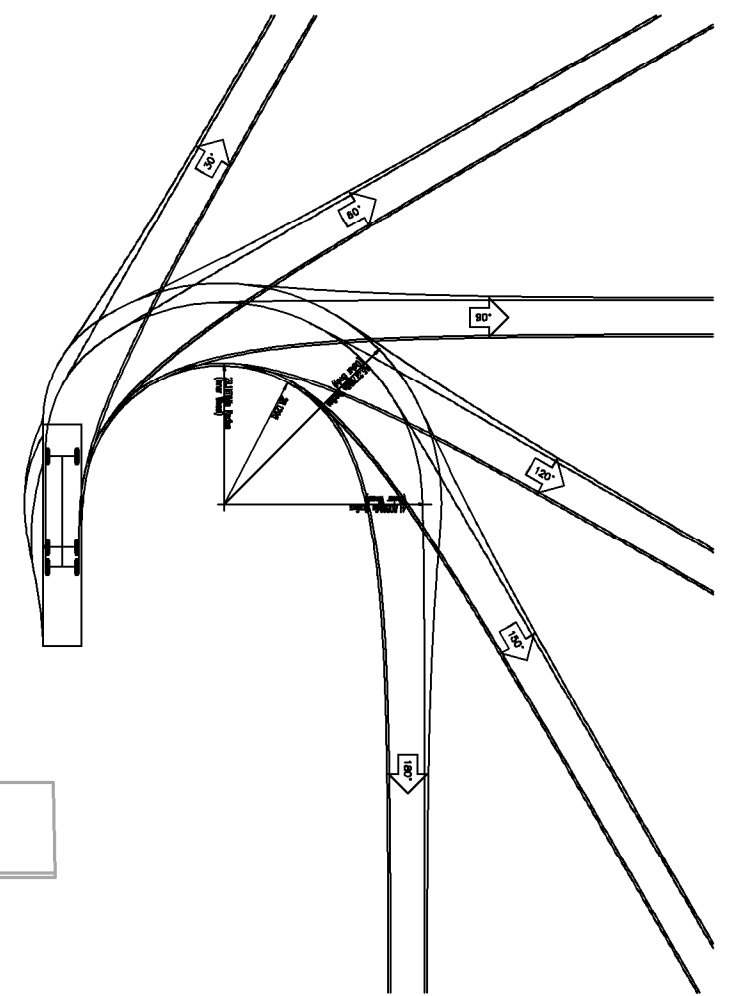
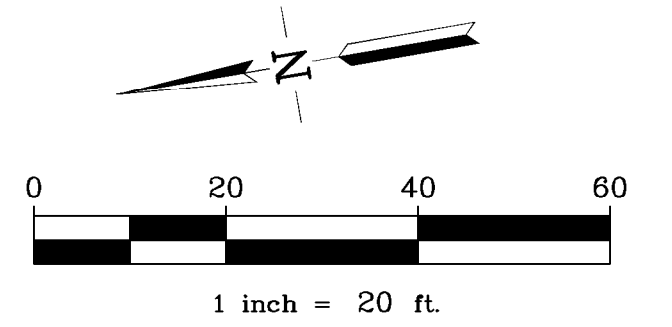
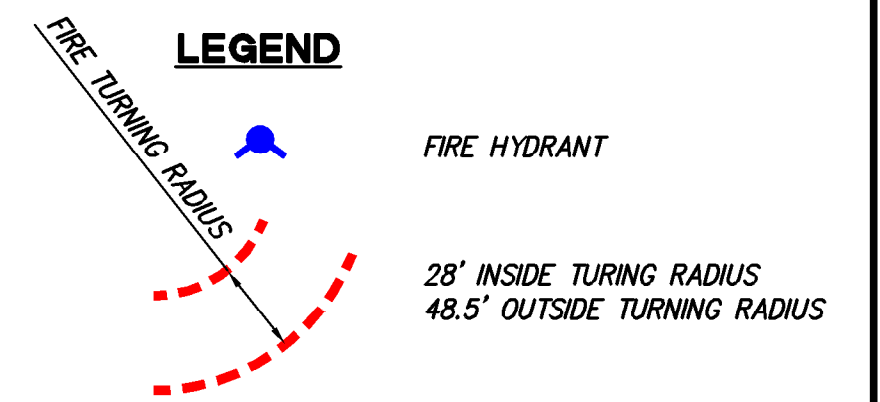
■■■■ DRAINAGE MANAGEMENT AREA (DMA)



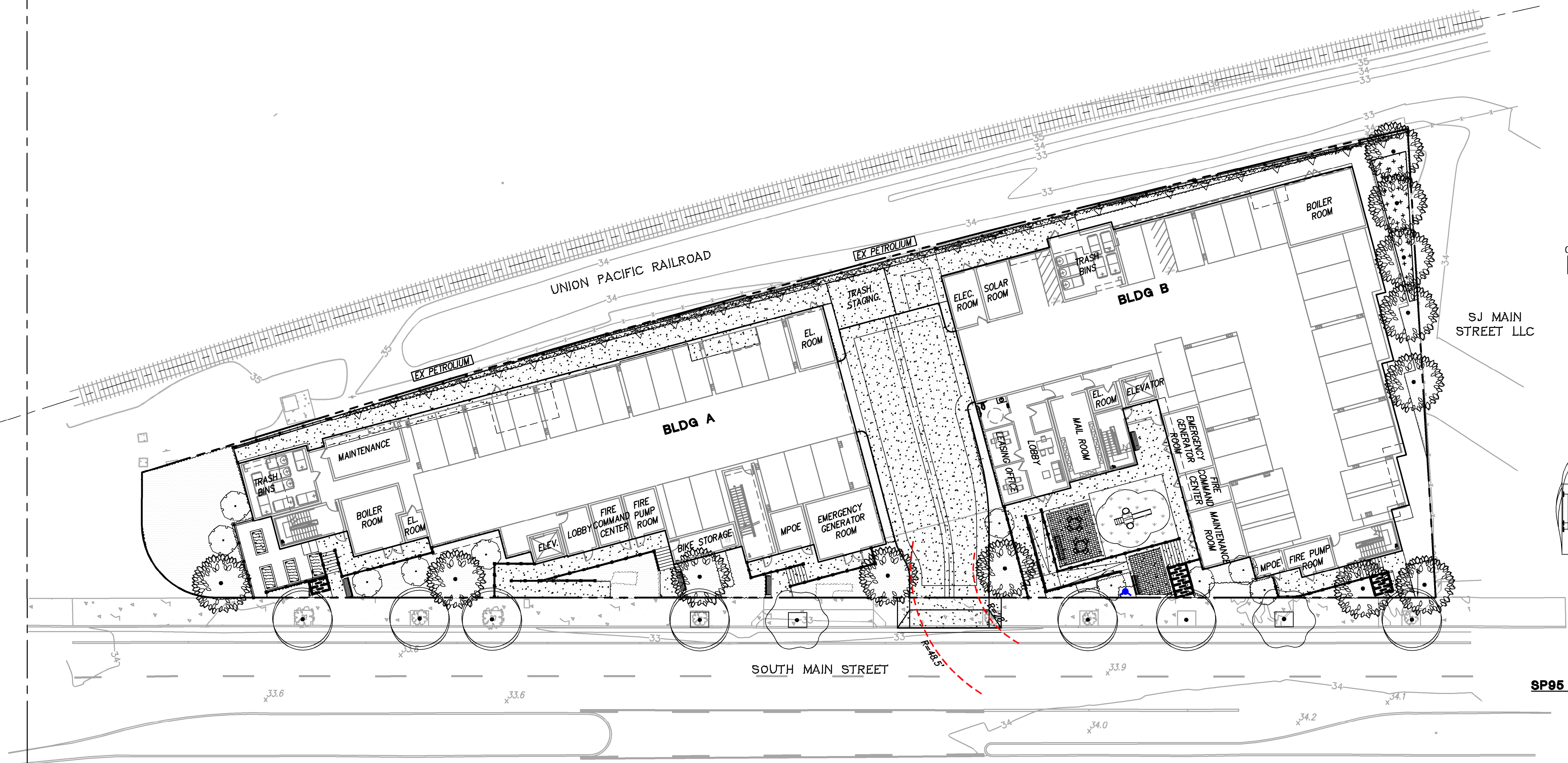
PRELIMINARY STORMWATER MANAGEMENT PLAN
1300 SOUTH MAIN STREET
CITY OF MILPITAS, SANTA CLARA COUNTY, CALIFORNIA
FOR: AMQ & ASSOCIATES

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 • PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

DATE: FEBRUARY 14, 2024 JOB NO. 211023



SP95 MILPITAS FIRE TRUCK DETAIL
NOT TO SCALE



PRELIMINARY FIRE ACCESS PLAN
1300 SOUTH MAIN STREET
CITY OF MILPITAS, SANTA CLARA COUNTY, CALIFORNIA
FOR: AMQ & ASSOCIATES

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

DATE: FEBRUARY 14, 2024

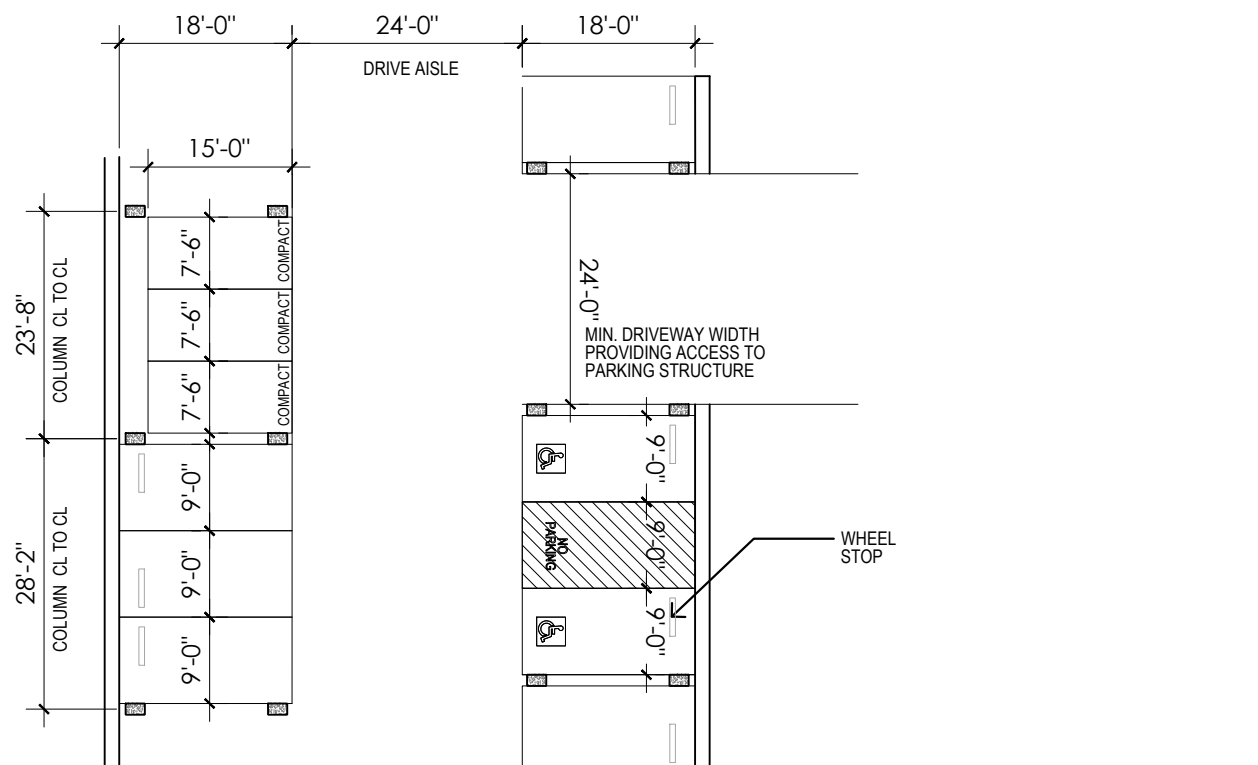
JOB NO. 211023

C5.1

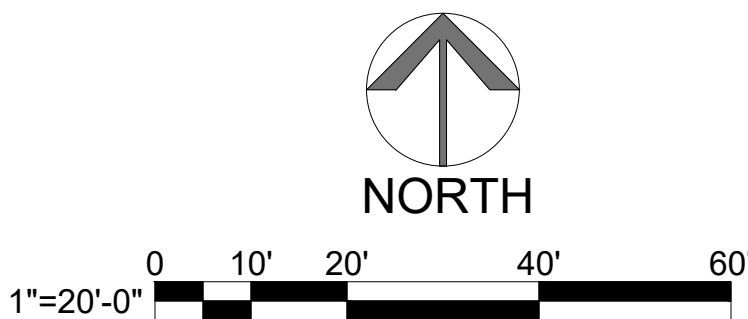


CURRENT ZONING:	MULTIPLE FAMILY VERY HIGH DENSITY DISTRICT(R4);		
EXISTING USE:	TOD OVERLAY		
PROPOSED USE:	COMMERCIAL		
APN:	063-36-002		
PROJECT ADDRESS:	1300 S MAIN STREET MILPITAS, CA 95035		
PROPOSED TYPE OF CONSTRUCTION:	BLDG. A & B - 5-STORIES TYPE III-A OVER 1 STORY OF RAISED PODIUM TYPE I		
AUTOMATIC SPRINKLER:	YES		
FAR:	2		
ALLOWABLE FAR:	3.36		
LOT SIZE:	0.966 ACRES (42,079 SF)		
SUBJECT PROPERTY:	0.966 ACRES (42,079 SF)		
NUMBER OF UNITS:	118 UNITS		
DENSITY:	118 UNITS / 0.966 ACRES = 122.2 DU/AC		
GROSS FLOOR AREA	BLDG A. (SQ.FT.)	BLDG B. (SQ.FT.)	TOTAL (SQ.FT.)
1ST FLOOR	11,054	13,809	24,863
2ND FLOOR	10,173	13,157	23,330
3RD FLOOR	10,173	13,157	23,330
4TH FLOOR	10,173	13,157	23,330
5TH FLOOR	10,173	13,157	23,330
6TH FLOOR	10,173	13,157	23,330
GRAND TOTAL:	61,919	79,594	141,513
OPEN SPACE CALCULATIONS	10,520 SQ. FT.		
REQUIRED COMMON OPEN SPACE: 25% OF TOTAL SITE	3,975		
GROUND LEVEL COMMON OPEN SPACE:	1,150		
ENCLOSED COMMON SPACE (AMENITIES):	5,125		
TOTAL OPEN SPACE PROVIDED (SQ.FT.):	5,125		
SETBACKS:	REQUIRED	PROVIDED	
FRONT YARD:	12'-20'	6'-0"	
SIDE YARD:	12'-20'	6'-9"	
REAR YARD:	12'-20'	6'-0"	
MAXIMUM HEIGHT PROVIDED (TOP OF STAIR TOWER):	77'-8"		
VEHICULAR PARKING PROVIDED:	BLDG A.	BLDG B.	TOTAL
	15 STALLS	24 STALLS	39 STALLS
BICYCLE PARKING	REQUIRED	PROVIDED	
LONG TERM: 1 SPACE PER 4 UNITS	30 STALLS	30 STALLS	
SHORT TERM: 1 SPACE PER 20 PARKING SPACES	6 STALLS	6 STALLS	
UNIT MIX:	BLDG A.	BLDG B.	TOTAL
STUDIOS	10 UNITS (22%)	5 UNITS (7%)	15 UNITS (13%)
1 BEDROOM	10 UNITS (22%)	29 UNITS (39.5%)	39 UNITS (33%)
2 BEDROOM	5 UNITS (11%)	29 UNITS (39.5%)	34 UNITS (29%)
3 BEDROOM	20 UNITS (45%)	10 UNITS (14%)	30 UNITS (25%)
TOTAL	45 UNITS	73 UNITS	118 UNITS

REFER TO CIVIL AND LANDSCAPE EXHIBITS FOR MORE INFORMATION



TYPICAL STANDARD PARKING GARAGE STALL



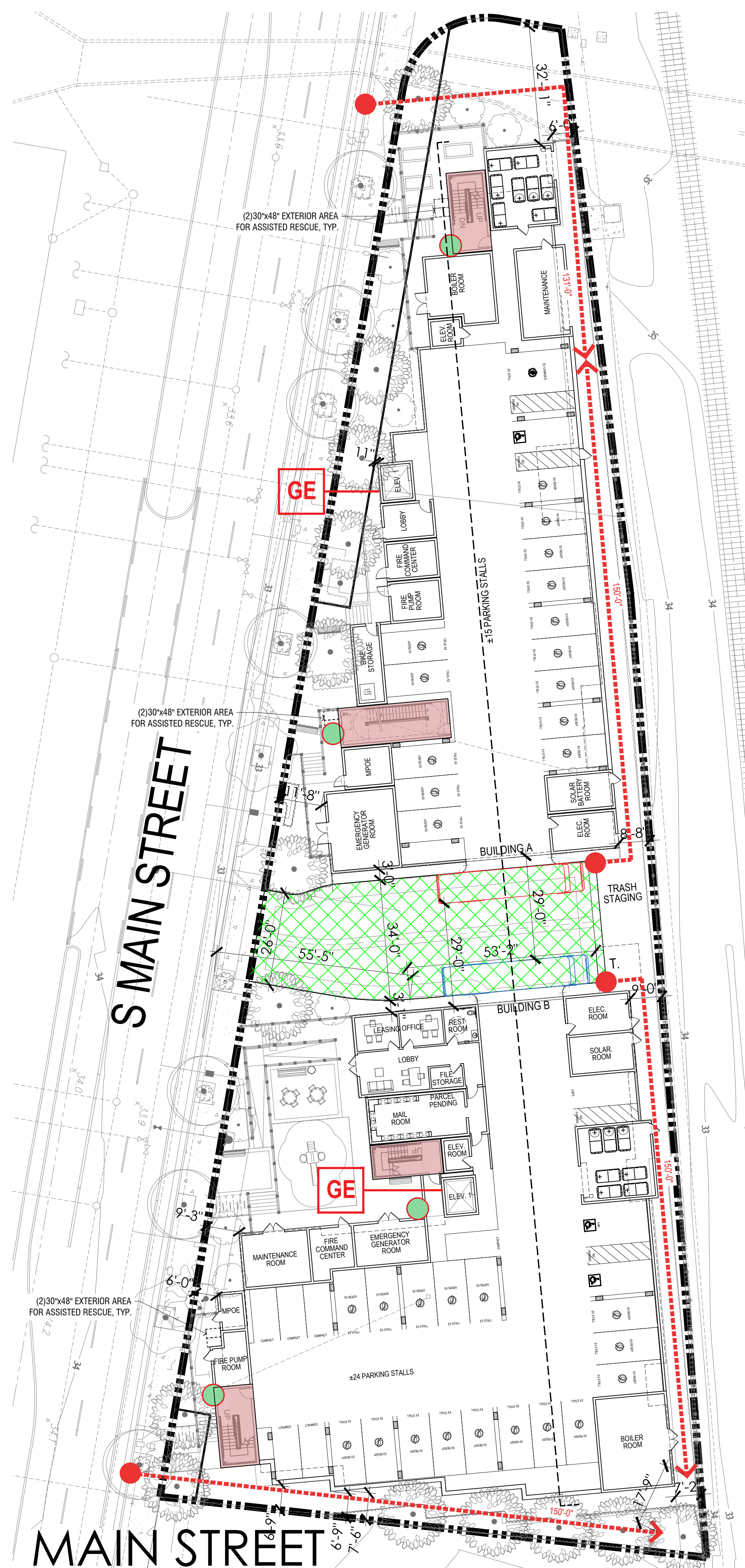
CONCEPTUAL SITE PLAN

A1.0

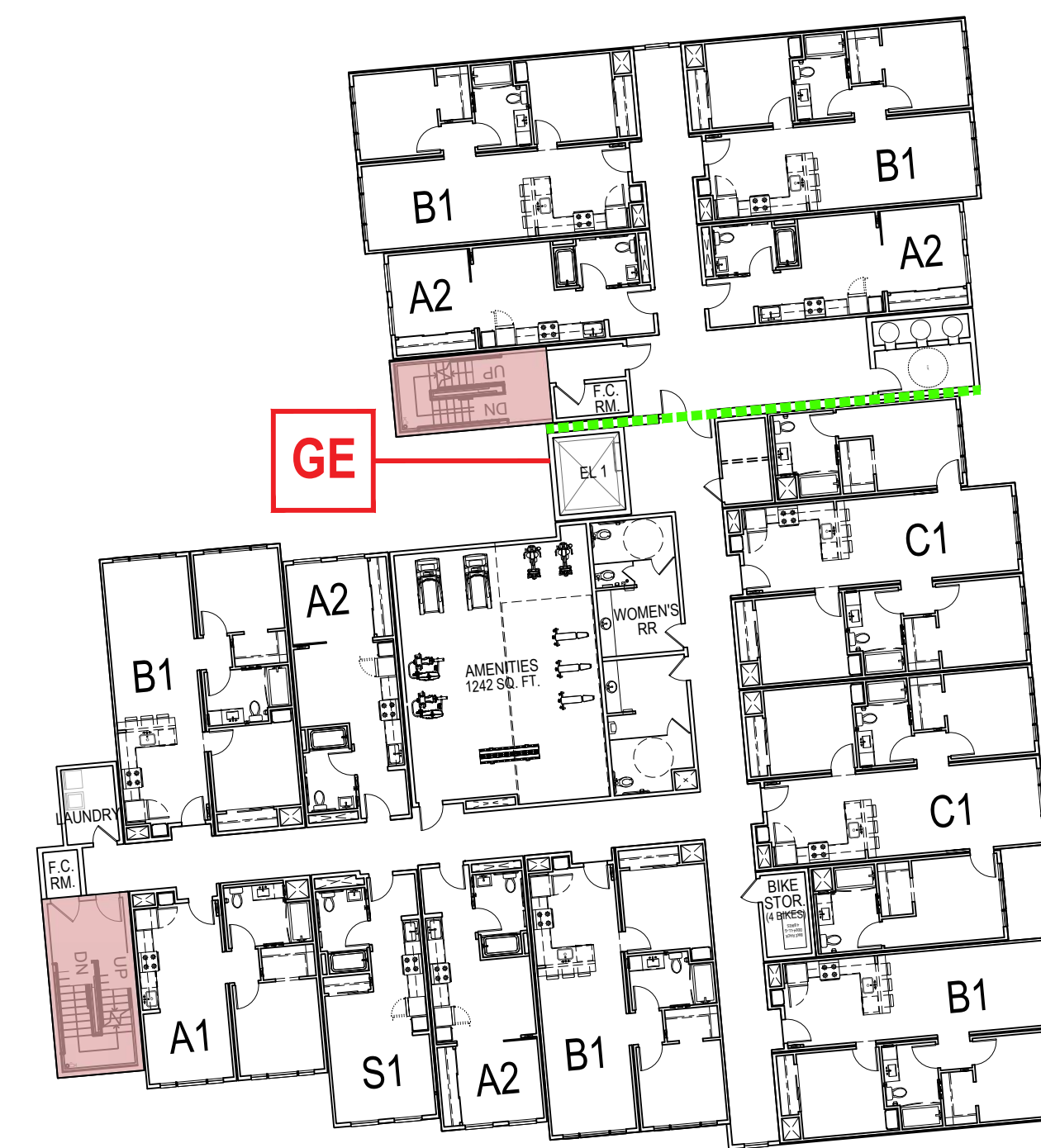
DATE: 02-15-2024
JOB NO.: 2020-503

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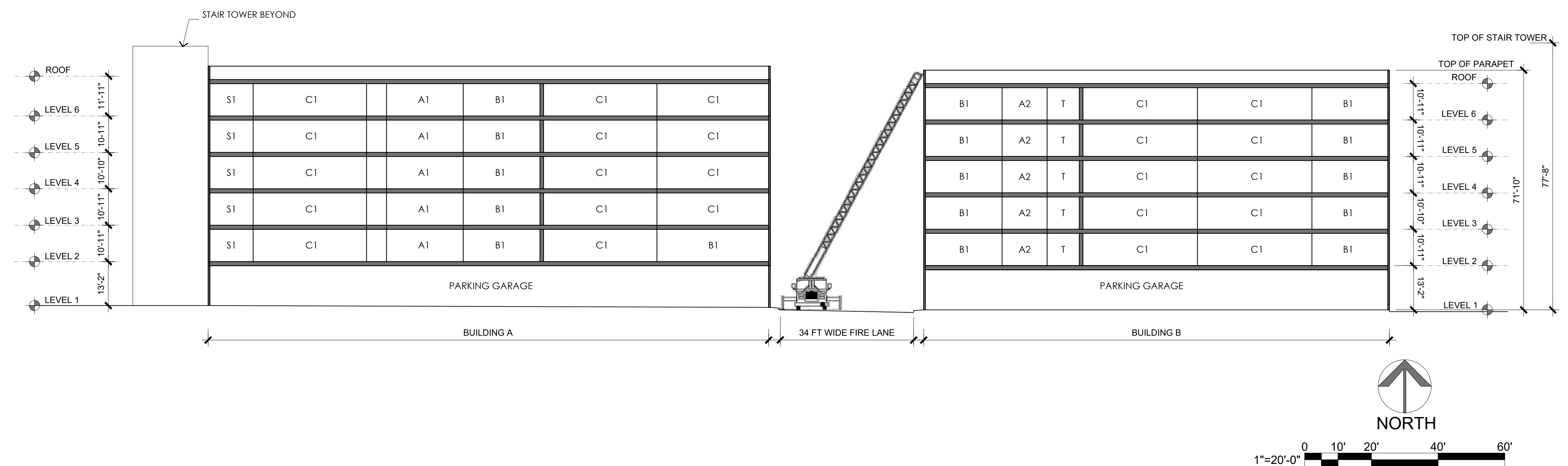
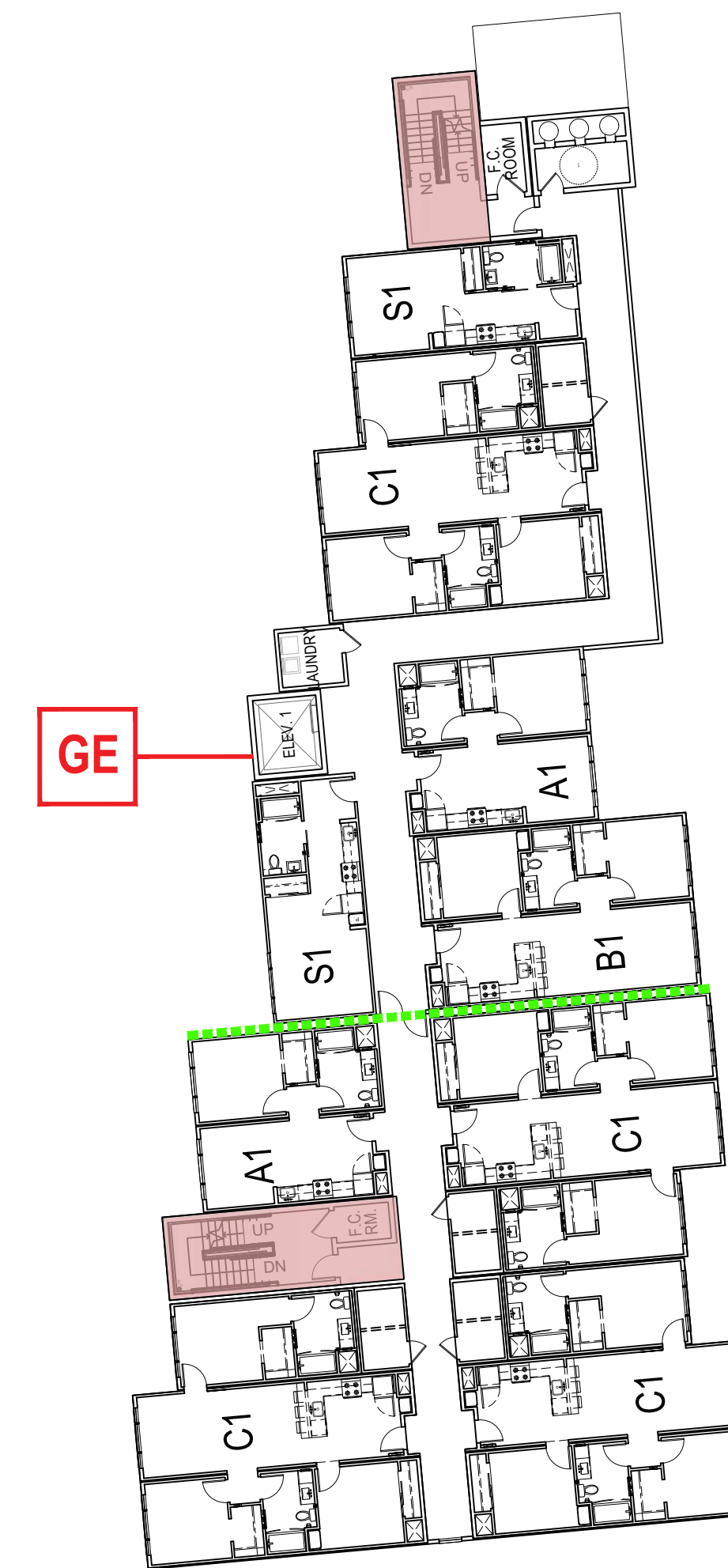




BUILDING B - TYPICAL UPPER PLAN 2



BUILDING A - TYPICAL UPPER PLAN 1



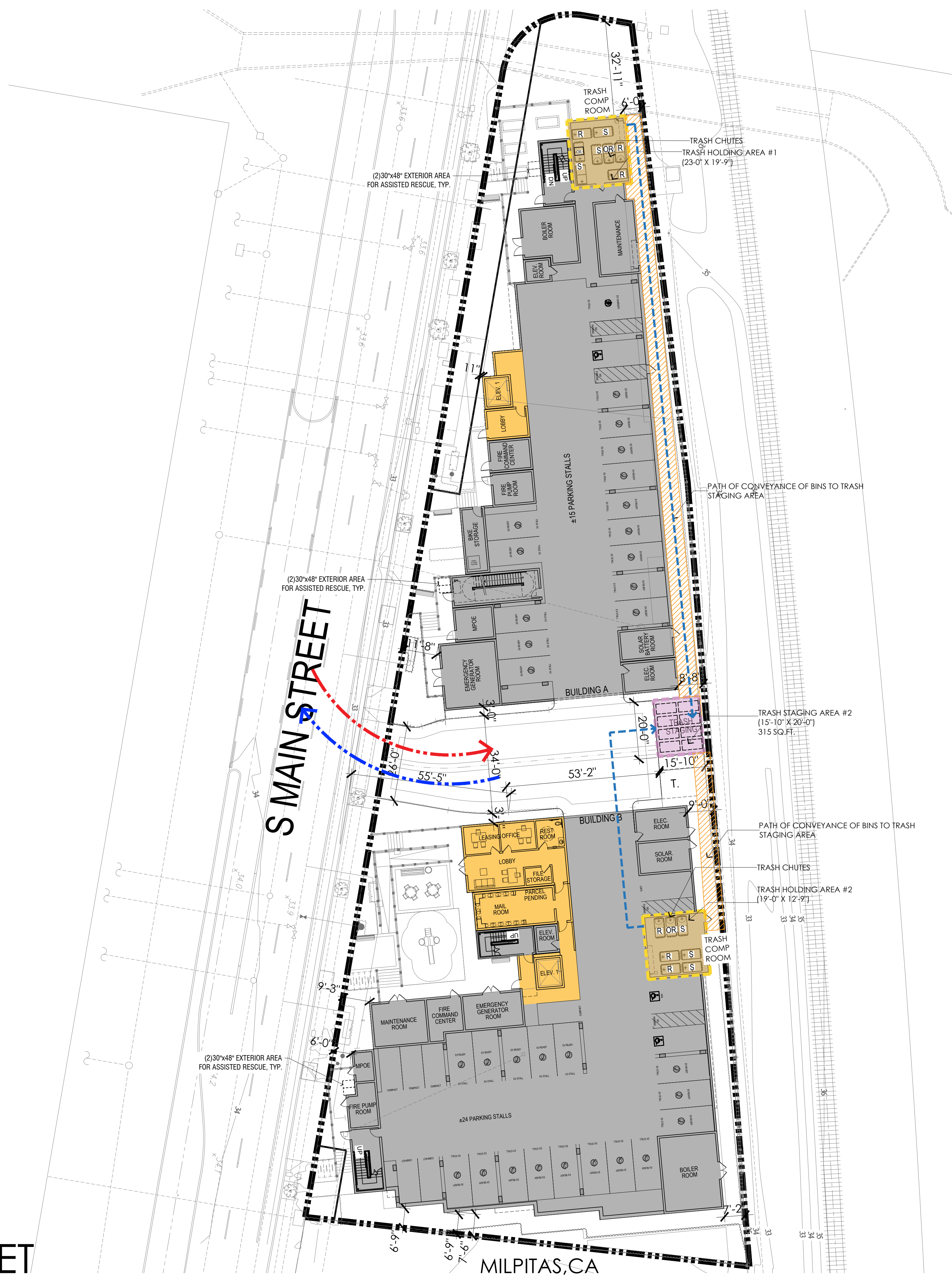
CONCEPTUAL FIRE PLAN

A1.1

DATE: 02-14-2024
JOB NO.: 2020-503

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(714) 639-9860





TRASH NARRATIVE

Residents will dispose of trash and waste for recycling via chutes for refuse and recycling (1each) which are provided in a room at two locations on each level. Trash chutes drop into trash bins located in rooms on the lower garage level, as shown on this sheet. Vertical Trash Compactors are provided within these receiving / compaction rooms to directly compact refuse or recyclable material. Management personnel will bring compacted bins out of the receiving / compaction rooms for "scout" truck collection / "train-ing". (Internal transport from Holding/Compaction areas to the Collection Area shall remain the responsibility of the property owner throughout the lifecycle of this development). The scout truck will then transport compacted bins to the collection area as shown.

Waste Hauler truck to reverse into property to acces trash staging area and pull forward to exit onto Main Street as designated on plan.

Per City of Milpitas Development Guidelines for Solid Waste Service, 3 cubic yard bin size is 42" x 72".

Color of bins used for solid waste to be different from bins used for recycling.

TRASH COLLECTION SUMMARY

3(b) Chutes. Chutes, if provided for on-site collection of material, shall comply with the following guidelines:

i. Application.
Contact City engineering department if recycled material chutes are proposed since special care must be taken to assure material does not hang up in chutes and to minimize contamination by trash. In addition, a property manager shall be available to monitor the chute daily (including weekends)to check operations, maintain bins and chutes, and avoid nuisance conditions.

ii. Adequate Designated Recycled Area Required. Provide adequate area for separate recycled material collection adjacent to chute area; property management to transport recycled material to central location for pickup.

iii. Chute Design.
1. Provide 16 inch square chute doors (which is smaller than the 24 inch chute diameter) to preclude dumping of large items which may hang up in chute.
2. Provide chute doors with side panels to avoid hands being caught in doors.
3. Provide temporary "shutoff door" at end of chute to prevent disposal when receiving trash bins are being changed.
4. Provide insulation around chute to reduce noise.
5. Provide sanitary systems to minimize nuisance conditions:
-Placement of the manufacturers optional, built-in water cleaning system, where appropriate**
-Use of the deodorizer device, where appropriate***
-Include positive, mechanical air ventilation of at least six (6) room volumes per hour or as designed for specific use by registered engineer. Fan switch shall be located at a convenient location near trash bins.
6. Provide individual slide-out refuse cabinet with 15 pound plastic bag holder in each residential kitchen for plastic, tie-top disposal bags to be used for disposal into chutes.
7. For chutes in excess of three floors, a baffle system to reduce the drop impact of material shall be included.

iv. Others.
1. Adhere to fire code (City Fire Department will review).
2. Conform to all Equipment Manufacturer's requirements.

REFER TO CIVIL EXHIBITS FOR MORE INFORMATION

LEGEND

ROUTE TO TRASH STAGING

HAULER TRUCK BACKING-IN

HAULER TRUCK MOVING HEAD-ON

TRASH ROOM

TRASH STAGING AREA

6'-0" MINIMUM PATHWAY

S

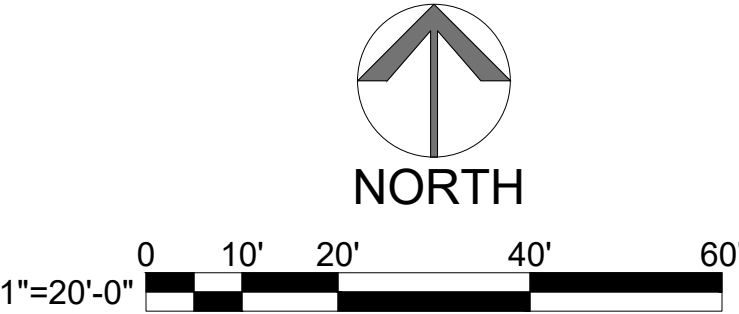
INDICATES SOLID WASTE BIN

R

INDICATES RECYCLABLE BIN

OR

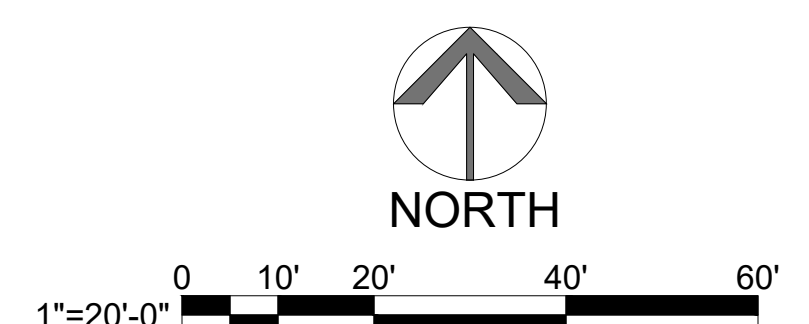
INDICATES ORGANIC WASTE CART





CURRENT ZONING:	MULTIPLE FAMILY VERY HIGH DENSITY DISTRICT(R4);		
EXISTING USE	TOD OVERLAY		
PROPOSED USE:	COMMERCIAL		
APN	MULTIFAMILY RESIDENTIAL		
PROJECT ADDRESS:	083-36-002 1300 S MAIN STREET MILPITAS, CA 95035		
PROPOSED TYPE OF CONSTRUCTION:	BLDG. A & B - 5-STORIES TYPE III-A OVER 1 STORY OF RAISED PODIUM TYPE I		
AUTOMATIC SPRINKLER:	YES		
FAR:	2		
ALLOWABLE FAR:	2		
PROPOSED FAR:	3.36		
LOT SIZE:			
SUBJECT PROPERTY:	0.966 ACRES (42,079 SF)		
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DENSITY:	118 UNITS / 0.966 ACRES = 122.2 DU/AC		
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TOTAL	45 UNITS	73 UNITS	118 UNITS

REFER TO CIVIL AND LANDSCAPE EXHIBITS FOR MORE INFORMATION



CONCEPTUAL OPEN SPACE PLAN

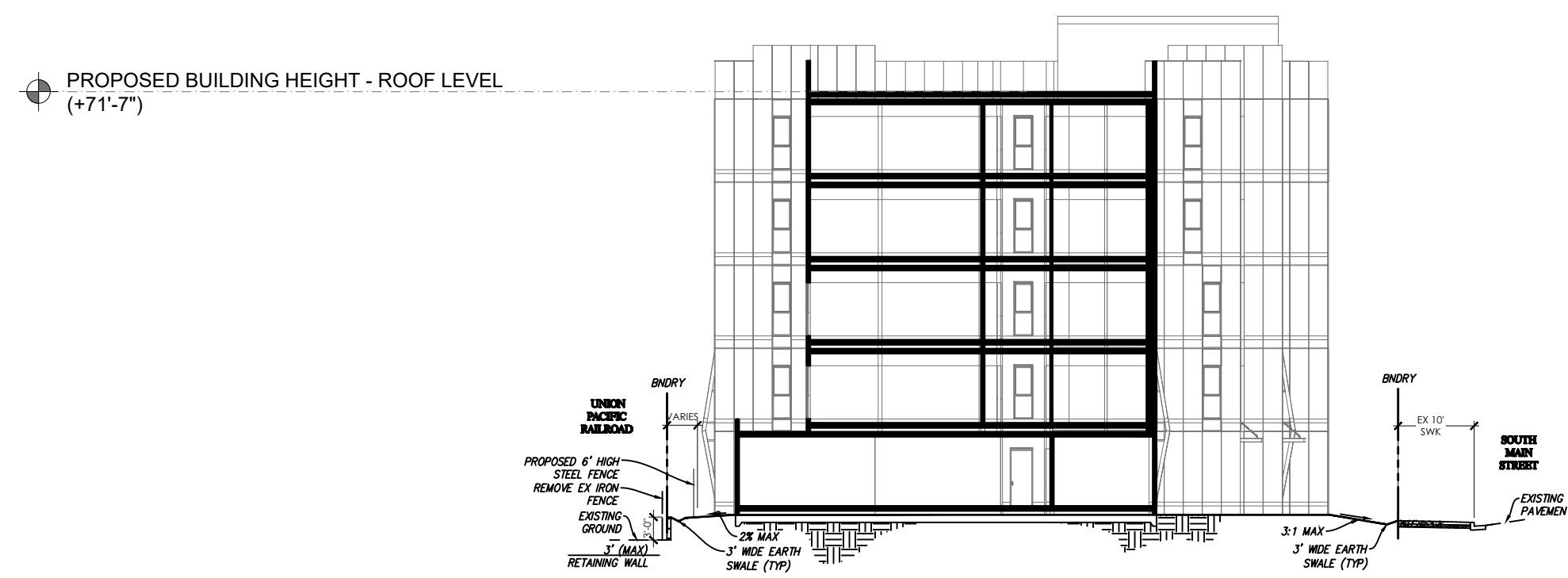
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DATE: 02-15-2024
JOB NO.: 2020-503

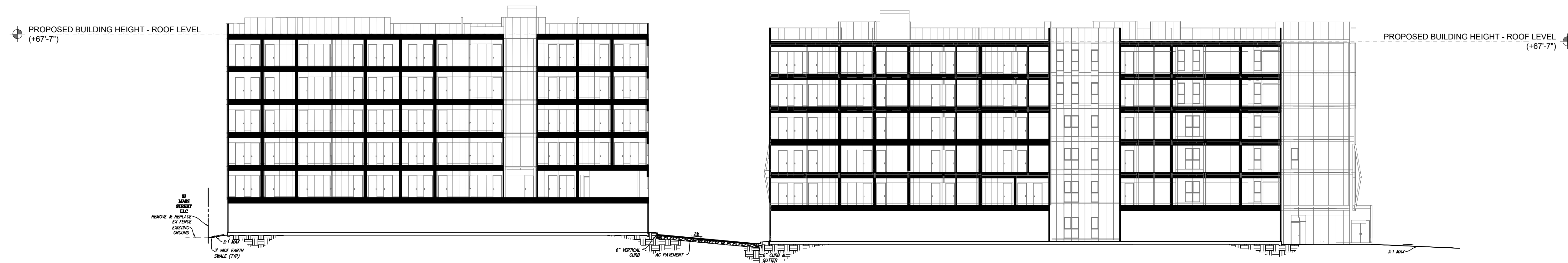
AO ARCHITECTS

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(714) 639-9860

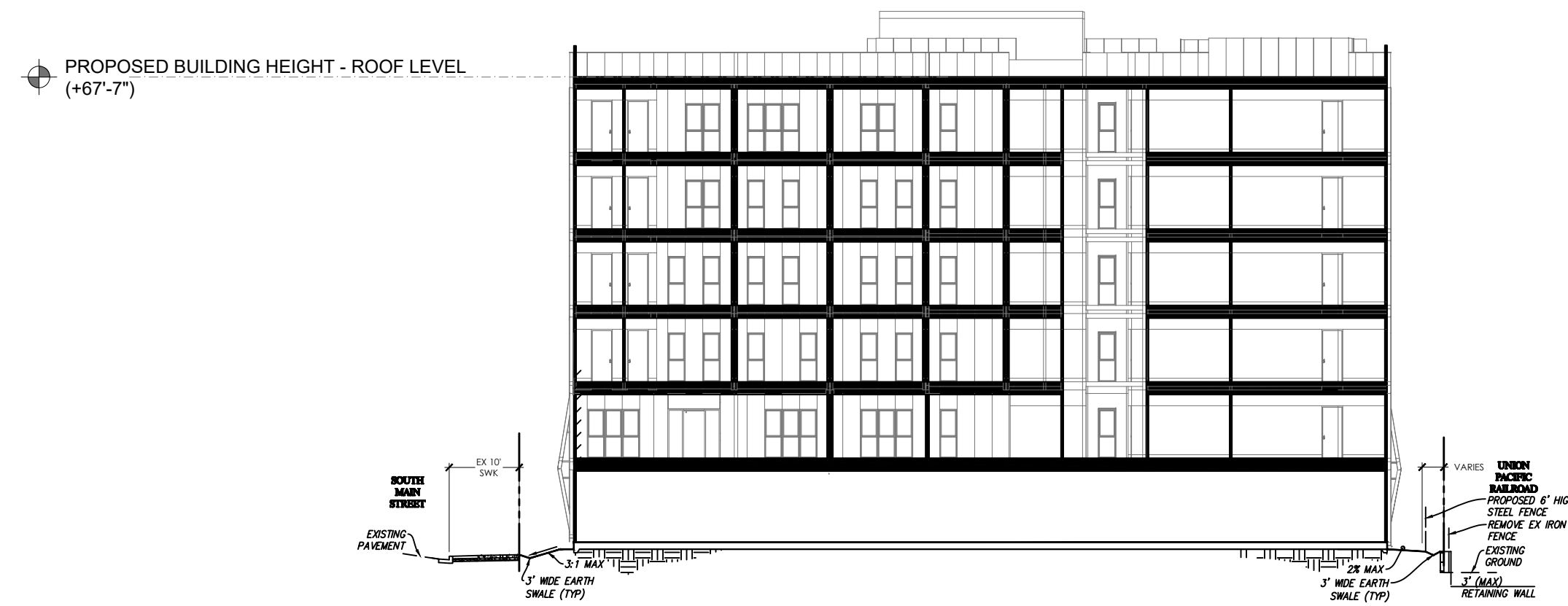




SECTION C

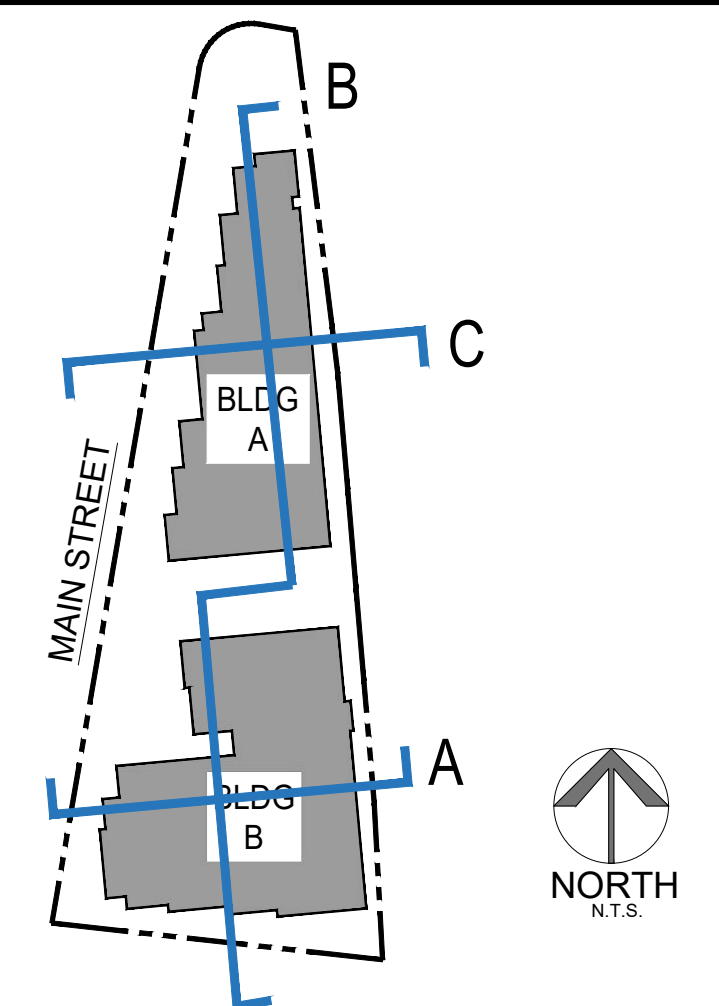


SECTION B



SECTION A

KEY MAP



1"=20'-0" 0 10' 20' 40' 60'

CONCEPTUAL SITE SECTIONS

A1.4

MAIN STREET
AMG & ASSOCIATES

MILPITAS, CA

DATE: 02-14-2024
JOB NO.: 2020-503

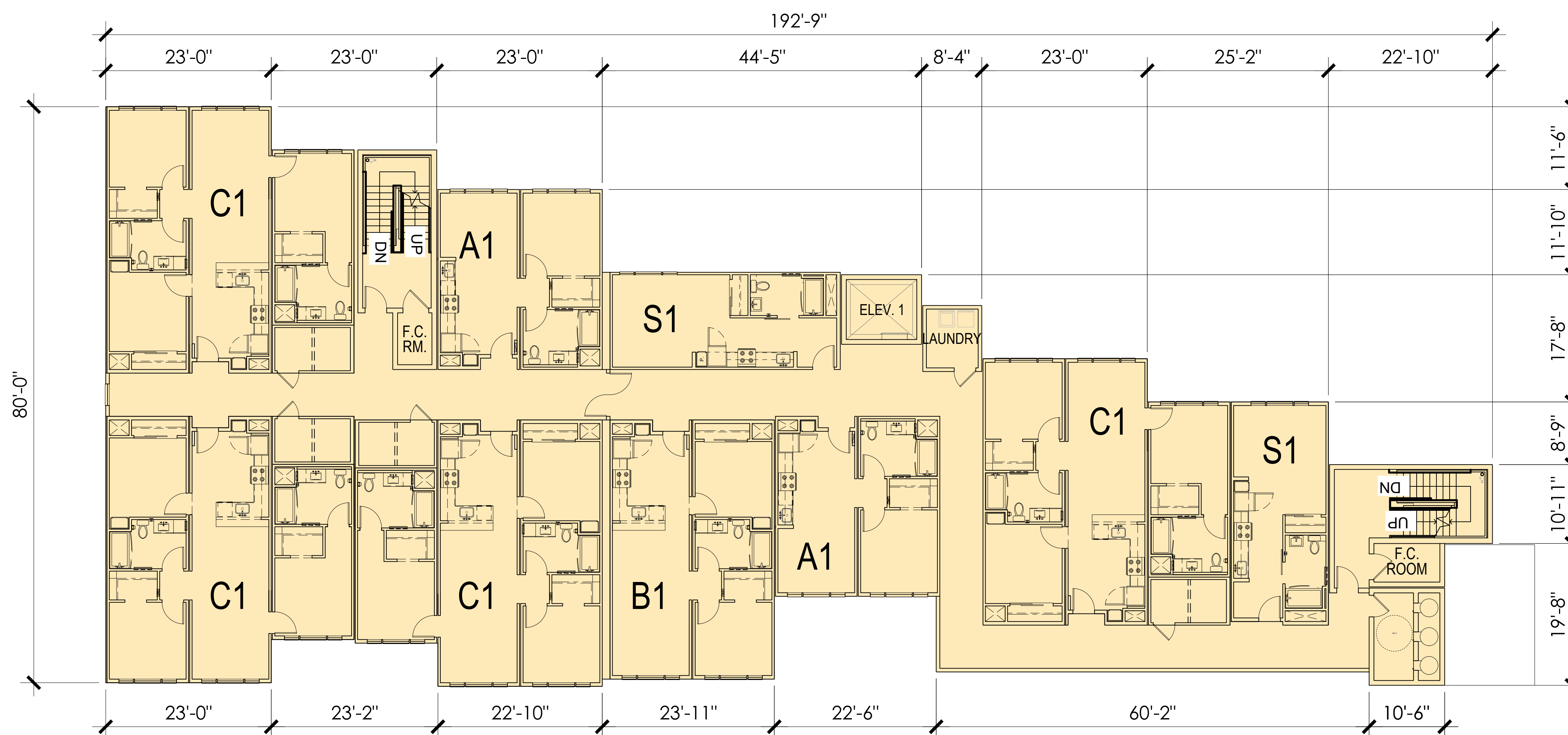
AO ARCHITECTS
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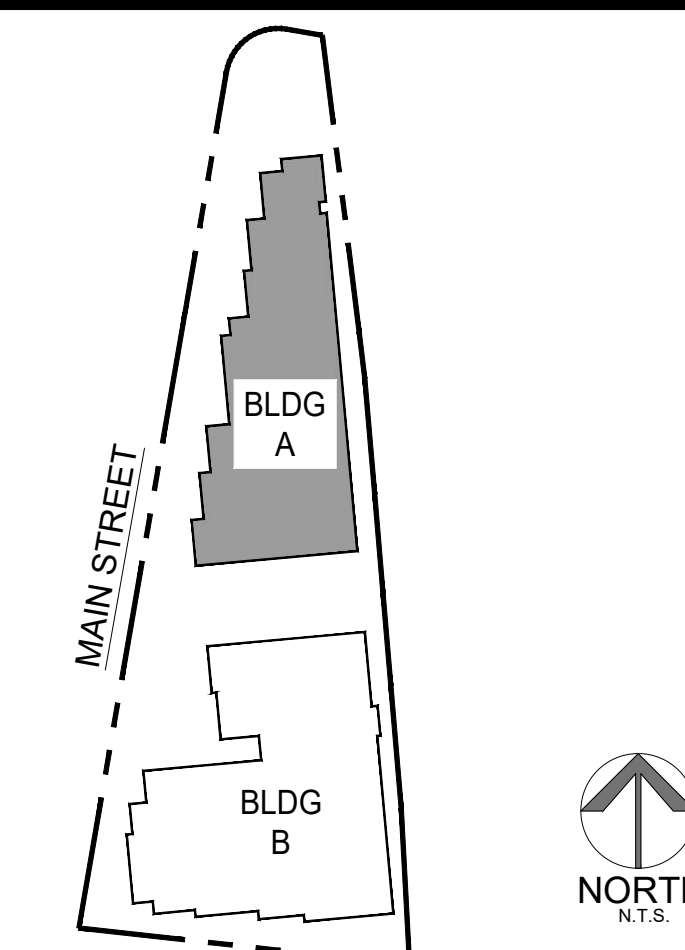


LEGEND

	RESIDENTIAL
	RESIDENTIAL AMENITIES
	PARKING



KEY MAP



MAIN STREET
AMG & ASSOCIATES

MILPITAS, CA

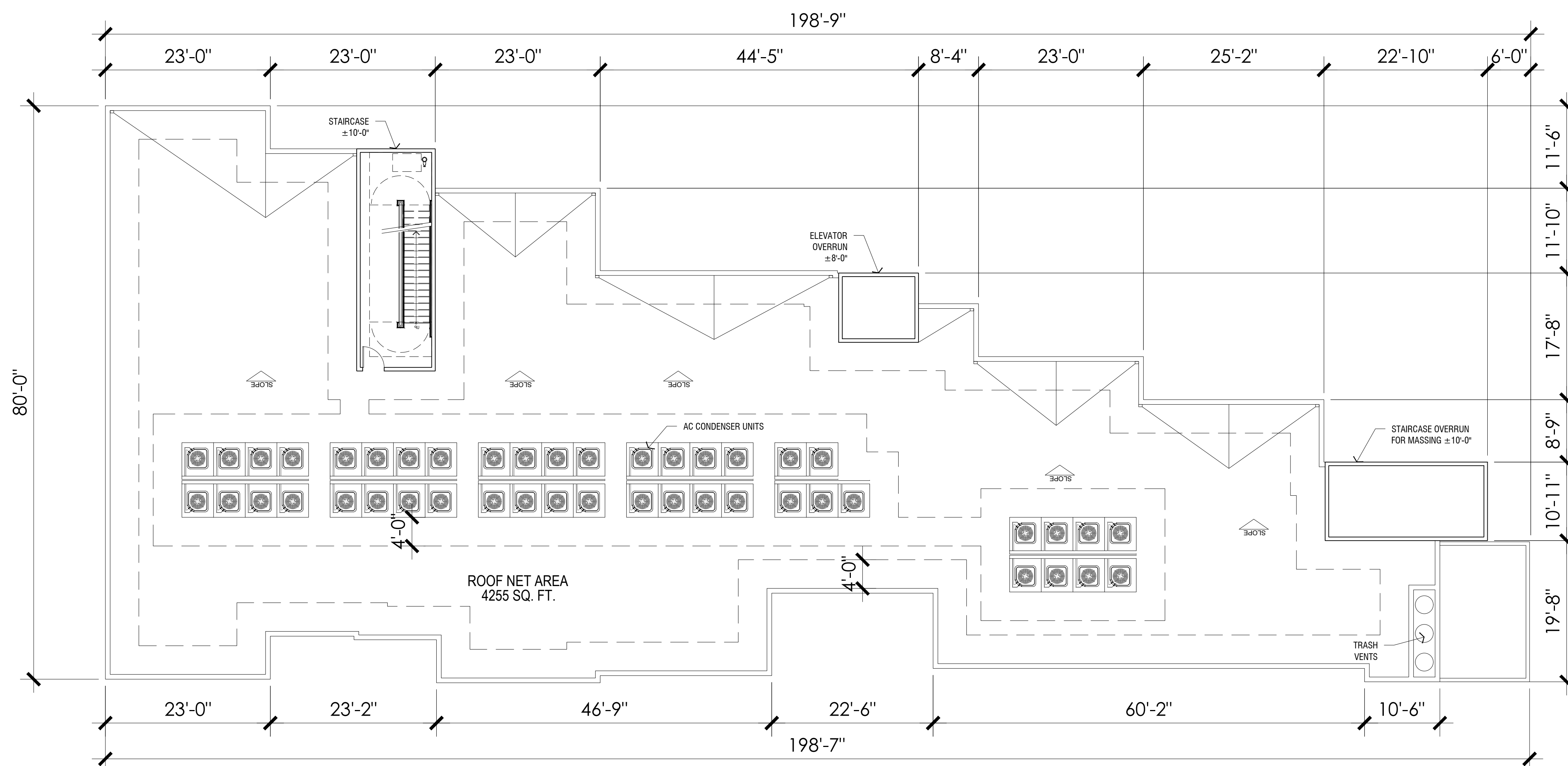
CONCEPTUAL BLDG. PLANS - BLDG. A

A2.0

DATE: 02-14-2024
JOB NO.: 2020-503

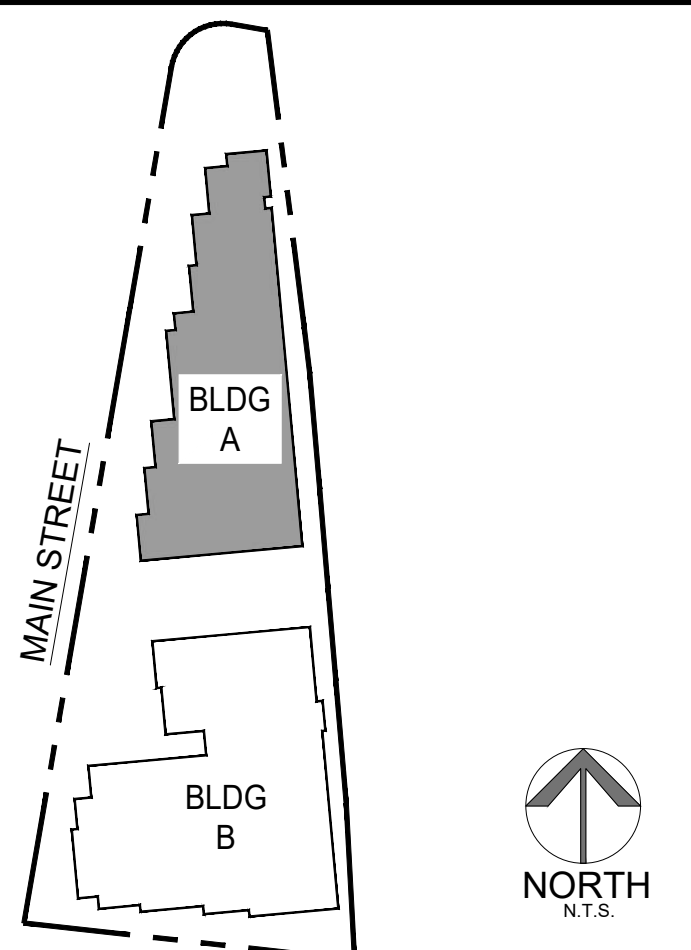
AO ARCHITECTS
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Roof Level

KEY MAP

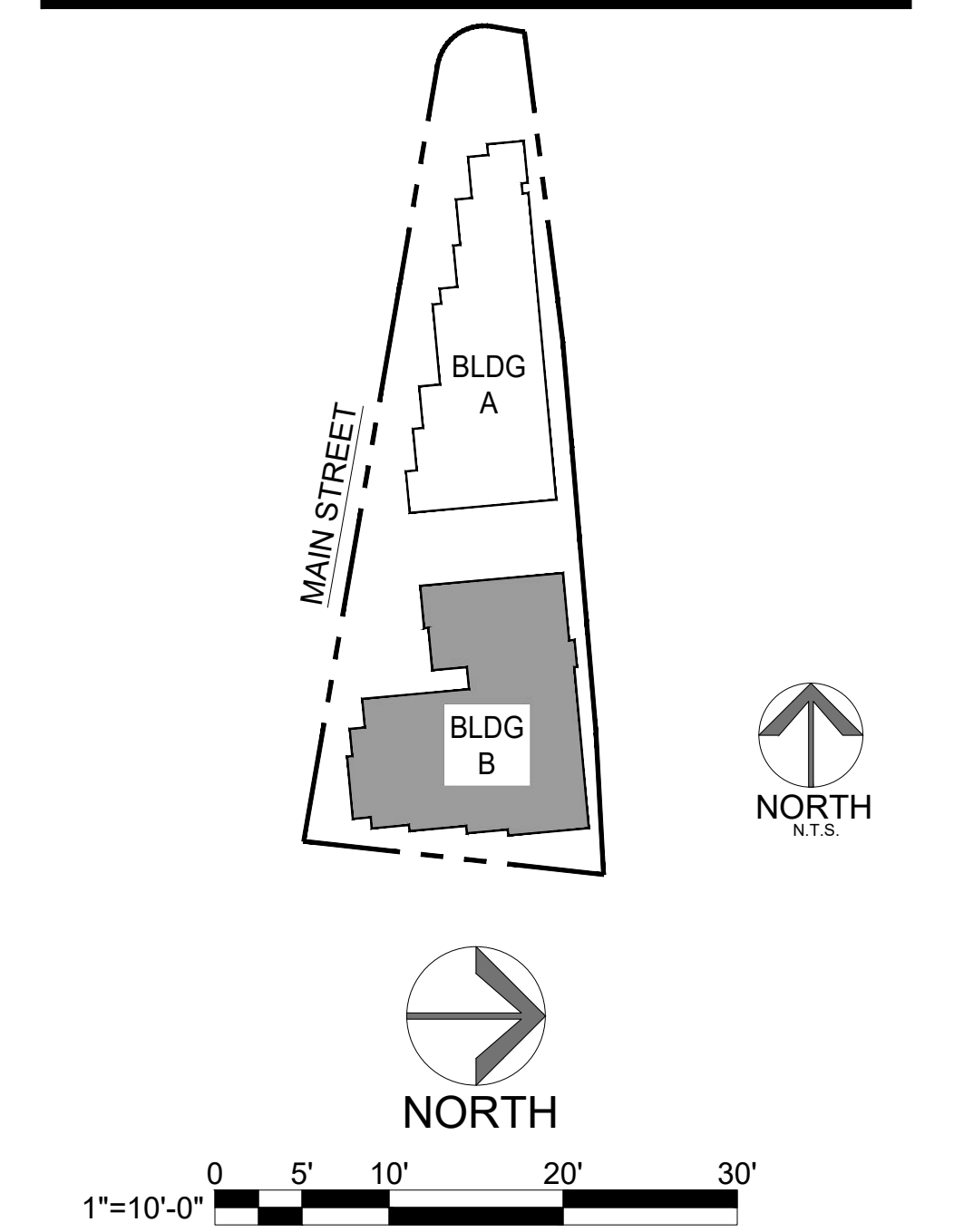


LEGEND

- RESIDENTIAL
- RESIDENTIAL AMENITIES
- PARKING



KEY MAP

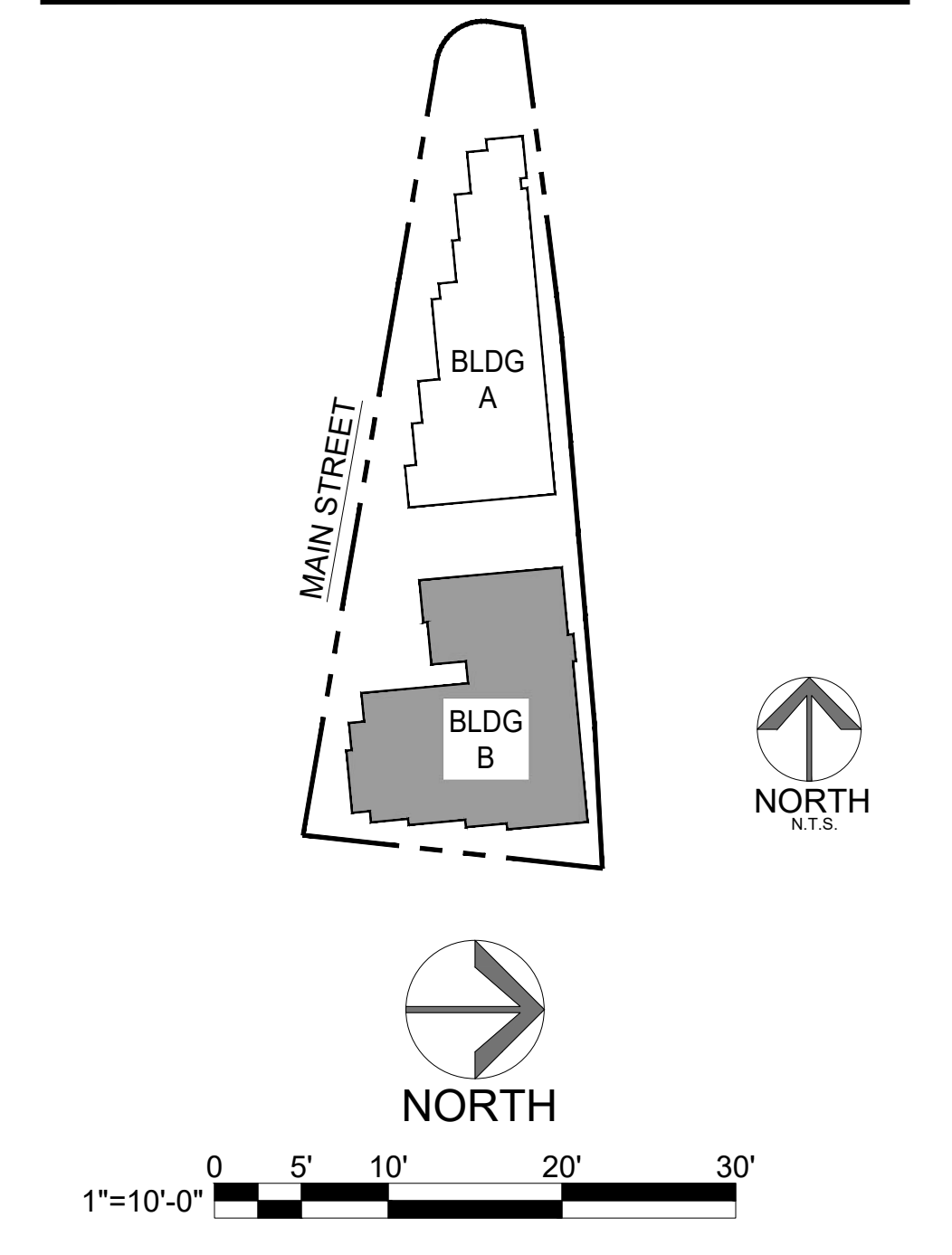


LEGEND

- RESIDENTIAL
- RESIDENTIAL AMENITIES
- PARKING



KEY MAP



MAIN STREET
AMG & ASSOCIATES

MILPITAS, CA

CONCEPTUAL BLDG. PLANS - BLDG. B

A2.3

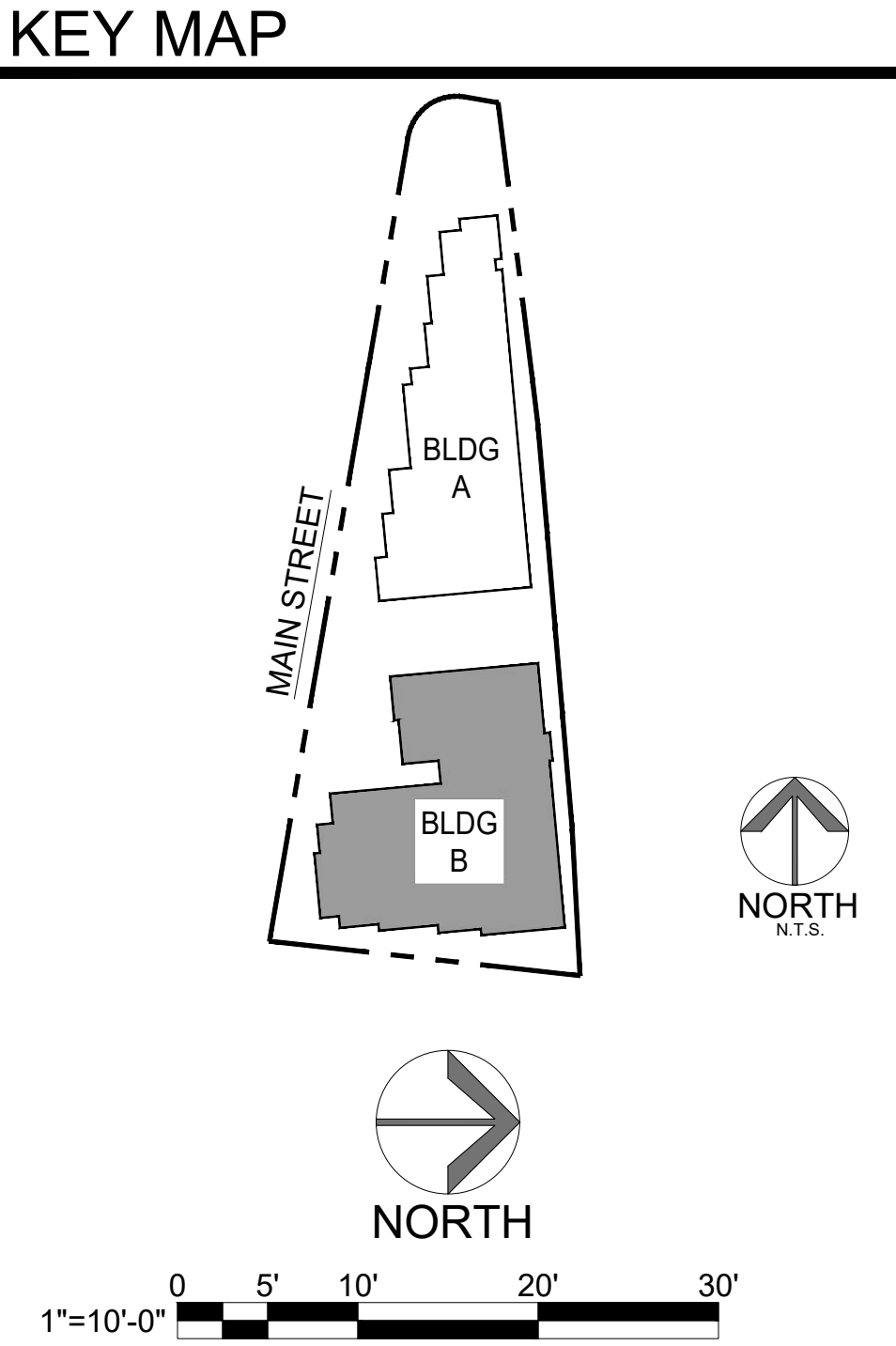
DATE: 02-14-2024
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LEGEND

RESIDENTIAL

RESIDENTIAL AMENITIESPARKING

MAIN STREET
AMG & ASSOCIATES

MILPITAS, CA

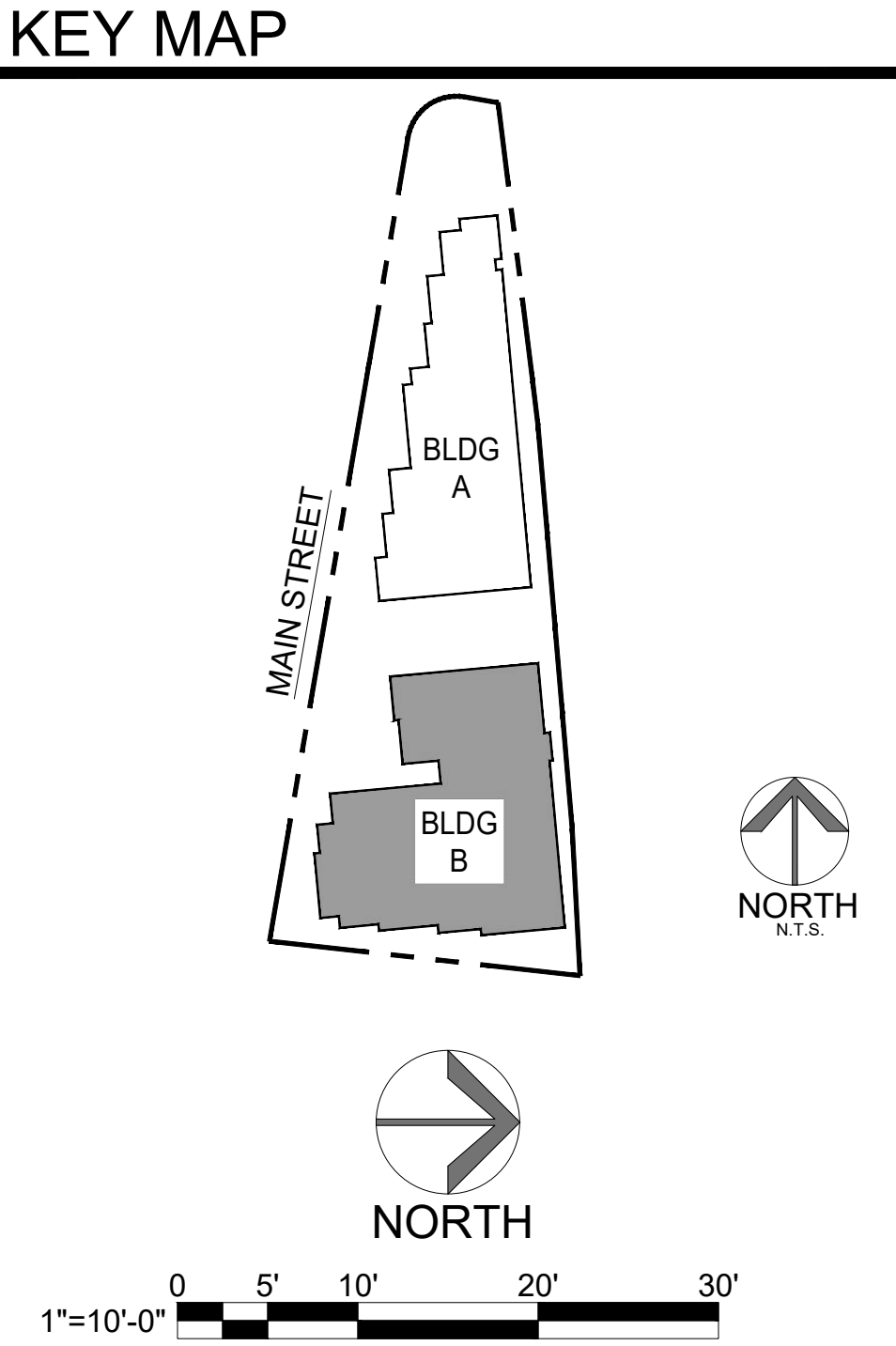
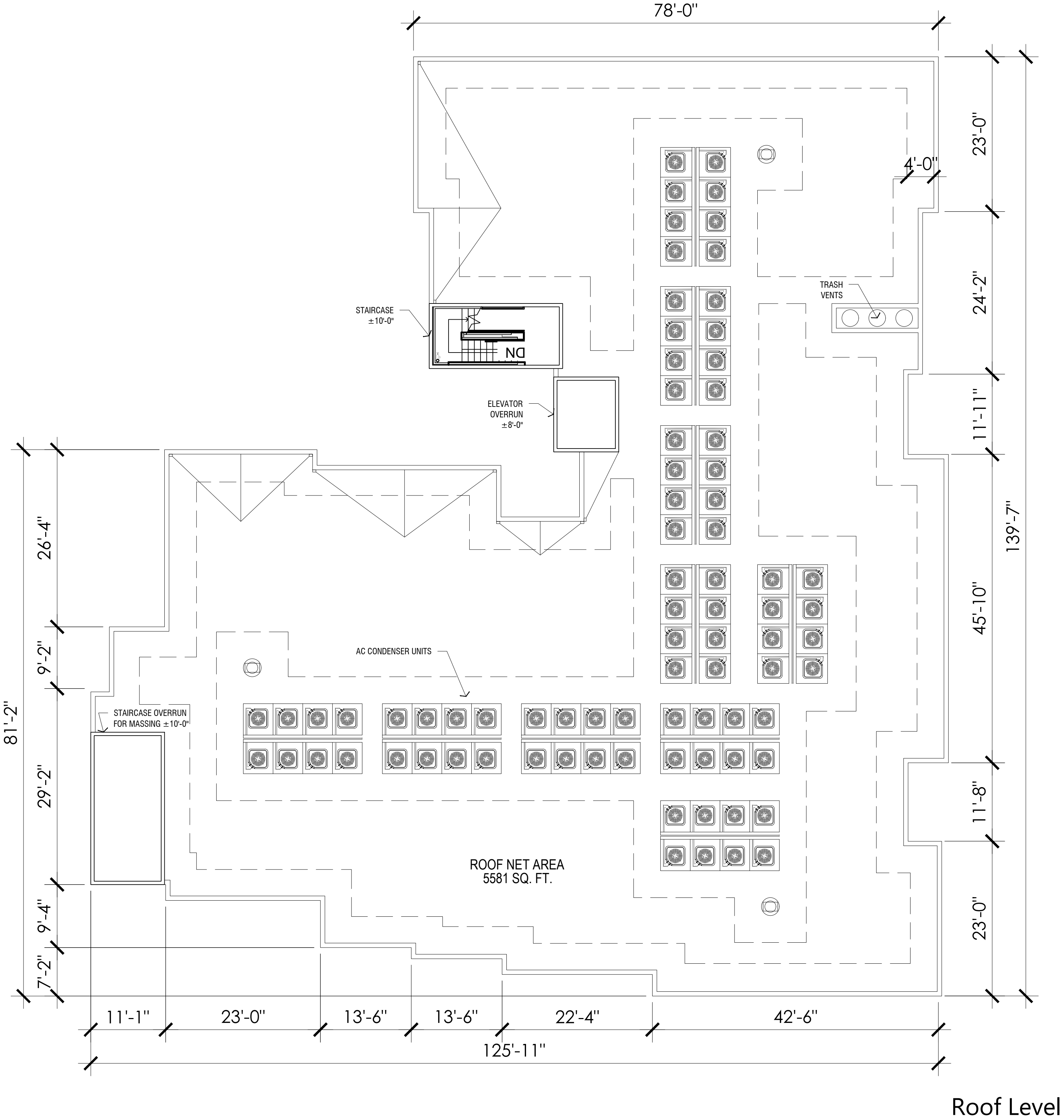
CONCEPTUAL BLDG. PLANS - BLDG. B

A2.4

DATE: 02-14-2024
JOB NO.: 2020-503
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NOTE: SOLAR PANEL EQUIPMENT IS EXPECTED TO EXCEED 581 SQ. FT. IN AREA. THIS WOULD DISQUALIFY THE ROOF NET AREA FROM MEETING GREEN ROOF REQUIREMENT THRESHOLDS.



MAIN STREET
AMG & ASSOCIATES

MILPITAS, CA

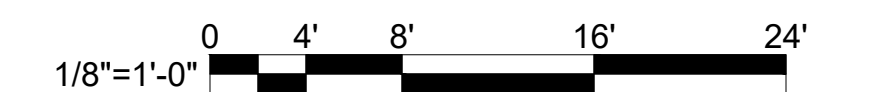
CONCEPTUAL BLDG. PLANS - BLDG. B

A2.5

DATE: 02-14-2024
JOB NO.: 2020-503

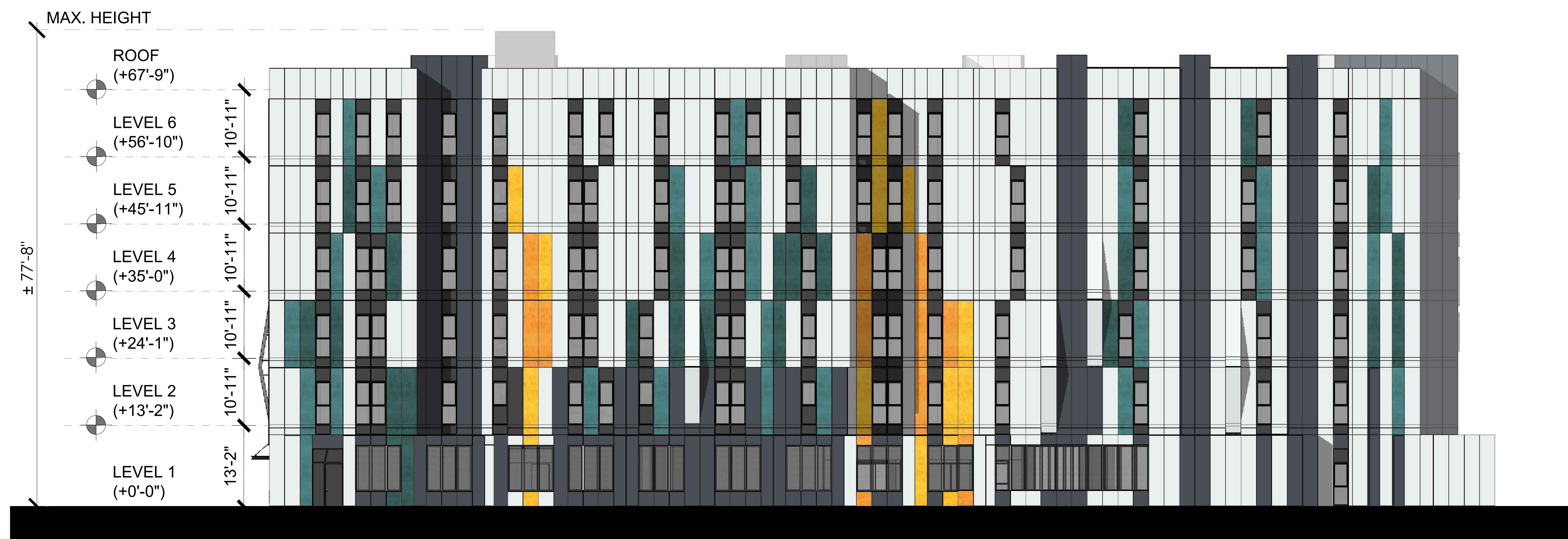
AO ARCHITECTS
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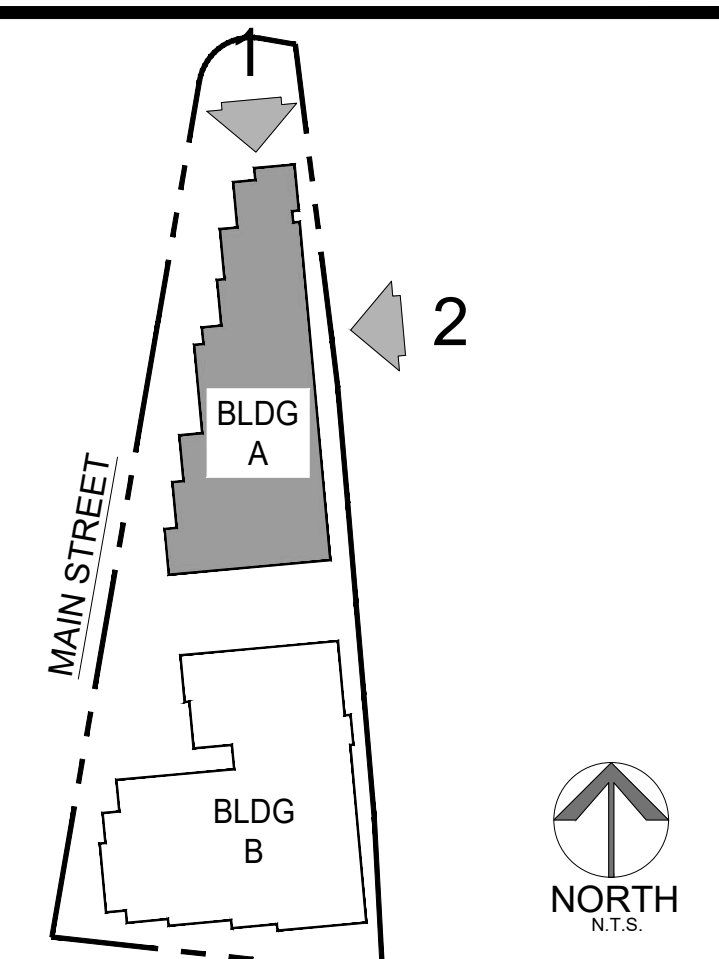


BUILDING A - NORTH ELEVATION 1



BUILDING A - EAST ELEVATION 2

KEY MAP



1"=10'-0" 0 5' 10' 20' 30'

CONCEPTUAL BLDG. ELEVATIONS - BLDG. A

A4.0

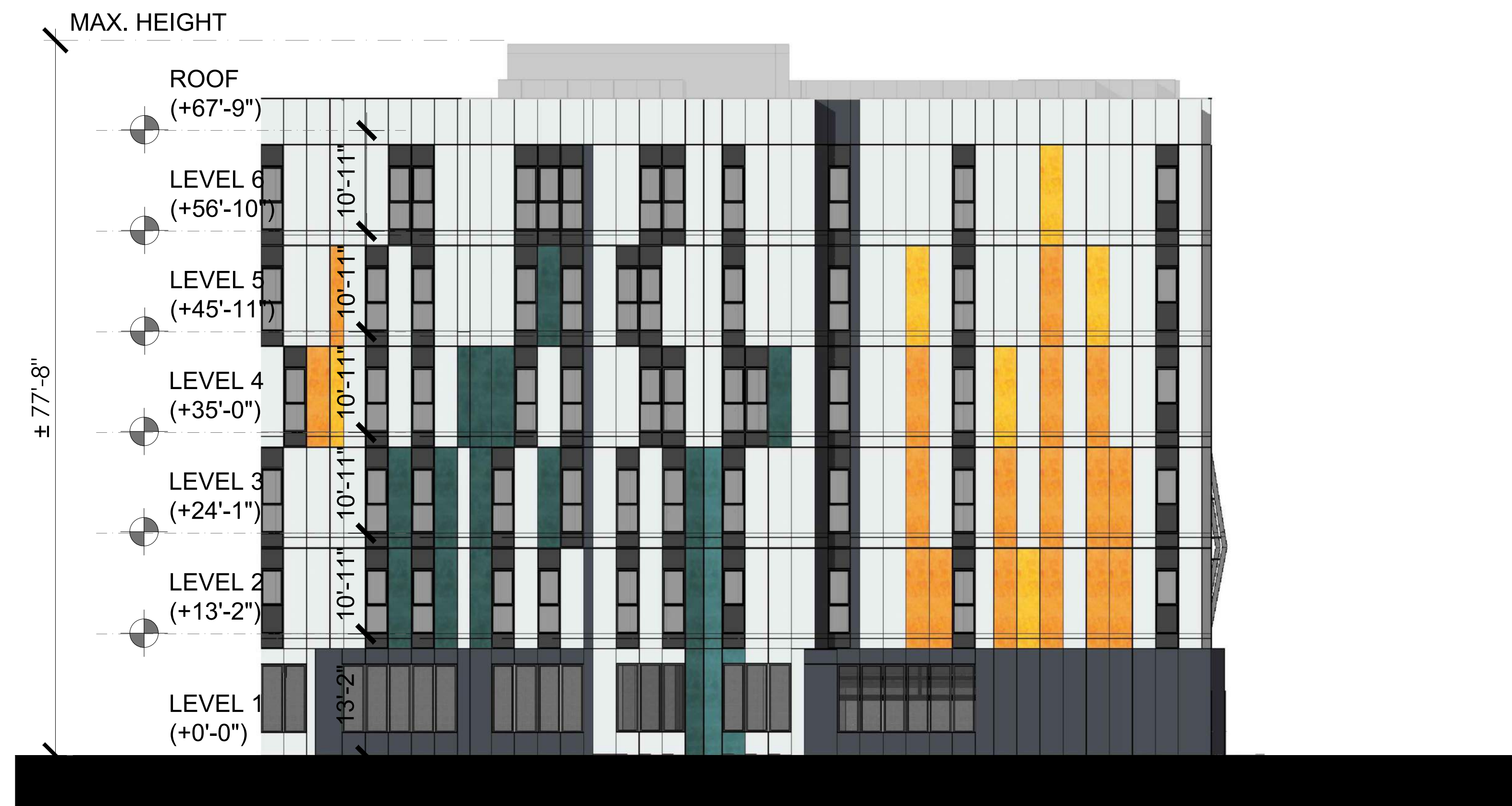
MAIN STREET
AMG & ASSOCIATES

MILPITAS, CA

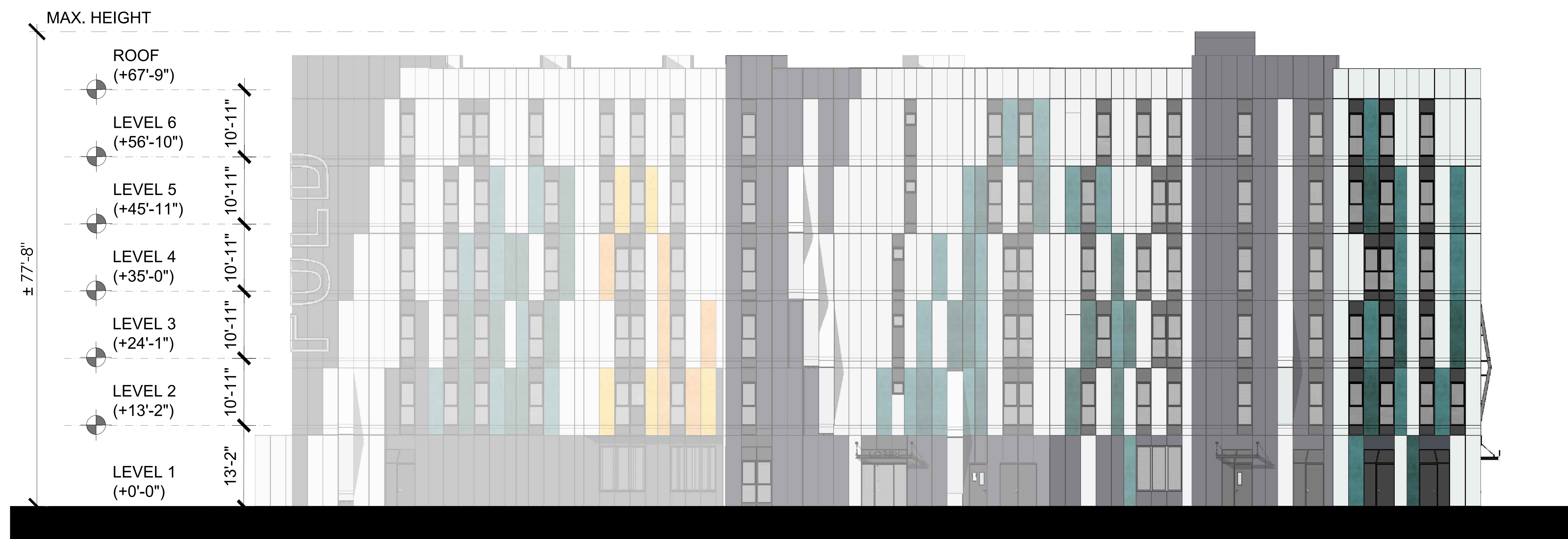
DATE: 02-14-2024
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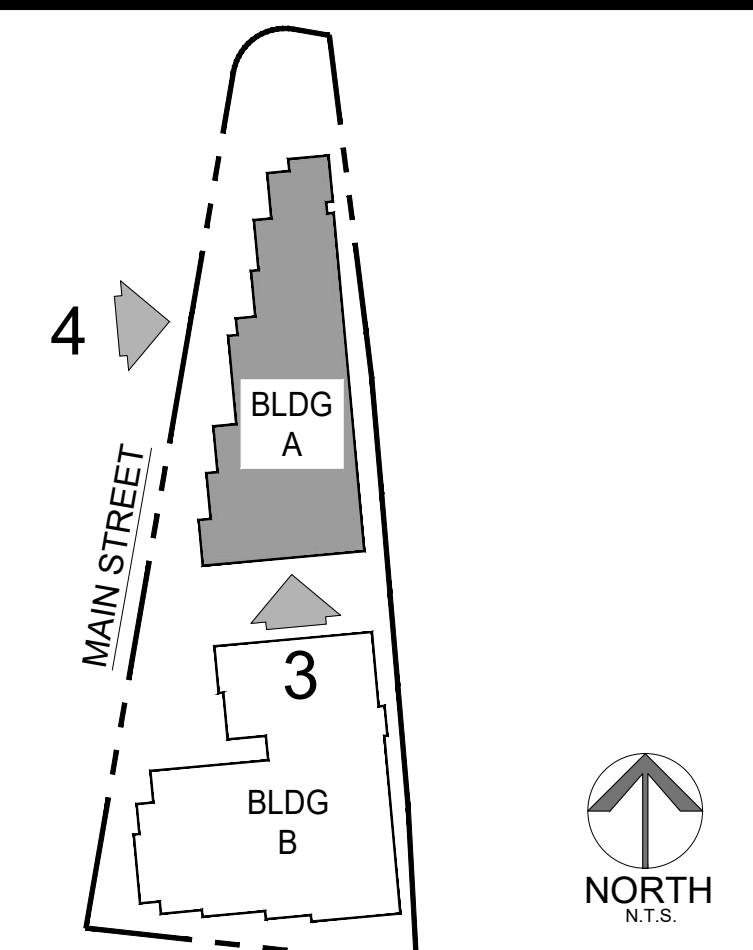


BUILDING A - SOUTH ELEVATION 3



BUILDING A - WEST ELEVATION 4

KEY MAP



1"=10'-0" 0 5' 10' 20' 30'

CONCEPTUAL BLDG. ELEVATIONS - BLDG. A

A4.1

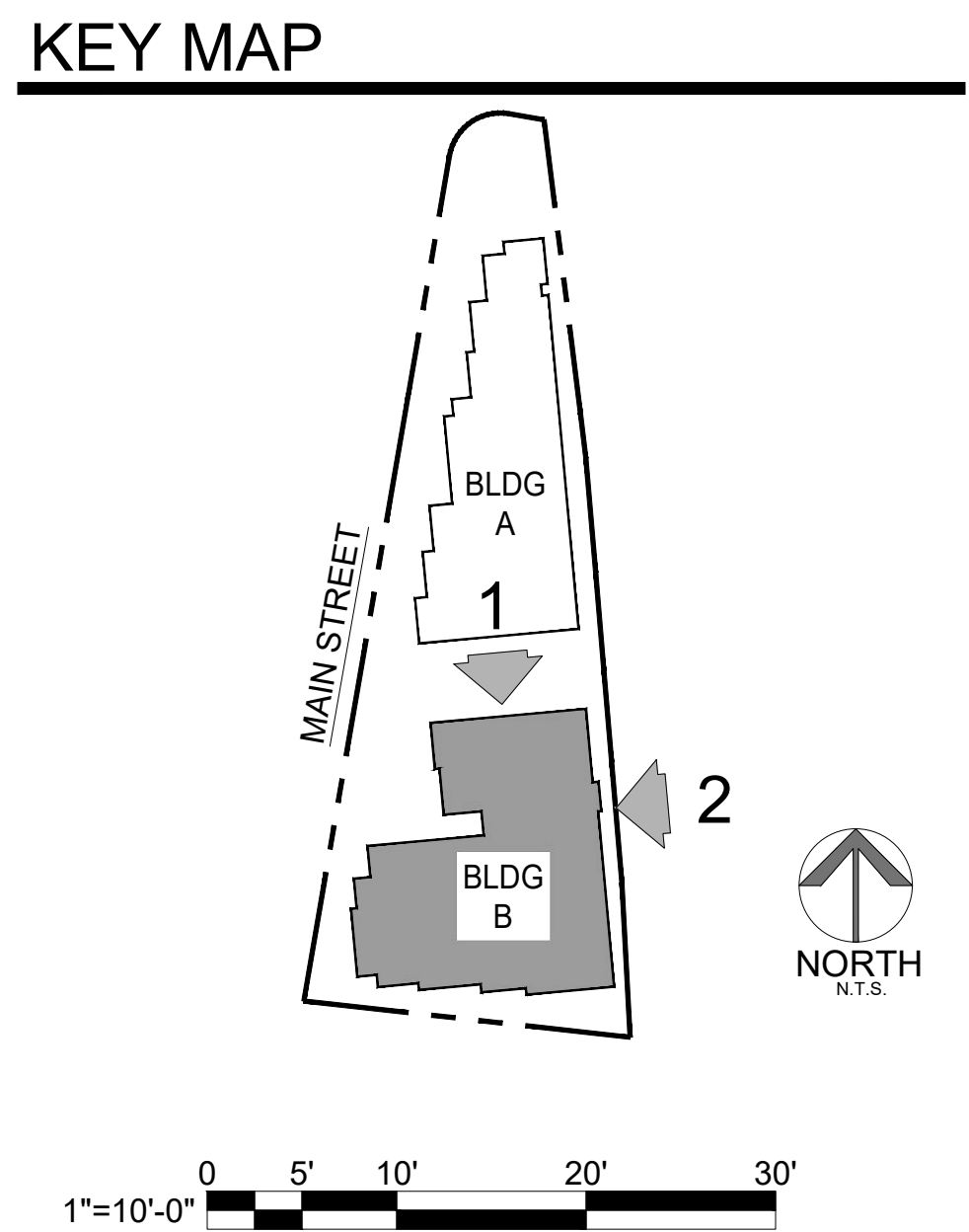
MAIN STREET
AMG & ASSOCIATES

MILPITAS, CA

DATE: 02-14-2024
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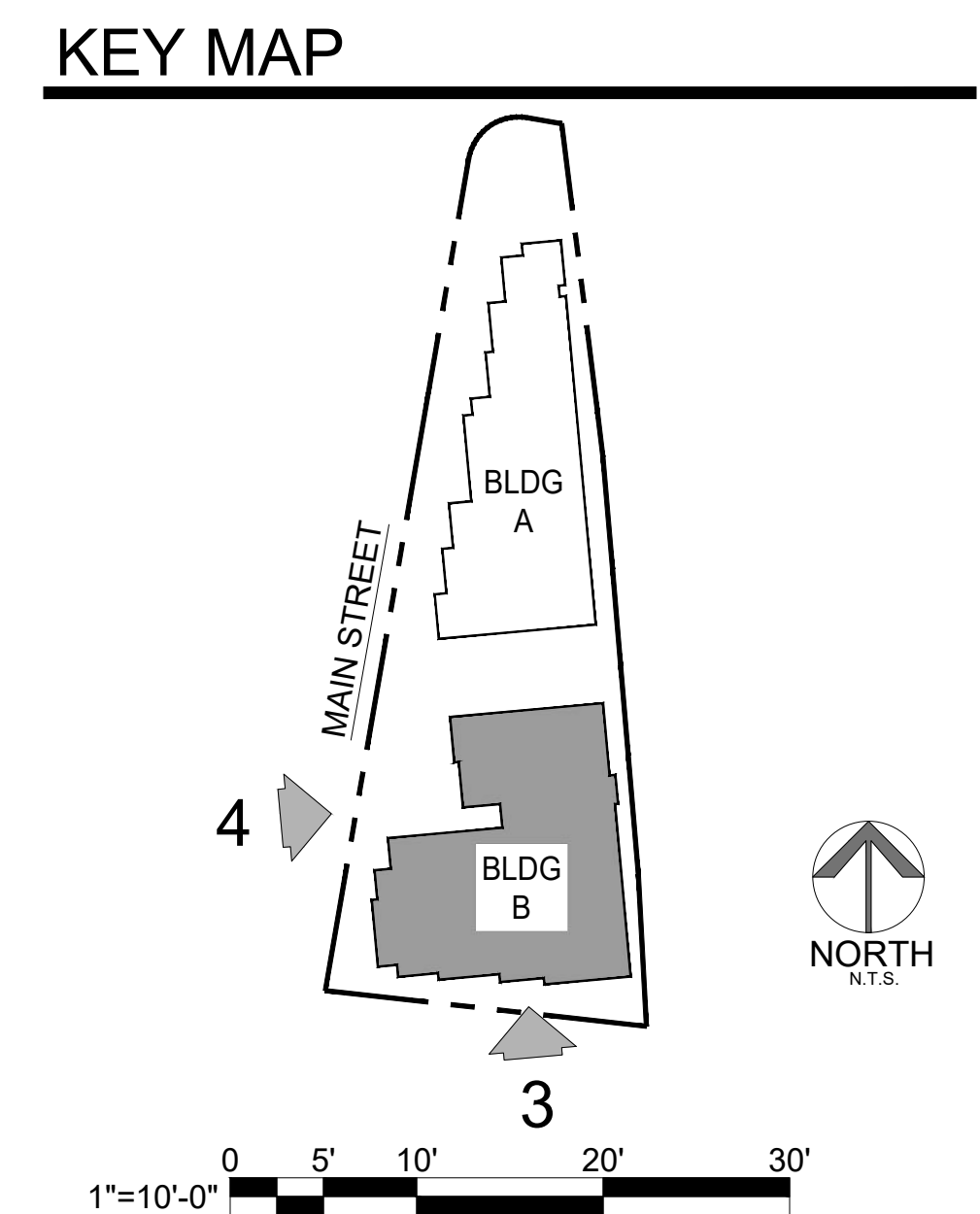
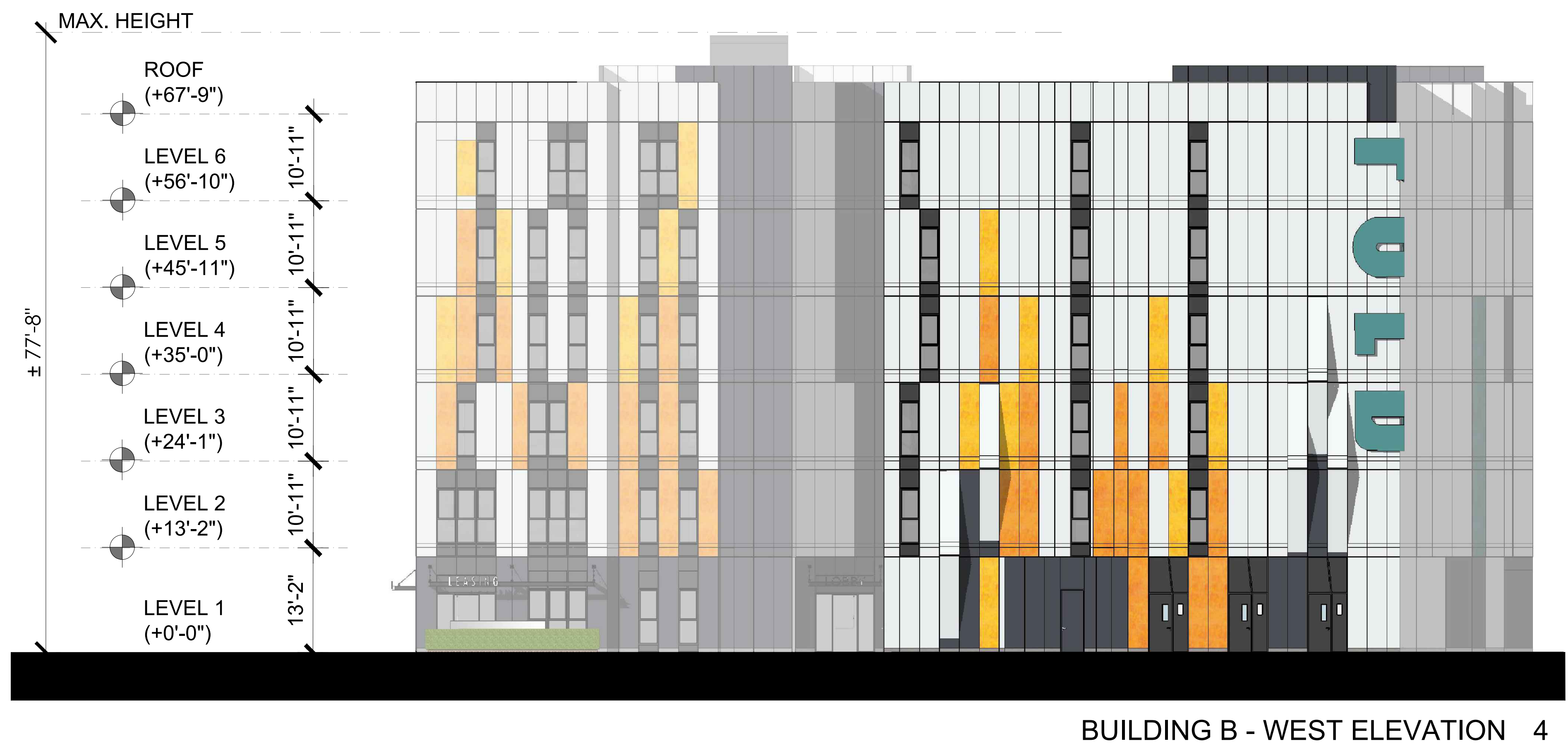
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CONCEPTUAL BLDG. ELEVATIONS - BLDG. B

A4.2





VIEW FROM RAIL ROAD TRACKS LOOKING NORTH 4



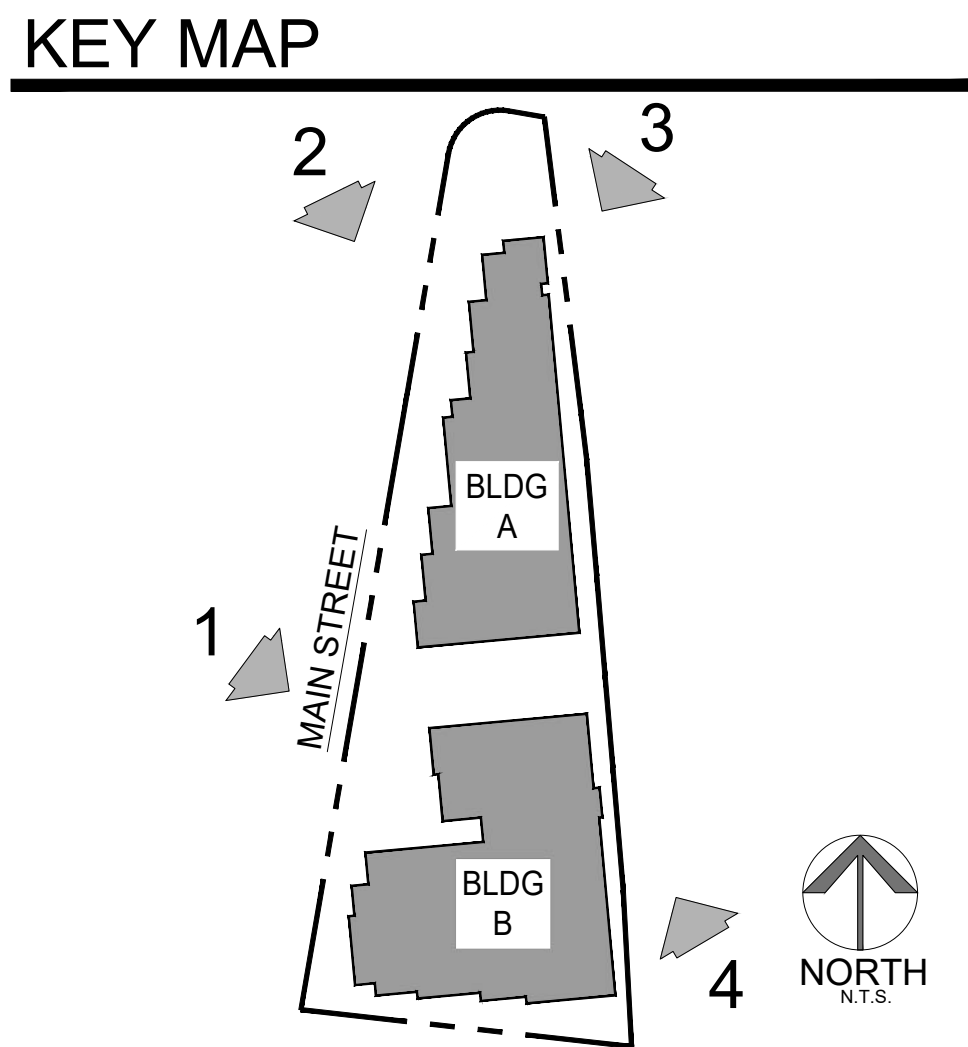
VIEW ON MAIN STREET LOOKING SOUTH 2



VIEW FROM RAIL ROAD TRACKS LOOKING SOUTH 3



VIEW ON MAIN STREET LOOKING TOWARDS BUILDING B LEASING 1





VIEW FROM MAIN STREET LOOKING AT BUILDING A 4



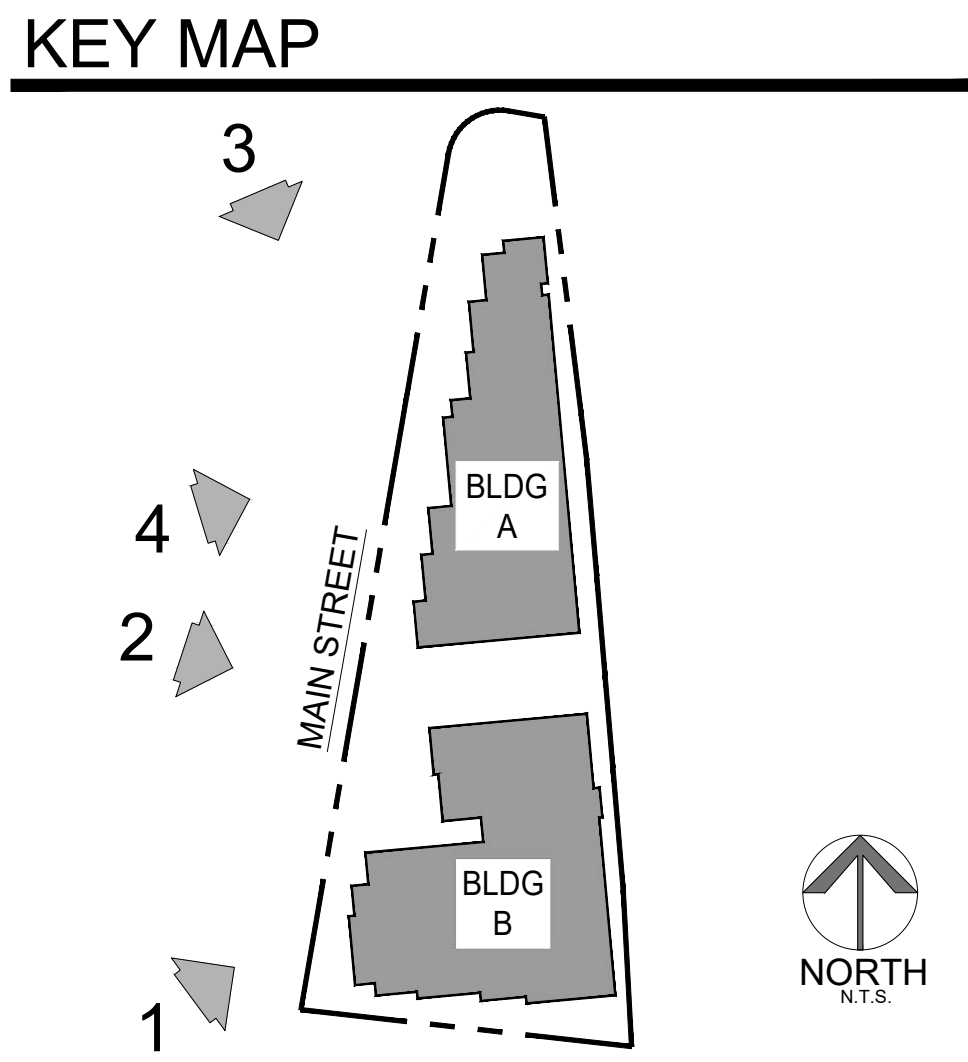
VIEW ON MAIN STREET LOOKING SOUTHEAST 2

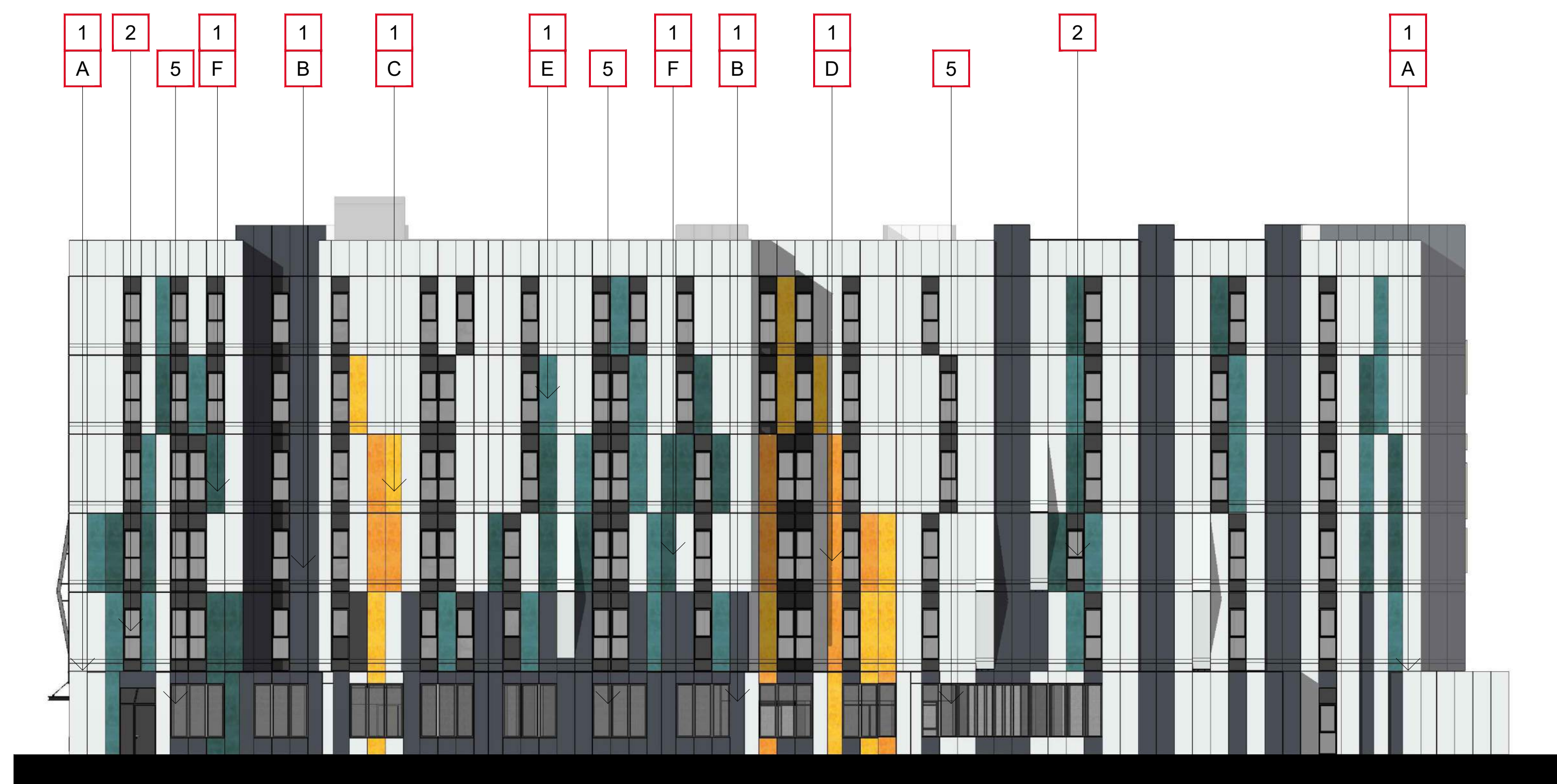


AERIAL VIEW FROM NORTHEAST CORNER 3



VIEW FROM SOUTHWEST CORNER OF BUILDING B LOOKING NORTH 1





BUILDING A - EAST ELEVATION



BUILDING B - NORTH ELEVATION



A. SW 7071 GRAY SCREEN



B. SW 9685 AFTER THE STORM



C. SW 6905 GOLDFINCH



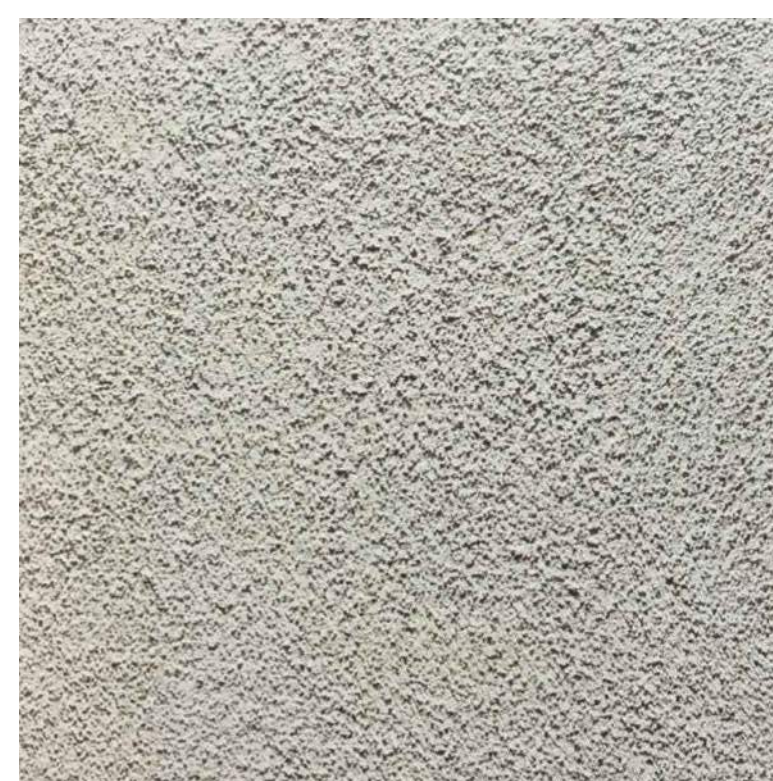
D. SW 6894 FORCEFUL ORANGE



E. SW 6481 GREEN BAY



F. SW 6475 COUNTRY SQUIRE



1. STUCCO
LIGHT SAND FINISH



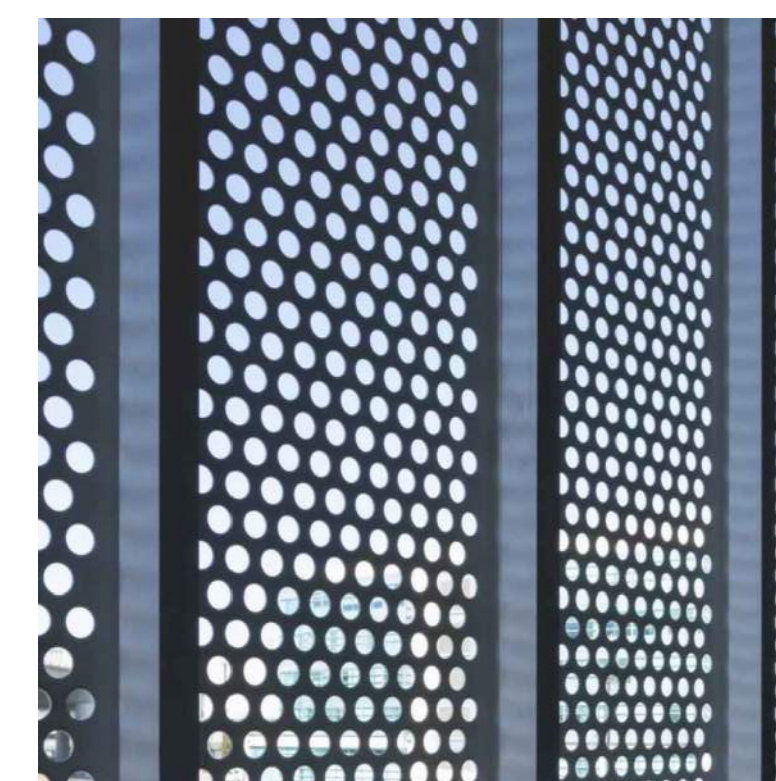
2. VINYL WINDOWS
BLACK OR EQUAL



3. ALUMINUM STOREFRONT
WINDOW
BLACK OR EQUAL



4. METAL AWNING
BLACK OR EQUAL



5. PERFORATED METAL SCREEN
BLACK OR EQUAL

CONCEPTUAL MATERIAL AND COLOR BOARD

MAIN STREET
AMG & ASSOCIATES

MILPITAS, CA

DATE: 02-14-2024
JOB NO.: 2020-503

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A6.0



LEGEND

RESIDENTIAL - LOW INCOME UNITS

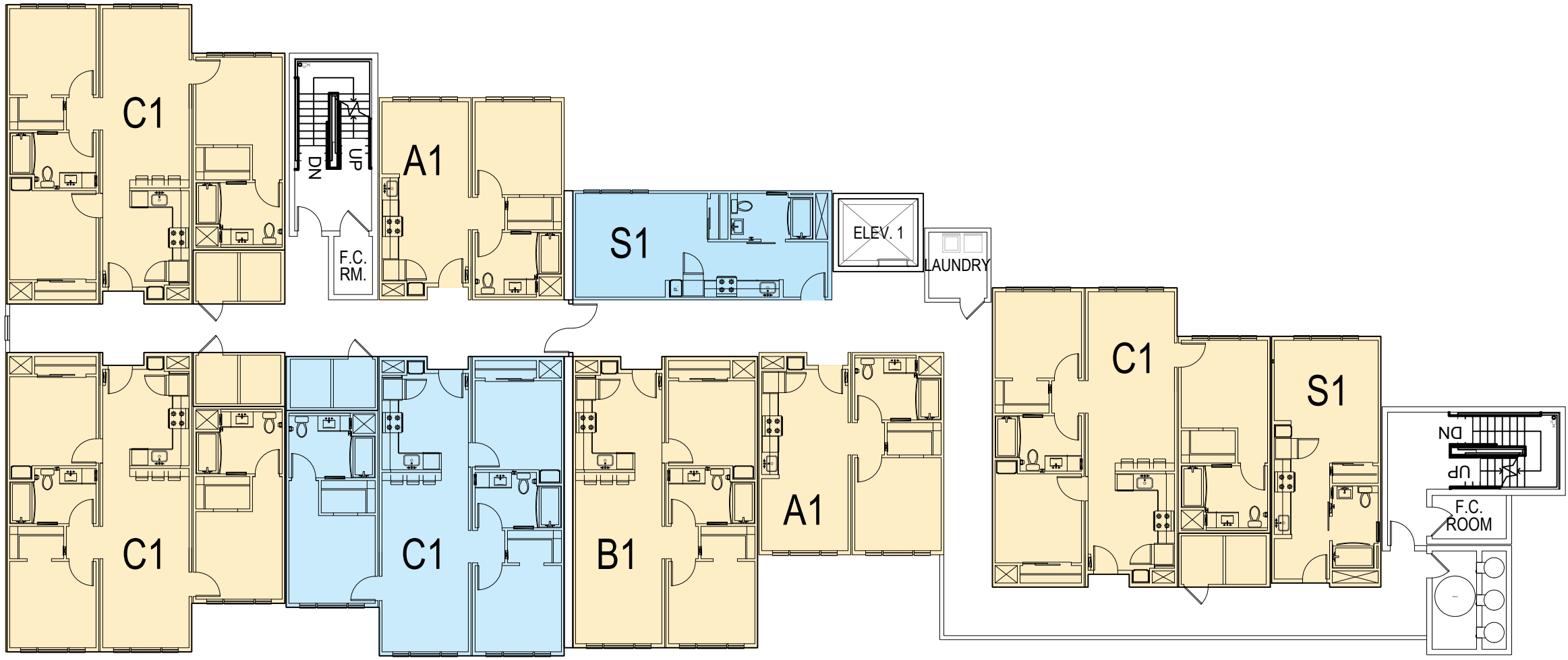
RESIDENTIAL - MODERATE INCOME UNITS



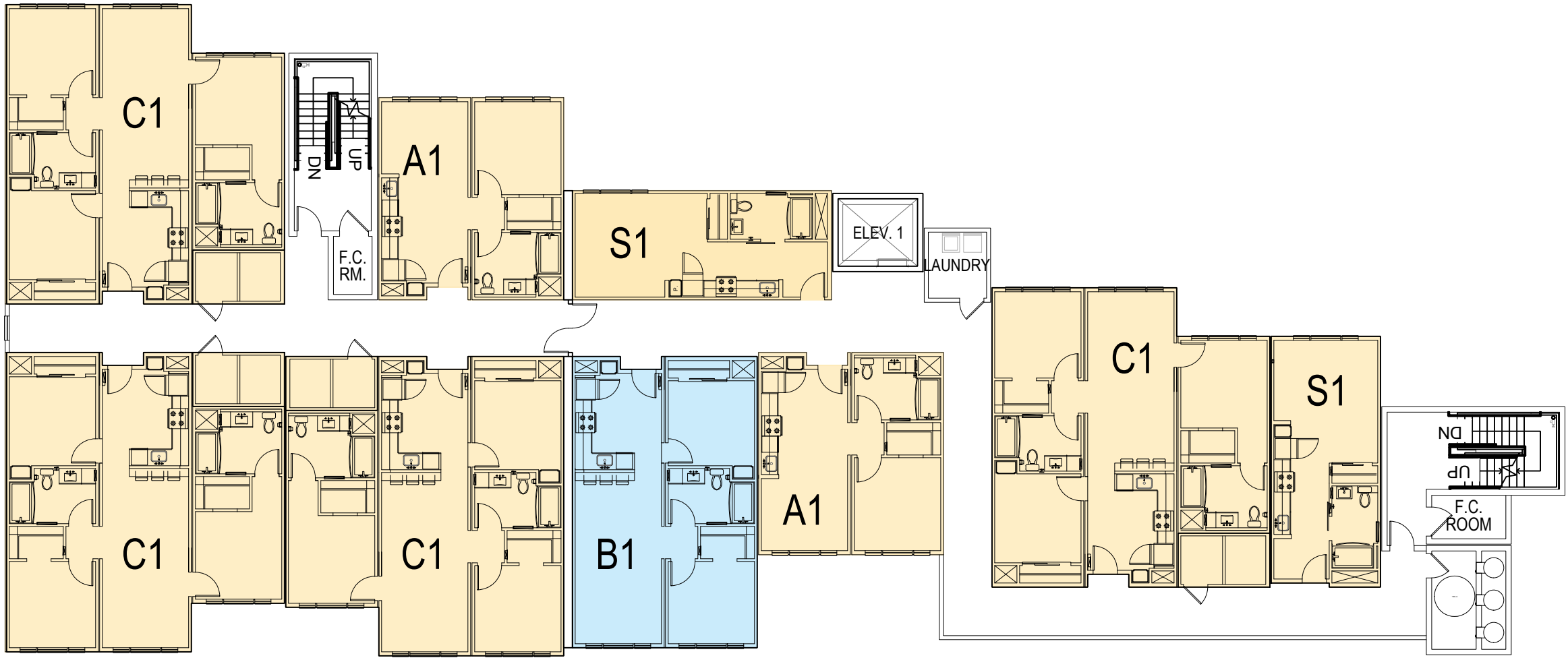
Level 5



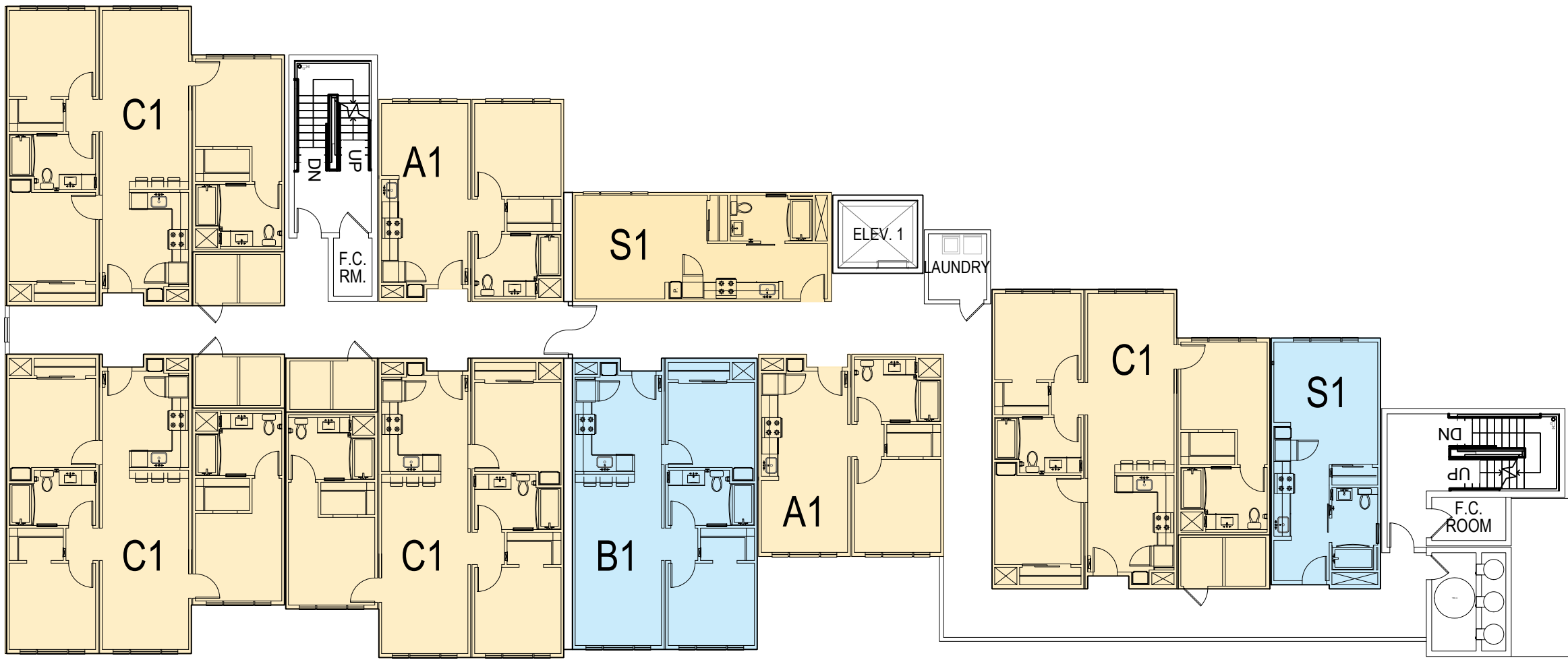
Level 4



Level 6

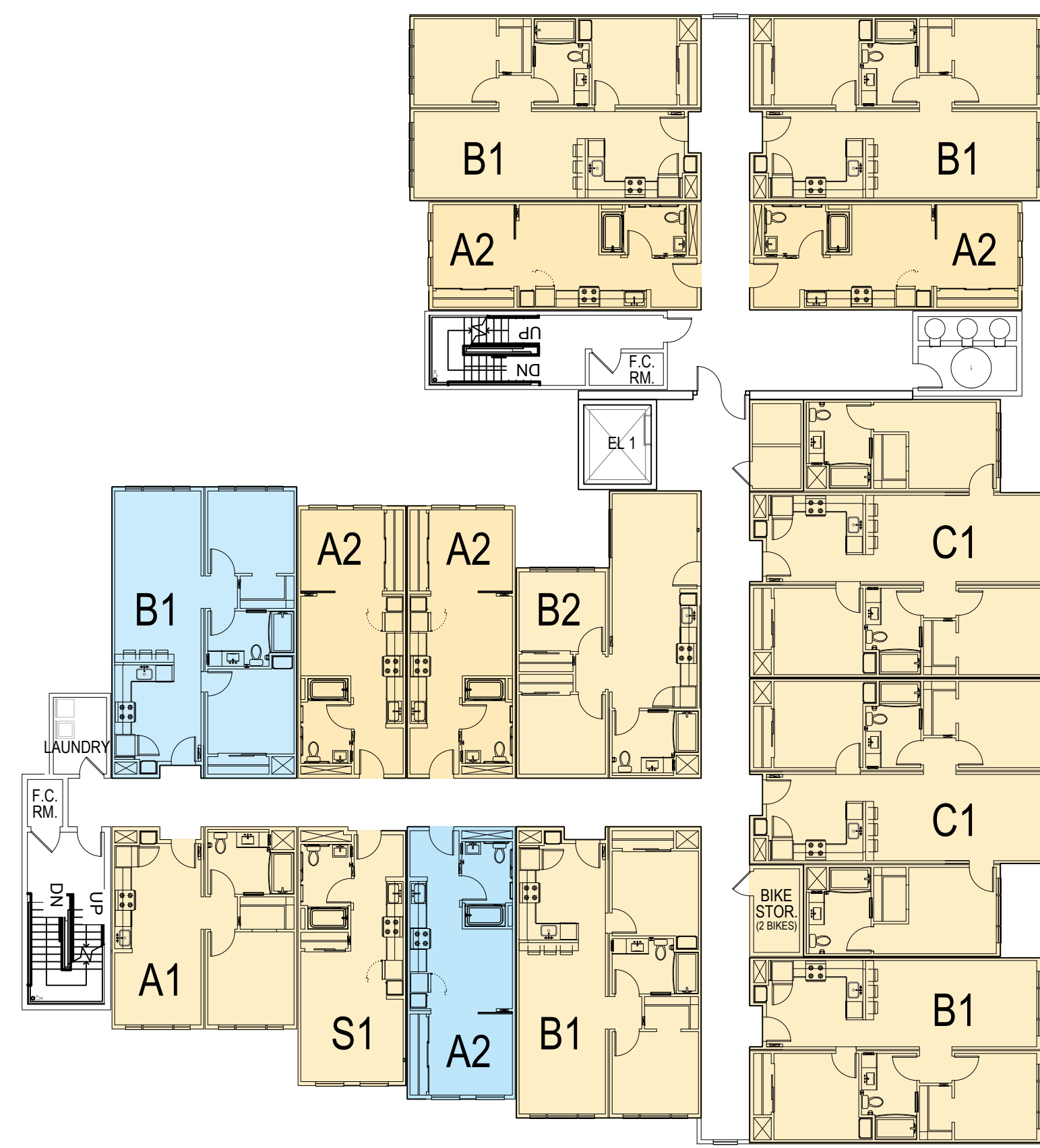


Level 3

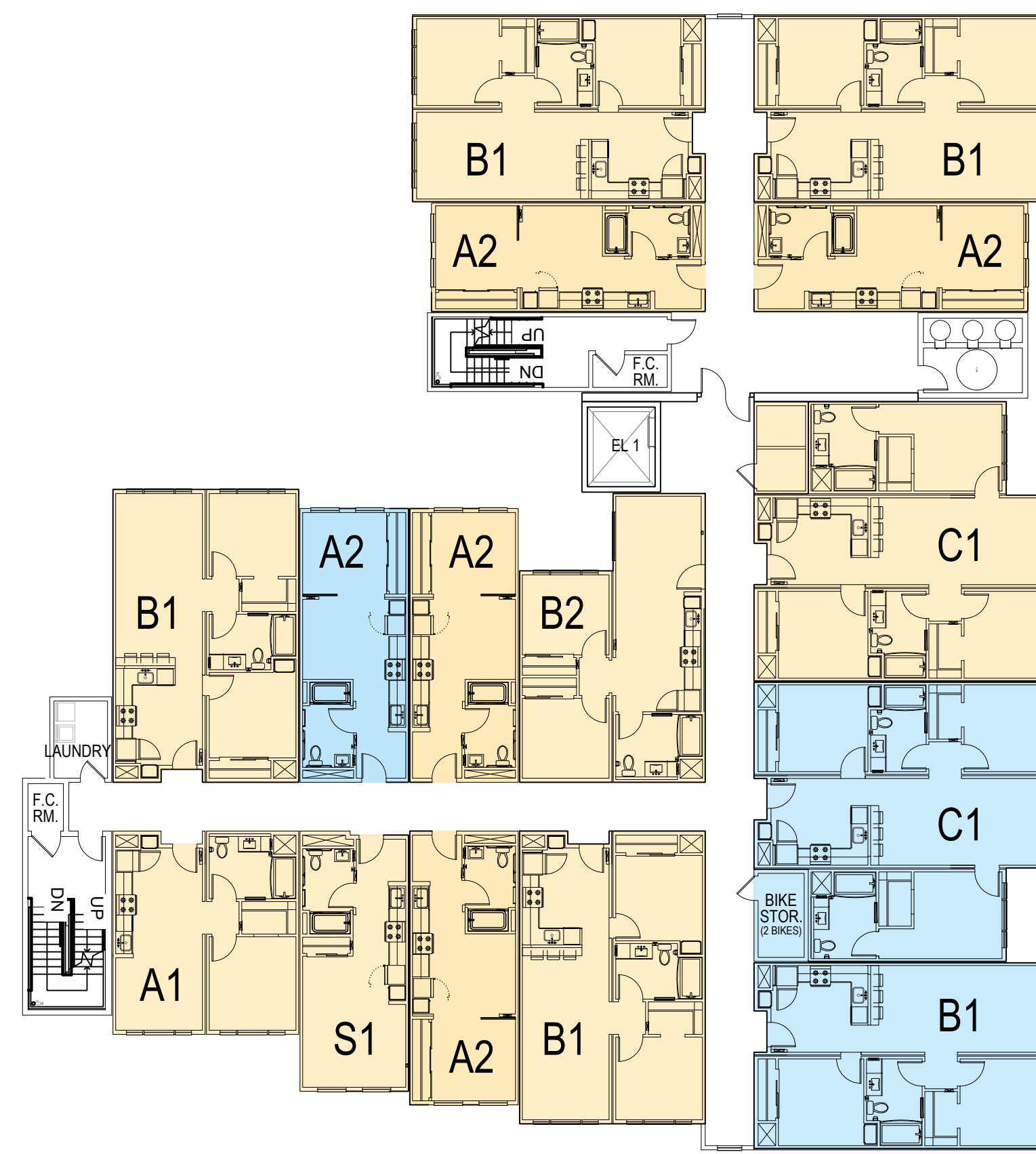


Level 2

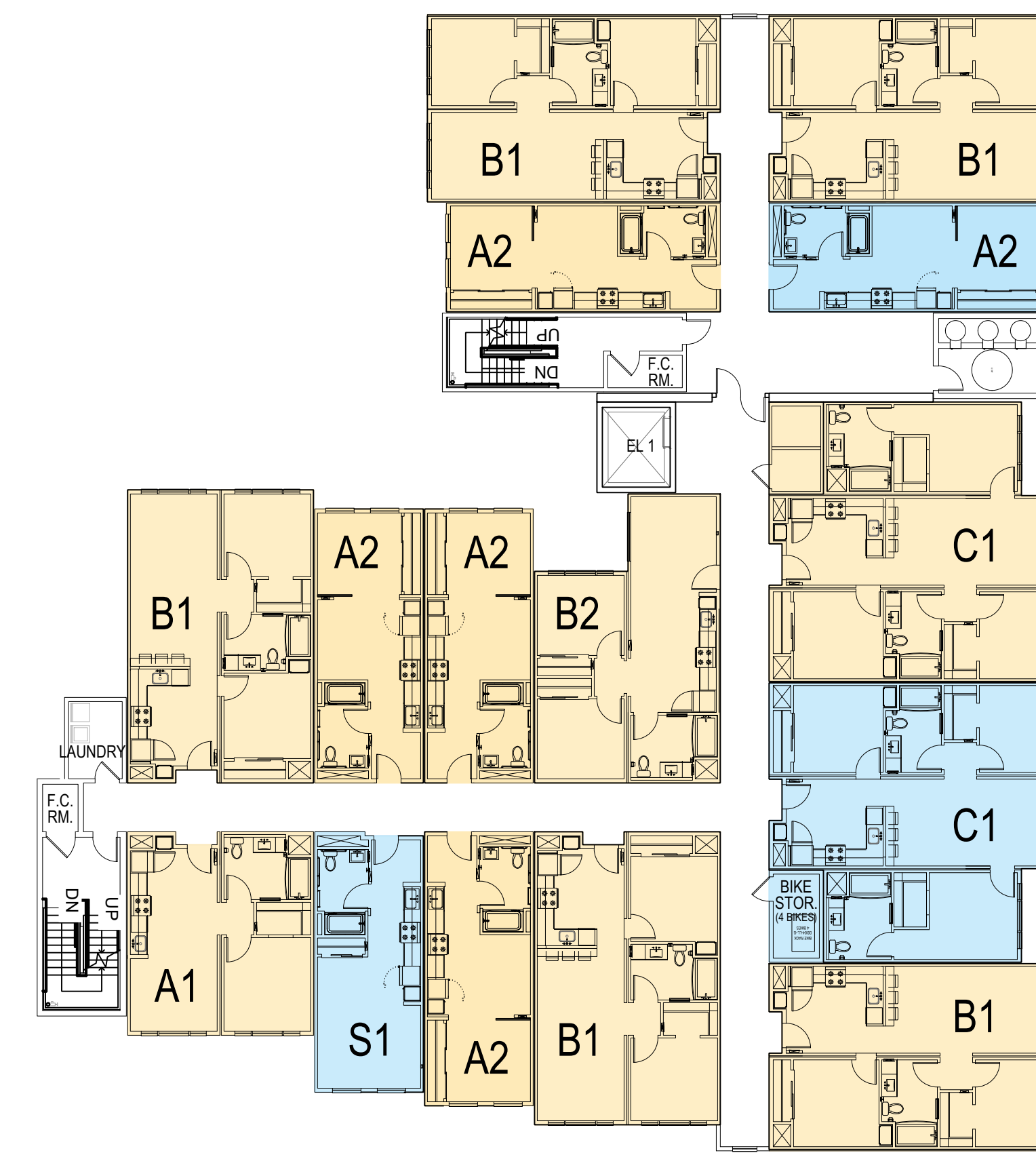
AFFORDABILITY EXHIBIT - BLDG. A



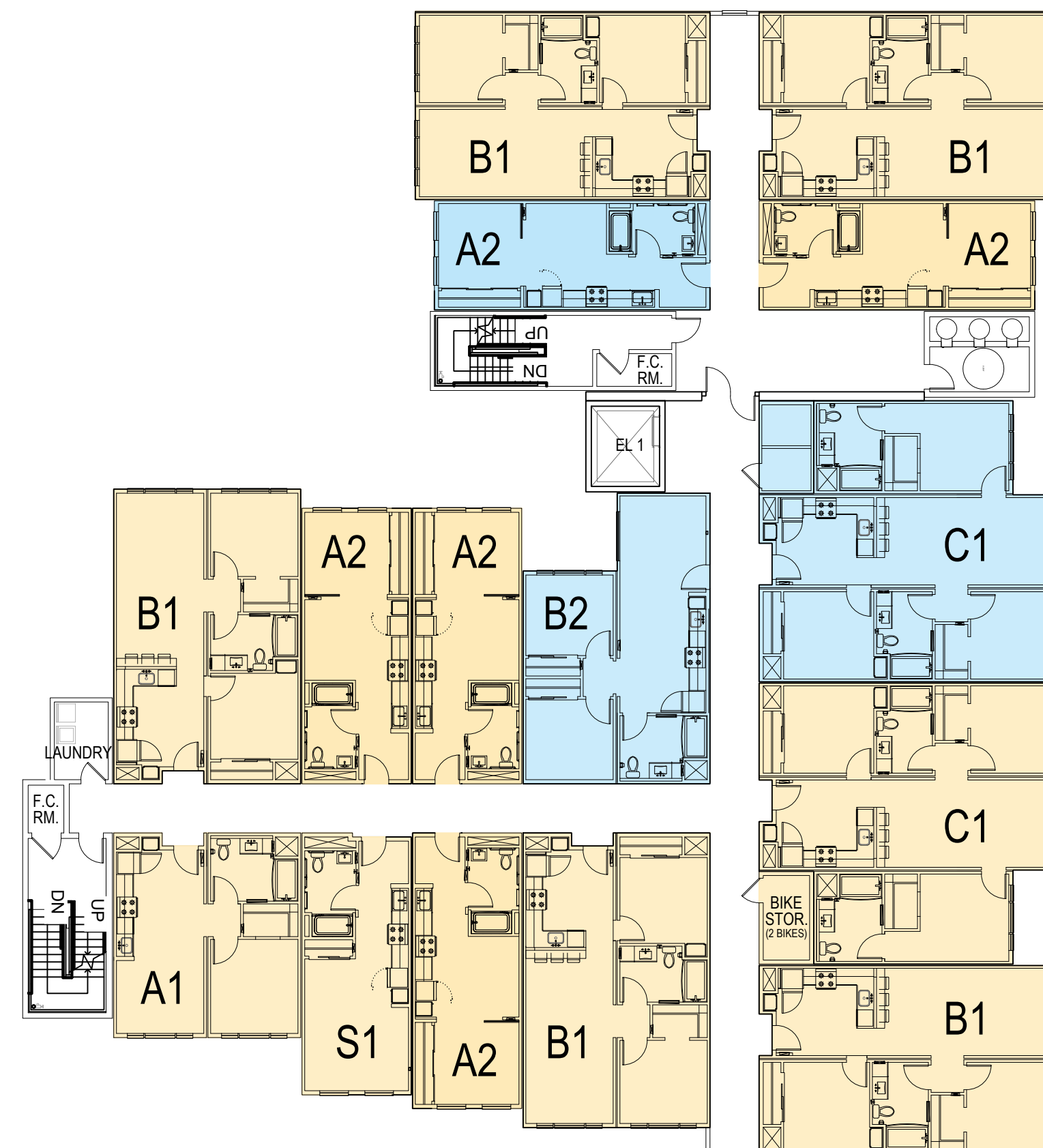
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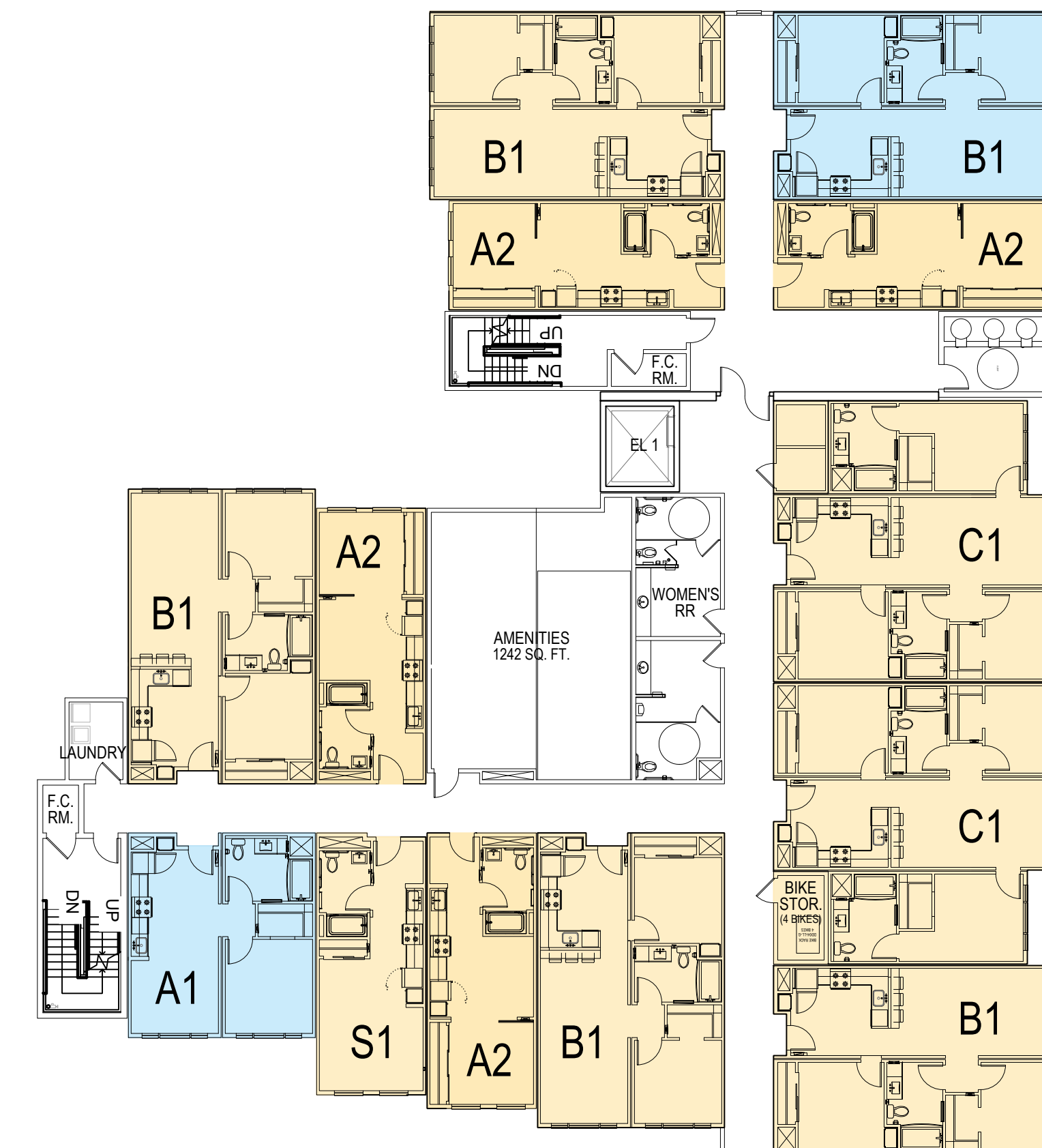
Level 5



Level 3



Level 4



Level 2

LEGEND

- RESIDENTIAL - LOW INCOME UNITS
- RESIDENTIAL - MODERATE INCOME UNITS

AFFORDABILITY EXHIBIT - BLDG. B

PLANT SCHEDULE

SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
○	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'	HOWARD MCMINN MANZANITA	5 GAL	LOW
○	BERBERIS THUNBERGII 'CRIMSON PYGMY'	CRIMSON PYGMY BARBERRY	5 GAL	LOW - MEDIUM
○	CALLISTEMON VIMINALIS 'LITTLE JOHN'	DWARF WEEPING BOTTLEBRUSH	5 GAL	LOW - MEDIUM
●	CEANOTHUS X 'JULIA PHELPS'	CALIFORNIA LILAC	5 GAL	LOW
⬢	CISTUS SALVIFOLIUS 'PROSTRATUS'	SAGELEAF ROCKROSE	5 GAL	LOW
○	CISTUS X PURPUREUS	ORCHID ROCKROSE	5 GAL	LOW
○	MAHONIA REPENS	CREEPING MAHONIA	1 GAL	LOW
⬢	NANDINA DOMESTICA 'GULF STREAM' TM	HEAVENLY BAMBOO	5 GAL	LOW - MEDIUM
○	PRUNUS CAROLINIANA 'BRIGHT 'N TIGHT' TM	BRIGHT 'N TIGHT CAROLINA LAUREL	5 GAL	
⊕	TEUCRIUM X LUCIDRYS PROSTRATUM	GERMANDER	1 GAL	LOW - MEDIUM
○	WESTRINGIA FRUTICOSA 'MORNING LIGHT'	MORNING LIGHT COAST ROSEMARY	5 GAL	LOW
GRASSES	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
⊙	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	5 GAL	LOW - MEDIUM
⊙	FESTUCA IDAHOENSIS 'SISKIYOU BLUE'	SISKIYOU BLUE FESCUE	1 GAL	VERY LOW - LOW
○	MUHLENBERGIA CAPILLARIS 'PINK CLOUD'	PINK MUHLY	1 GAL	LOW - MEDIUM
⊙	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN DWARF FOUNTAIN GRASS	1 GAL	LOW - MEDIUM
PERENNIALS	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
⬢	DIANELLA REVOLUTA 'DTN03' TM	BABY BLISS FLAX LILY	1 GAL	LOW - MEDIUM
⬢	DIETES VEGETA	AFRICAN IRIS	1 GAL	LOW - MEDIUM
⬢	IRIS DOUGLASIANA	DOUGLAS IRIS	1 GAL	LOW - MEDIUM
⬢	SALVIA GREGGII 'RED'	AUTUMN SAGE	5 GAL	LOW - MEDIUM
⬢	TULBAGHIA VIOLACEA 'SILVER LACE'	SILVER LACE SOCIETY GARLIC	1 GAL	LOW - MEDIUM
SUCCULENTS	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
⬢	AGAVE X 'BLUE GLOW'	BLUE GLOW AGAVE	5 GAL	LOW
VINE/ESPALIER	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
⬢	CAMPIDIS RADICANS	TRUMPET CREEPER VINE	5 GAL	MEDIUM

PLANT SCHEDULE

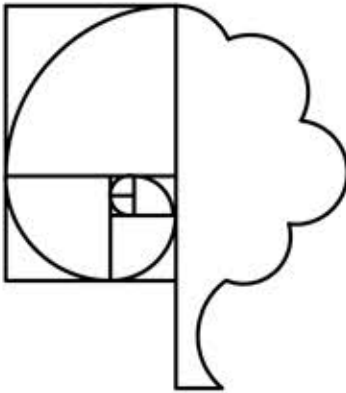
<u>SYMBOL</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>	<u>QTY</u>	
<u>TREES</u>					
	EXISTING TREE TO REMAIN		---	1	
	GINKGO BILOBA 'PRINCETON SENTRY'	PRINCETON SENTRY GINKGO	15 GAL	10	
	STREET TREE MATCH EXISTING	STREET TREE	24"	2	
	TRISTANIA LAURINA 'ELEGANT'	ELEGANT WATER GUM	24"	12	
<u>SYMBOL</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>	<u>SPACING</u>	<u>QTY</u>
<u>SHRUB AREAS</u>					
	FALL ZONE MATERIAL ARTIFICIAL TURF TYPE	FALL ZONE	---		539 SF
	SHRUB & GROUND COVER	PLANTING AREA	---		6,266 SF
	VEGETABLE GARDEN		---		16 SF



LANDSCAPE PLAN

LANDSCAPE PLAN NOTES:

- 6' STEEL FENCE WITH VINE PLANTINGS
- 6' WIDE DECOMPOSED GRANITE FIRE ACCESS
- STAIR ENTRANCE, RAMP AND WALKWAYS INTO THE BUILDING. REFER TO THE CIVIL ENG. PLANS.
- OUTDOOR ENTRANCE PLAZA WITH ACCENT PAVING.
- BENCH LOCATION, TYPICAL
- OUTDOOR PLAY EQUIPMENT AREA WITH ARTIFICIAL TURF TYPE FALL ZONE MATERIAL. RECREATIONAL USE AREA IS AT THE PLAZA LEVEL. THE PLAY AREA IS SECURED WITH A 4' HIGH METAL FENCE AND GATE.
- PERIMETER RETAINING WALL (REFER TO CIVIL) WITH A 4' HIGH STEEL FENCE
- FIRE ACCESS LANE
- TRASH ACCESS
- CONNECTING WALK WAY
- TRASH STAGING
- 4' WIDE PERIMETER COLORED CONCRETE TO GUIDE PEDESTRIAN CIRCULATION
- SCREEN THE SITE UTILITIES WITH PLANTINGS WHERE POSSIBLE
- ELECTRICAL TRANSFORMER WITH 3' CLEAR SPACE AND ACCESS
- DRAINAGE EASEMENT
- COMMUNITY GARDEN
- EXISTING STREET TREES AND FRONTAGE IMPROVEMENTS TO REMAIN
- PROPOSED NEW STREET TREE AND TREE WELL
- BIKE PARKING, INVERTED 'U' STYLE, TWO BIKES PER STALL



THOMAS H. PHELPS
LANDSCAPE ARCHITECTURE
IDLA, INC.
California Landscape Architect #4122
ID #LA-16771 * HI #LA-16112
AZ #76633

P.O. BOX 170129
Boise, Idaho 83717
thp@idla-inc.net
(208) 906-1300

MAIN STREET
AMG & ASSOCIATES, INC.
MILPITAS, CALIFORNIA

These drawings are instruments of service and are the property of Thomas H. Phelps Landscape Architecture. All designs and other information on the drawings are for the use on the specified project and shall not be used elsewhere without the express written permission of Thomas H. Phelps Landscape Architecture.

Sheet Title
LANDSCAPE PLAN

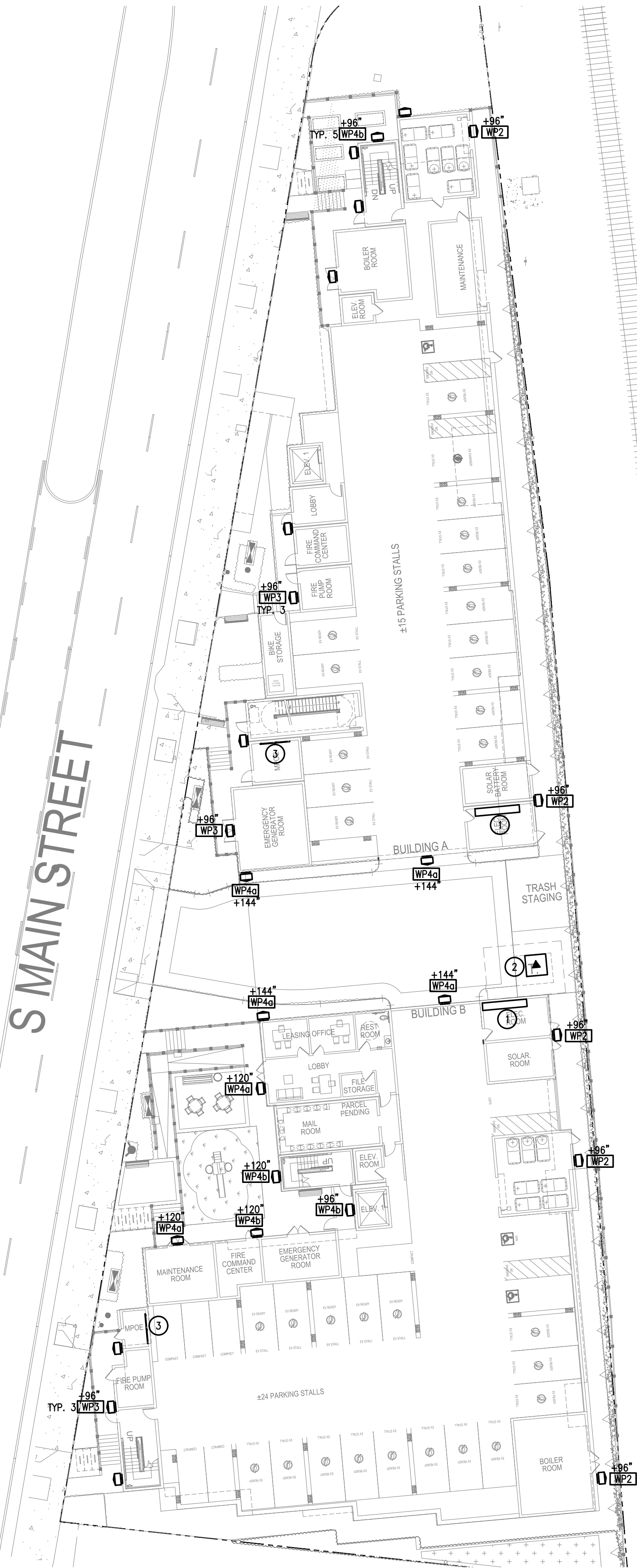


No.	Date	Revision
1		
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3		
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Project Mgr: THP	Sheet No.:
Drawn By: THP	
Scale: 1"=20'	
Date: 14 FEB 2024	
File Name:	of _____ sheets

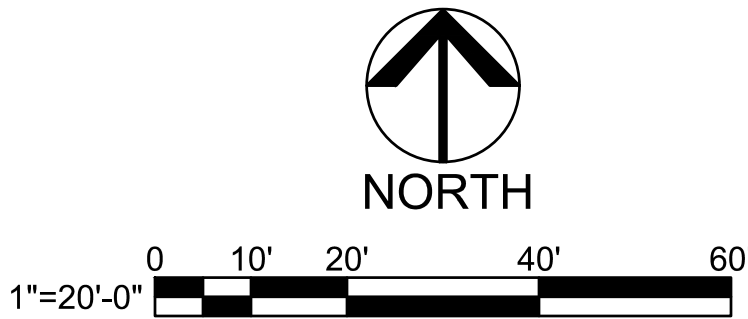
LUMINAIRE SCHEDULE							
LUMINAIRE	MANUFACTURER	CATALOG NUMBER	LAMPS	WATTS	VOLTS	MOUNTING	COMMENTS
WP2	COOPER LIGHTING INC/UE	ENT-SA1-730-U-SL2-XXB -- DIM-BPC-AHD145	LED	13	120	WALL	WALL MOUNTED AREA LIGHT
WP3	COOPER LIGHTING INC/UE	ENT-SA1-730-U-SL3-XXB -- DIM-BPC-AHD145	LED	13	120	WALL	WALL MOUNTED AREA LIGHT
WP4a	COOPER LIGHTING INC/UE	ENT-SA1A-730-U-SL4 -- DIM-BPC-AHD145	LED	20	120	WALL	WALL MOUNTED AREA LIGHT
WP4b	COOPER LIGHTING INC/UE	ENT-SA1-730-U-SL4-XXB -- DIM-BPC-AHD145	LED	13	120	WALL	WALL MOUNTED AREA LIGHT

S MAIN STREET



- GENERAL SITE NOTES:**
- CONTRACTOR SHALL CONTACT UNDERGROUND UTILITY LOCATING SERVICE PRIOR TO EXCAVATION FOR ELECTRICAL WORK.
 - CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH ALL OTHER SITE DISCIPLINES INCLUDING BUT NOT LIMITED TO TRADES ASSOCIATED WITH WATER, SEWER, AND GAS INSTALLATIONS.
 - ROUTE ALL EXTERIOR LIGHTING THROUGH A LIGHTING CONTACTOR. PROVIDE PHOTO-CELL ON ROOF AND ELECTRO-MECHANICAL 7-DAY TIME CLOCK ADJACENT TO CONTACTOR CABINET.

- SITE KEY NOTES:**
- APPROXIMATE LOCATION OF BUILDING ELECTRICAL GEAR. REFER TO PLAN SHEETS FOR EXACT LOCATIONS.
 - APPROXIMATE UTILITY TRANSFORMER LOCATION. VERIFY WITH UTILITY SERVICE PLAN FOR EXACT LOCATION AND REQUIREMENTS.
 - APPROXIMATE LOCATION OF LOW VOLTAGE EQUIPMENT 'BOP/TTB'. REFER TO PLAN SHEETS FOR EXACT LOCATIONS.



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MAIN STREET
AMG & ASSOCIATES

MILPITAS,CA

ELECTRICAL SITE PLAN

E1.0

02-15-2024
2020-503

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

AO
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P.O. Box 260770
Encino, California 91426
Land Planning, Finance & Development
Tel. 818-380-2600

February 14, 2024

Avery Stark
City of Milpitas
455 East Calaveras Boulevard
Milpitas, California 95035

Re: Request for Development Incentives
1300 South Main Street, Milpitas, CA 95035 (APN: 083-36-002)

Dear Mr. Stark,

Pursuant to State Density Bonus Law, AMG & Associates, LLC (the “Applicant”) wishes to pursue concessions from the City’s development standards.

The site is zoned Multi-Family Very High Density Residential (R4) with TOD overlay allowing a density of up to 41 units to 60 units per gross acre. The R4 District is intended to provide for higher-density residential "villages" structured around transit stations, streets, creek side open spaces, trails and parks. The project site is located within the Milpitas Metro Specific Plan and carries a land use designation of Metro Multi-Family Very High Density Residential which allows a density of up to 40 to 85 dwelling units per acre. Additionally, the project site is designated in Table B-2 of the General Plan Housing Element as a housing opportunity site. For further details, see attached letter prepared by Erik Ramakrishnan of Berliner Cohen, LLP.

The property is within one-half mile from the VTA Greatmall Light Rail Station. Because the development is located within one-half mile of a major transit stop and there is unobstructed access to the major transit stop from the development upon the request of the developer, a city, county, or city and county shall not impose vehicular parking standards per State Density Bonus Law [Government Code §65915 (p)(3)(A)].

The Applicant will comply with the affordability presented below. The project will meet the City of Milpitas’s Affordable Housing Ordinance (“Affordable Housing Ordinance”) and will comply with Government Code Section 65915(b)(1)(G), wherein 100 percent of the total units exclusive of a manager’s unit or units will be for lower income households, as defined by Section 50079.5 of the Health and Safety Code (includes 15 percent to lower income per Affordable Housing Ordinance), except that up to 20 percent of the units in the development, including total units and density bonus units, may be for moderate-income households, as defined in Section 50053 of the Health and Safety Code.

AMI	Low Incl.	Low	Mod	Total Rentable	Manager’s Unit	TOTAL
# Units	15	79	22	116	2	118
% Rentable Units	15%	65%	20%			

Milpitas’s Zoning Code (“Zoning Code”) imposes specific development standards depending on the project’s location. Pursuant to State Density Bonus Law, an eligible housing development shall be entitled to five

concessions for projects meeting the criteria of subparagraph (G) of paragraph (1) of subdivision (b). The Applicant is requesting concessions and waivers, please see below details on each concession and waiver being requested, which are based on the current plan and the standards set forth in the Zoning Code:

State Density Bonus Law Concession

1. **ODS Standard 3.4.1 Active Frontage:** This development standard requires active frontages with active uses at the ground level. For context, this project previously provided ground floor residential units and no parking. A Public Oversight Meeting was held on February 1, 2022 and City Council requested the Applicant include parking as part of the project. While the project was likely to have met this standard in the past with ground floor residential units, the project is no longer able to meet the active frontages standard as a parking podium is now included to satisfy the City Council request. To meet this requirement, the project will be required to expand the ground floor podium beyond its current footprint to minimize the amount of parking spaces lost. For the purposes of providing an estimate, the area of the equipment and utility rooms existing along the frontage were calculated as those rooms will need to be relocated to a new area on the ground floor. These areas measure to an estimated 2,200 square feet. We estimate that construction of a concrete podium to cost at least \$50 per square foot or an additional \$110,000 to the project budget. The request for a concession from this standard comports with density bonus law because eliminating the active frontage standard is necessary to be able to provide affordable rents for the targeted units within the project, and as such we have demonstrated that there will be an actual, identifiable cost reduction within the meaning of §65915(d).
2. **ODS Standard 5.5.1 Allowed Building Materials:** This development standard requires a variation in building materials. Secondary materials shall cover the remainder of each facade (excluding windows, doors, garage doors, and building trim) from 25 to 35% (of the total facade). We estimate that secondary materials can cost an additional \$10 per sq ft. For Building A alone, the facades roughly total to 171,162 SF in area among which an estimated 42,790 SF will need to feature a secondary material. With the above estimates, we can calculate an additional cost of \$427,905 for the budget of Building A alone. The request for a concession from this standard comports with density bonus law because eliminating the allowed building materials requirement is necessary to be able to provide affordable rents for the targeted units within the project, and as such we have demonstrated that there will be an actual, identifiable cost reduction within the meaning of §65915(d).
3. **ODS Standard 5.3.1 Fenestration Design:** This development standard requires windows to be recessed a minimum of 2 inches or for flat windows to provide a recessed facade modulation with a minimum of 4 inches in depth. We estimate the implementation of the recessed facade modulation to cost an additional \$30 per window for the additional material and labor for the installation. The project proposes 427 windows on the residential floors. This amounts to an additional cost of \$12,810 to the project. The request for a concession from this standard comports with density bonus law because eliminating the fenestration design requirement is necessary to be able to provide affordable rents for the targeted units within the project, and as such we have demonstrated that there will be

an actual, identifiable cost reduction within the meaning of §65915(d).

4. **ODS Standard 4.3.2 Base/Middle/Top:** This development standard requires buildings three stories or taller and a building length greater than 50 feet to be designed to differentiate a defined base, middle, or top. The Applicant is requesting a concession to Base/Middle/Top design standards. As such, the possible implementations to meet this standard are limited to upper floor stepbacks and other material changes that will introduce new cost to the project. The introduction of upper floor stepbacks will eliminate units, thus increasing the land basis for each unit. The request for a concession from this standard comports with density bonus law because eliminating the base/middle/top requirement is necessary to be able to provide affordable rents for the targeted units within the project, and as such we have demonstrated that there will be an actual, identifiable cost reduction within the meaning of §65915(d).
5. **ODS Standard 5.1.2 Ground Floor Facades:** This development standard requires facades to have a minimum 50% transparent glazing between 3 and 7.5 feet in height above finished floor. Additional glazing is estimated to be at least \$25 per square foot. The frontage facing Main Street is an estimated 520 ft meaning 260 linear feet must meet the glazing requirements. This equates to an estimated minimum additional cost of \$29,250 to the project. Many of the rooms along the frontage are necessary equipment rooms and will not create the ground floor effect this standard intends to promote. The request for a concession from this standard comports with density bonus law because eliminating the allowed ground floor transparency requirement is necessary to be able to provide affordable rents for the targeted units within the project, and as such we have demonstrated that there will be an actual, identifiable cost reduction within the meaning of §65915(d).

State Density Bonus Law Waivers

1. **Private Open Space:** This development standard is found in Table 2-3 of the Milpitas Metro Specific Plan. This standard requires 100 square feet of on-site open space to be provided for each dwelling unit in the form of common or private open space. This equates to a required 11,800 square feet of on-site open space for this project. As currently designed, the project is deficient 7,825 square feet of common or private open space. The ground level is fully utilized for common open space. The most viable way to increase common open space would require the elimination of units at the 5th residential level of each building to accommodate. A reduction of 7,825 square feet of residential floor area is equivalent to 26 studio units. Balconies are not a viable method of adding private open space as the entire project will need to be reconfigured to accommodate. If spread equitably through the current design, each unit will need to accommodate a 66 square foot balcony which is not feasible at severable portions of the building as some units are configured in corners. The Applicant requests relief from this requirement of providing on-site open space as the inclusion of on-site open space will result in the loss of units and residential floor area. Thus, this development standard is eligible to be waived because it would have the effect of physically precluding construction of the project at the proposed density.
2. **ODS Standard 3.2.2 Pedestrian Connections:** This development standard is found in section 3.2.2 of the Milpitas Objective Design Standard. This standard requires entrances serving more than 20 units to be 8 feet. The Applicant requests relief from this requirement because of the site's unusual shape as a narrow triangle. Pedestrian pathways are provided to the main entrance of each building. Should these pathways be widened to 8 feet, the developable area of the site will be greatly reduced and an estimated 30 units will be eliminated. Thus, this standard is eligible to be waived because it would

have the effect of physically precluding construction of the project at the proposed density.

3. **ODS Standard 3.5.1 Vehicle Access + Parking:** This development standard requires above grade structured parking levels facing a public right-of-way to be lined with commercial or habitable uses with a minimum depth of 20 feet. The site is unusually shaped and physically constrained from adding the required uses to the ground floor as this would place the structure well beyond the minimum setback area. Adding these uses within the existing footprint would eliminate parking spaces and require the relocation of some equipment and utility rooms to upper floors. As a result, residential units will be eliminated. Thus, this standard is eligible to be waived because it would have the effect of physically precluding construction of the project at the proposed density.
4. **ODS Standard 3.7.1 Service Areas, Storage, Utilities, and Equipment:** This development standard requires utilities and equipment, service, storage, and non-passenger loading areas to be located inside buildings or on facades other than the Primary Building Frontage, along alleys, parking areas, and/or at the rear or side of building. The project site is uniquely shaped and narrow. It is physically impossible to relocate the mentioned rooms and equipment without placing those items on residential floors. Additionally, some of these rooms like the fire command room must be accessible from Main Street. Thus, this standard is eligible to be waived because it would have the effect of physically precluding construction of the project at the proposed density.

City of Milpitas Planning Waivers

Applicants shall receive incentives as specified in Section XII-1-7.00 of the City of Milpitas Municipal Code 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 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 project is one hundred percent affordable and is thus afforded 18 total planning waivers.

1. **Front Setback** – This development standard is found in Table 2-2 of the Milpitas Metro Specific Plan. This standard requires a setback of 8 to 20 feet. The project will provide a front yard setback of 6 feet. Section XII-1-7.00 (A)(2) of the Milpitas Municipal Code allows for a 50 percent reduction of the required minimum setback. With this waiver granted, the project will meet the minimum front setback standard.
2. **Side Setback** – This development standard is found in Table 2-2 of the Milpitas Metro Specific Plan. This standard requires a setback of 10 feet. The project will provide a side yard setback of 6 feet and 9 inches. Section XII-1-7.00 (A)(2) of the Milpitas Municipal Code allows for a 50 percent reduction of the required minimum setback. With this waiver granted, the project will meet the minimum front setback standard.
3. **Rear Setback** – This development standard is found in Table 2-2 of the Milpitas Metro Specific Plan. This standard requires a setback of 10 feet. The project will provide a side yard setback of 6 feet. Section XII-1-7.00 (A)(2) of the Milpitas Municipal Code allows for a 50 percent reduction of the required minimum setback. With this waiver granted, the project will meet the minimum front setback standard.

setback standard.

4. **Long Term Bicycle Storage** - This development standard is found in Table 4-2 of the Milpitas Metro Specific Plan. This standard requires 0.5 bicycles spaces per bedroom. The project features 212 total bedrooms over a mixture of unit types. This standard requires 106 long term bicycle storage spaces to be provided. The project is providing 26 long term bicycle storage spaces within designated storage rooms located at the parking garage of Building A and on all residential levels of Building B. Meeting this standard would require the elimination of units or the expansion of bicycle storage areas interior to the structure, which would eliminate units and residential floor area. Section XII-1-7.00 (A)(5) of the Milpitas Municipal Code allows the reduction of interior and exterior amenities. A reduction is requested from this standard to reduce the required amount of long term bicycle storage spaces from 106 to 26.

Granting these concessions and waivers allows the Applicant to develop the project at the allowed 118 units pursuant to the State Density Bonus Law. The Applicant may revise the concessions and waivers should they be needed during the entitlement of the project. Should you have any questions on the project, please contact me at: 818-697-4919 / kcalica@amgland.com.

Sincerely,

A handwritten signature in blue ink, appearing to read 'K. Calica', with a stylized flourish at the end.

Kimberly Calica

1 Building Type and Project Size						
Building Type		☐ (S) Small	☐ (M) Medium	☒ (L) Large	☐ (XL) Extra Large	
Site Type		☐ Development considered Large Site/Master Planned Project				

2 Site Planning						
Page		Applicant		City Use Only		Drawing References (Sheet/Exhibit):
		N/A	Compliance	N/A	Compliance	
2.1 Block Length						
10	(a) Maximum block length does not exceed 400 feet	☐	☒	☐	☒	C1.1 -- Existing Conditions. Existing block measures 400' in length.
10	(b) Maximum perimeter length of block does not exceed 1,400 feet					C1.1 -- Existing Conditions. Existing block measures 1,022.3' in length
Additional Applicant Comments (Optional)		Additional City Comments (Optional)				
2.2 Mid-Block Connections						
2.2.1 Mid-block Connections						
11	Mid-block Connections shall meet all stormwater management and c.3 requirements	☐	☒	☐	☒	C4.1 -- Stormwater management and c.3 requirements provided on this sheet.
2.2.2 Minimum Building Setbacks for private streets and publicly accessible pedestrian pathways						
11	Primary building frontage is set back a minimum of 5 feet from a public access easement or back of pedestrian pathway, whichever is closer (<i>Residential projects-only</i>)	☐	☒	☐	☒	A1.0 -- Front setback meets this requirement.
12 to 15	2.2.3 Paseo/Pedestrian Path; 2.2.4 Shared Street/Woonerf; 2.2.5 Private Street					
	Mid-block connections meet standards by type of connection described in Section 2.2.3-2.2.5	☒	☒	☐	☒	A1.0 -- Existing railroad at rear of property. Mid-block connection not applicable.
Additional Applicant Comments (Optional)		Additional City Comments (Optional)				
2.3 Shared Publicly Accessible Open Space (Large Sites/Master Planned Projects Only)						
2.3.1 Required Publicly Accessible Open Space						
16	(i) Projects with an average building height less than 45 feet, Publicly Accessible Open Space is equal to or greater than 5% of lot area.	☒	☐	☐	☒	
17	(ii) Projects with an average building height greater than 45 feet, Publicly Accessible Open Space is equal to or greater than 10% of lot area.	☐	☒	☐	☒	The project is compliant because a concession was requested for this standard. The project is providing publicly accessible open space (less than 10% of lot area) in the form of a community garden, as shown on sheet L1. Please refer to the separately enclosed Density Bonus memo for full details.
2.3.2 Minimum Design Requirements						
17	Publicly Accessible Open Space includes one contiguous open space that is equal to or greater than 1/3 of the required <i>Publicly Accessible Open Space</i> area.	☒	☐	☐	☒	See response to item #17.
17	Publicly Accessible Open Space has a minimum length and width of 40 feet	☒	☐	☐	☒	See response to item #17.
17	Publicly Accessible Open Spaces located adjacent to a public right-of-way, or visible from a public right-of-way and connected to a public sidewalk with a public access easement with a pedestrian pathway that is less than 100 feet in length	☒	☐	☐	☒	See response to item #17.
17	A public access easement is provided for the entire Publicly Accessible Open Space	☒	☐	☐	☒	See response to item #17.
Additional Applicant Comments (Optional)		Additional City Comments (Optional)				
2.4 Services and Utilities (Large Sites/Master Planned Projects Only)						
2.4.1 Mail Delivery						
18	Project met with U.S. Postmaster for project review prior to submittal of plans to the City for review	☐	☒	☐	☒	A virtual meeting was held on 09/06/23 attended by Nestor Deperalta and Gurpreet Randhawa with USPS. Feedback was received and noted by the Applicant.
18	Mailbox(es) within a single multifamily or mixed-use building are located within shared lobbies. If a shared lobby is not provided, mailboxes are located adjacent to a primary pedestrian pathway	☐	☒	☐	☒	A1.0 -- mailboxes are located within a shared lobby adjacent to the leasing office. Should the lobby configuration need to be minorly adjusted, we request
Additional Applicant Comments (Optional)		Additional City Comments (Optional)				

Page

Applicant		City Use Only	
N/A	Compliance	N/A	Compliance

3.1 Sidewalk Design	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
---------------------	-----	------------	-----	------------	-------------------------------------

3.1.1 Effective Sidewalk Widths

19

Sidewalks shall meet the standards for different project types

☐	☒	☐	☒
--------------------------	-------------------------------------	--------------------------	-------------------------------------

C2.1 -- Existing 10' sidewalk along Main Street. No changes are proposed for this sidewalk, therefore the project is compliant with this standard.

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

3.2 Building Orientation	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
--------------------------	-----	------------	-----	------------	-------------------------------------

3.2.1 Building Frontages

20

Primary building frontages shall face a public sidewalk or a publicly accessible pathway.

☐	☒	☐	☒
--------------------------	-------------------------------------	--------------------------	-------------------------------------

A1.0 -- Building frontages face the public sidewalk on Main Street.

3.2.2 Pedestrian Connections

20

Primary entries to buildings or units shall be connected to a public sidewalk or publicly accessible pathway with a pedestrian pathway with the specified minimum width dimensions.

☐	☒	☐	☒
--------------------------	-------------------------------------	--------------------------	-------------------------------------

A1.0 -- Entries to buildings are connected to Main Street. A waiver is requested for the minimum width dimension requirement.

3.2.3 Building Setback/Build-to-Zone

20

Buildings shall occupy the minimum percentage of the building frontage within the Build-to-Zone defined by Building Type.

☐	☒	☐	☒
--------------------------	-------------------------------------	--------------------------	-------------------------------------

A1.0 -- Greater than 60% of the building frontage is within the Build-to-Zone.

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

3.3 Building Setback Character	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
--------------------------------	-----	------------	-----	------------	-------------------------------------

3.3.1 Landscaping

21

Required front setbacks shall meet the standards for required landscaped area.

☐	☒	☐	☒
--------------------------	-------------------------------------	--------------------------	-------------------------------------

L1 -- Landscaped areas are in compliance. Refer to the landscape sheets for full details.

3.3.2 Encroachments

22

The project shall only include elements that are allowed within required front setback areas and required primary frontage setbacks.

☐	☒	☐	☒
--------------------------	-------------------------------------	--------------------------	-------------------------------------

L1 -- Landscaped areas are in compliance. Refer to the landscape sheets for full details.

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

3.4 Ground Floor Uses	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
-----------------------	-----	------------	-----	------------	-------------------------------------

3.4.1 Active Frontage (M), (L), or (XL) Projects

23

Active Frontages shall count for a minimum of 80% of each building façade facing a public street or publicly accessible pathway with adjacent Primary Building Frontages

☒	☐	☒	☐
-------------------------------------	--------------------------	-------------------------------------	--------------------------

Not feasible -- a development incentive is requested for this standard. See separately enclosed memo for full details

24

Active Frontage uses shall have a minimum interior depth of gross building area as defined by use type.

☒	☐	☒	☐
-------------------------------------	--------------------------	-------------------------------------	--------------------------

25

Active Frontage uses shall have a finished floor height above grade at back of sidewalk within the ranges defined by use type.

☒	☐	☒	☐
-------------------------------------	--------------------------	-------------------------------------	--------------------------

26

Active Frontage uses shall have a minimum floor-to-floor as defined by use type.

☒	☐	☒	☐
-------------------------------------	--------------------------	-------------------------------------	--------------------------

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

City Council requested implementation of parking. Listed active frontage types are not feasible.

3.5 Access and Parking	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
------------------------	-----	------------	-----	------------	-------------------------------------

3.5.1 Vehicle Access + Parking

26

Driveways shall be a minimum of 50 feet from any street intersection. For parcels less than 75 feet wide, driveways shall be located along the lot line farthest from the intersection.

☐	☒	☐	☒
--------------------------	-------------------------------------	--------------------------	-------------------------------------

A1.0 -- Proposed driveway is more than 50 feet from any street intersection.

26

Each development project site shall be limited to one curb cut, including driveways and private/service streets, per 250 feet of public street frontage, or two curb cuts per street frontage, whichever is less (unless otherwise required for emergency vehicle access).

☐	☒	☐	☒
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A1.0 -- The project proposes one curb cut for the driveway.

26

Driveways shall be a minimum of 3 feet from a property line or include a shared driveway access with adjoining parcel.

☐	☒	☐	☒
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A1.0 -- Proposed driveway is more than 3 feet from a property line.

27

No more than 30% of the primary street frontage shall be devoted to garage openings, carports, surface parking, or service/loading entries).

☐	☒	☐	☒
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A1.0 -- Garage openings are interior to the site.

27

Entries to structure parking when combined with loading, and utility/service areas shall not exceed 30 feet in width. Vehicle entries shall not exceed 22 feet in width.

☐	☒	☐	☒
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A1.0 -- Entrances into parking podium are 24' to meet drive aisle width requirements. Loading area is located within the podium

27	Above grade structured parking levels facing a public right-of-way or Publicly Accessible Open Space/pedestrian pathway, except for vehicular alleys, shall be lined with commercial or habitable uses with a minimum depth of 20 feet or minimum depth of 16 feet for residential units. All portions of partially subgrade parking visible above grade shall not exceed 5 feet in height, shall be architecturally treated no differently than that primary structure and shall utilize the same level of detail, articulation, and materials as the primary façade, and shall be screened with landscape screening (e.g., shrubs, landscaped trellises) a minimum of 3 feet in height and/or crafted ornamental metal screens.	☐	☒	☒	☐	Parking was requested by City Council. Addition of parking and unique property characteristics prevent implementation of commercial/habitable use screening. The project before implementation of City Council's request for parking was compliant with this standard. A waiver is requested for this standard.
27		☒	☐	☒	☐	

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

3.6 Landscaping	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
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3.6.1 Bay Friendly Planting and Water Conservation						
28	A minimum of 75% of non-turf landscaped areas shall be planted with native or drought-tolerant planting.	☐	☒	☐	☒	L1 -- Landscaped areas are in compliance. Refer to the landscape sheets for full details.
3.6.2 Non-Plant Materials, Soil, and Mulch						
28	Planting in above grade courtyards shall have a minimum soil depth of 12 inches for ground cover, 20 inches for shrubs, and 36 inches for trees.	☐	☒	☐	☒	L1 -- Landscaped areas are in compliance. Refer to the landscape sheets for full details.
3.6.3 Parking Lot Landscaping						
29	A minimum of 15% of the total off-street open parking area shall be landscaped with a mixture of trees, shrubs, ground cover, and other plant material	☒	☐	☒	☐	No surface parking -- parking within a podium only
29	Tree wells shall have a minimum 5-foot dimension between parking spaces	☒	☐	☒	☐	No surface parking -- parking within a podium only
29	Contiguous parking spaces shall not exceed bumper of spaces without a tree well defined for residential and commercial parking.	☒	☐	☒	☐	No surface parking -- parking within a podium only
3.6.4 Plant Size and Spacing						
29	Plant size and spacing shall meet the standards for minimum plant material sizes, plant spacing, and minimum planter widths.	☐	☒	☐	☒	L1 -- Landscaped areas are in compliance. Refer to the landscape sheets for full details.

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

3.7 Utilities, Service Areas, and Building Equipment	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
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3.7.1 Service Areas, Storage, Utilities, and Equipment						
30	Project shall satisfy all the applicable standards described in Section 3.7.1.1-3.7.1.5	☐	☒	☒	☐	A waiver is requested for this standard.
3.7.2 Waste Removal						
31	Project shall satisfy all the applicable standards described in Section 3.7.2.1-3.7.2.2	☐	☒	☐	☒	A1.2 -- The Project meets these standards. Reference the conceptual trash management plan for full details. This plan was developed with Public Works Dept input.

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

3.8 Site Lighting	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
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3.8.1 Nuisance Prevention						
32	Project shall satisfy all the applicable standards described in Section 3.8.1	☐	☒	☐	☒	E1.0; E1.1 -- Compliant, see photometric sheets for full details.
3.8.2 Maximum Height						
32	Freestanding outdoor light fixtures shall not exceed 16 feet in height.	☐	☒	☐	☒	E1.0; E1.1 -- Compliant, see photometric sheets for full details.
3.8.3 Fixture Types						
32	Project shall satisfy all the applicable standards described in Section 3.8.3	☐	☒	☐	☒	E1.0; E1.1 -- Compliant, see photometric sheets for full details.
3.8.4 Minimum Lighting Requirements						
33	Project shall satisfy all the applicable standards described in Section 3.8.4	☐	☒	☐	☒	E1.0; E1.1 -- Compliant, see photometric sheets for full details.
3.8.5 Design of Fixtures						
33	Project shall satisfy all the applicable standards described in Section 3.8.5	☐	☒	☐	☒	E1.0; E1.1 -- Compliant, see photometric sheets for full details.
3.8.6 Energy Efficiency						
33	All new outdoor lighting fixtures shall be energy efficient with a rated average bulb life of not less than 10,000 hours	☐	☒	☐	☒	E1.0; E1.1 -- Compliant, see photometric sheets for full details.

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

3.9 Standards for Special Conditions and Adjacencies	N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
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3.9.1 Adjacency to Lower Density Development
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33	Buildings shall meet the standards for required setback along the shared property line(s).	☒	☐	☒	☐	
34	No portion of a building shall be within a 45-degree daylight plane measured perpendicularly from the shared rear property line from a height of 10 feet for the full length of the property line.	☒	☐	☒	☐	
34	Rear and side yards shall be planted with a minimum of one tree per every 30 linear feet of shared property line.	☒	☐	☒	☐	
34	The maximum distance between two trees shall not be greater than 50 feet. Rear and side yards shall be planted with a minimum of three shrubs per 20	☒	☐	☒	☐	
3.9.2 Adjacency to Major Roadways						
34	All residential units shall meet the minimum set back distance from face-of-curb.	☐	☒	☒	☐	Not feasible; additionally, setbacks are addressed in the separately enclosed Density Bonus Memo. As such, the Project is compliant with this standard.
35	Ground floor residential units fronting a Major Roadway shall meet the average and minimum finished floor height above top-of-curb elevation.	☒	☐	☒	☐	No ground floor units
35	A double row of trees shall be planted between the building and the curb. Each row shall have a minimum of one tree per every 30 linear feet.	☐	☒	☐	☒	L1 -- Landscaped areas are in compliance. Refer to the landscape sheets for full details.
3.9.3 Adjacency to Freeways						
36	Residential buildings shall be set back a minimum 60 feet from the edge of a freeway right-of-way.	☒	☐	☒	☐	
36	A double row of trees shall be planted within 40 feet of the freeway right-of-way. Each row shall be within 30 feet of each other and have a minimum of one tree per every 30 linear feet.	☒	☐	☒	☐	
3.9.4 Adjacency to Railroads						
36	All residential buildings shall be set back a minimum 40 feet from the railroad right-of-way.	☐	☒	☒	☐	Not feasible; additionally, setbacks are addressed in the separately enclosed Density Bonus Memo. As such, the Project is compliant with this standard.
3.9.5 Adjacency to Natural Areas/Creeks/Channels						
37	All buildings shall be set back a minimum of 40 feet from the top of the bank of channel.	☒	☐	☒	☐	
37	Where a public path is not located between the building and top of bank, a 12-foot-wide public access easement shall be located within the first 30 feet depth from the adjacent property line and be consistent with the Ped/Bike & Trails	☒	☐	☒	☐	
37	A continuous planting strip with a minimum width of 12 feet and a length greater than 80% of the length of the property line shall be located between the building and top of bank. Trees shall be planted at a minimum of one tree per every 30 linear feet.	☒	☐	☒	☐	
37	A minimum of 60% of the site area between buildings and the property line adjacent to the natural area, creek, or channel shall be landscaped.	☒	☐	☒	☐	

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

Page

Applicant		City Use Only	
N/A	Compliance	N/A	Compliance

4.1 Small and Medium Building Types

N/A

Compliance

N/A

Compliance

Drawing References (Sheet/Exhibit):

4.1.3 Design Standards (S) (M)

40	Projects shall meet the development standards outlined in Table 4.1.3.1	☒	☐	☒	☐	
41	Residential buildings shall employ at least two of the building modulation strategies described in Section 4.1.3.2	☒	☐	☒	☐	
41	All building facades shall incorporate at least three of the features, consistent in design style, which provide articulation and design interest described in Section 4.1.3.2	☒	☐	☒	☐	
41	Any building with the Primary Façade and building entry facing a street or pathway perpendicular to a public street right-of-way, private street, or publicly accessible pathway shall meet the standards for end units described in Section 4.1.3.2	☒	☐	☒	☐	
42	For multifamily residential buildings with up to 8 units and not exceeding 40 feet in width, the Primary Building Entry may be located on the side of the building not facing the public right-of-way if a publicly accessible pedestrian pathway connects directly to a forecourt or front porch with a minimum dimension of 6 feet.	☒	☐	☒	☐	
42	Small and Rowhouse Building Types shall meet the parking standards described in Section 4.1.3.5	☒	☐	☒	☐	
42	Projects shall meet the Open Space standards described in Section 4.1.3.6 for Cottage Clusters, Courtyard Buildings, or Middle Housing types.	☒	☐	☒	☐	

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

4.2 Large and Extra large Building Types

N/A

Compliance

N/A

Compliance

Drawing References (Sheet/Exhibit):

4.2.1 Massing and Form

45	Buildings shall not exceed 380 feet in length or width.	☐	☒	☐	☒	A1.0
45	Buildings greater than 6 stories in height shall provide a variety in building heights and reduce the massing of upper floors through one or more of the techniques described in Section 4.2.1.2	☐	☐	☒	☐	Please note, the buildings were raised in height to accommodate a City Council request to include parking. A development incentive is requested for this standard, see separately enclosed memo for full details.
46	High-rise buildings shall meet the standards for maximum floorplate, maximum building length, and tower separations described in Section 4.2.1.3	☒	☐	☐	☒	
4.2.2 Façade Modulation						
46	Exterior facing building facades shall meet the standards for Major Break(s) described in Section 4.2.2.1	☐	☒	☐	☒	A1.0; A4.0
48	Façade planes shall choose one of the minor vertical façade modulations for Minor Break(s) described in Section 4.2.2.2	☐	☒	☐	☒	A1.0; A4.0

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

4.3 Façade Design

N/A

Compliance

N/A

Compliance

Drawing References (Sheet/Exhibit):

4.3.1 Façade Composition

51	Each building façade greater than 100 feet in length shall include a minimum of two distinct façade compositions. For every additional 100 feet of building façade, an additional distinct façade composition is required.	☐	☒	☒	☐	A concession is requested for this standard
4.3.2 Base/Middle/Top						
52	Buildings three stories or taller and a building length greater than 50 feet shall be designed to differentiate a defined base or ground floor, a middle or body, and a top, cornice, or parapet cap as described in Section 4.3.2.1 and 4.3.2.2. This standard applies to all exterior facing facades.	☐	☒	☒	☐	A concession is requested for this standard

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

5 Building Elements

		Applicant		City Use Only		Drawing References (Sheet/Exhibit):
		N/A	Compliance	N/A	Compliance	
5.1 Ground Floor Design		N/A	Compliance	N/A	Compliance	
5.1.1 Building Entries (M) (L) (XL)						
62	The Primary Building Entry for multifamily buildings shall meet the standards described in Section 5.1.1.1	☐	☒	☐	☒	A1.0
62	Storefront/Retail Entries shall meet the standards described in Section 5.1.1.2	☒	☐	☒	☐	
62	Individual Residential Unit Entries shall meet the standards described in Section 5.1.1.3	☒	☐	☒	☐	
5.1.2 Ground Floor Façades						
63	Ground Floor Storefront/Retail Façades shall meet the standards described in Section 5.1.2.1	☒	☐	☒	☐	
64	Ground Floor Non-residential Façades shall meet the standards described in Section 5.1.2.2	☐	☒	☒	☐	A1.0; A4.1; A4.3 -- a waiver is requested for this standard
64	Ground Floor Residential Façades shall meet the standards described in Section 5.1.2.3	☒	☐	☒	☐	

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

5.3 Fenestration Design		N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
5.3.1 Fenestration Design						
68	Windows shall be recessed a minimum of 2 inches. Façades or portions of façades utilizing a curtain wall are exempt from this standard.	☒	☐	☒	☐	A development incentive is requested for this standard. Please review the separately enclosed memo for full
68	Windows that are flat or "flush" with the façade are prohibited unless applied to a portion of a building that is part of a recessed façade modulation with a minimum 4 inches in depth. Façades or portions of façades utilizing curtain walls are exempt from this standard.	☒	☐	☒	☐	

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

5.4 Green/Productive Roofscapes		N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
5.4.1 Green/Productive Roofscapes						
69	Green/Productive Rooftops shall meet the standards described in Section 5.4.1	☒	☐	☒	☐	and places the net roof area below this requirements threshold.

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

5.5. Building Materials		N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
5.5.1 Allowed Building Materials						
71	All Building Materials shall meet the standards described in Section 5.5.1	☒	☐	☒	☐	A development incentive is requested for this standard. Please review the separately enclosed memo for full details.

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

		Applicant		City Use Only		Drawing References (Sheet/Exhibit):
		N/A	Compliance	N/A	Compliance	
6.1 Distribution of Open Space						
For (L) and (XL) projects, a minimum of 30% of required Usable Open Space shall be Common Shared Open Space.		☐	☒	☒	☐	All usable open space is common open space
Publicly Accessible Open Spaces greater than 5,000 sf in continuous area may count as 1.2 times the amount of required common shared open space.		☒	☐	☒	☐	

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

6.2 Open Space Types		N/A	Compliance	N/A	Compliance	Drawing References (Sheet/Exhibit):
6.2.1 Publicly Accessible Open Space						
If Publicly Accessible Open Space is provided, it shall meet the standards described in Section 6.2.1		☒	☐	☐	☒	
6.2.2 Common Open Space						
Common Open Space shall meet the standards described in Section 6.2.2		☒	☐	☒	☐	A waiver is requested for this standard.
6.2.3 Private Open Space						
Private Open Space shall meet the standards described in Section 6.2.3		☒	☐	☒	☐	

Additional Applicant Comments (Optional)

Additional City Comments (Optional)

March 7, 2024

Avery Stark
City of Milpitas
455 East Calaveras Blvd
Milpitas, CA 95035

Re: Request for Exclusion to Public Art Contribution Requirements
1300 S Main St, Milpitas, CA 95035

Dear Mr. Stark,

The Milpitas Municipal Code Section XI-10-14.03 requires residential building developments of 20 or more new dwelling units to devote an amount not less than one-half of one percent of Building Development Costs for acquisition and installation of Publicly Accessible Art on the development site. Section XI-10-14.03 (E) allows an Affordable Housing development with a minimum of 20 percent Affordable Housing units to be exempt from this standard if the Developer demonstrates the requirement would cause the development project not to be economically feasible.

The construction cost for the development is currently estimated to be \$18,396,690 which equates to a contribution amount of \$91,983.45. The project is one hundred percent affordable, well above the 20 percent affordable threshold, and is thus more sensitive to any additional costs. The Public Art Contribution amount creates a \$91,983.45 funding gap for the project which is a huge impact to the feasibility of the one hundred percent affordable project.

Should you have any further questions, please feel free to contact me at (818) 380-2600 Ext. 17 or at kcalica@amgland.com.

Sincerely,



Kimberly Calica



MILPITAS PLANNING COMMISSION STAFF REPORT

March 27, 2024

APPLICATION:	Proposed 2025-2029 Capital Improvement Program General Plan Conformity Finding. To consider a request for a General Plan conformity finding for the City's proposed 2025-2029 Capital Improvement Program.
RECOMMENDATION:	Staff recommends that the Planning Commission adopt Resolution No. 24-014 finding that the Proposed 2025-2029 Capital Improvement Program is in conformance with the City of Milpitas General Plan.
LOCATION:	Citywide
APPLICANT: Project Applicant:	City of Milpitas, Public Works - Engineering Division Michael Silveira, Public Works – Engineering Division Manager
ENVIRONMENTAL:	Not a project, and exempt from CEQA review, each as a separate and independent basis, pursuant to CEQA Guidelines Section 15378(b), 15262 and 15061(b)(3)

EXECUTIVE SUMMARY

The City's Capital Improvement Program (CIP) is a five-year program that outlines various capital improvements and associated expenditures throughout the City. The CIP is updated annually based on:

- 1) Funding availability;
- 2) Available staff resources;
- 3) Infrastructure and improvement priorities;
- 4) Council budget priorities; and
- 5) Other factors related to necessity, design, and installation of public improvements.

In accordance with California Government Code Section 65401, the Planning Commission is required to review and report to the City Council as to the conformity of the proposed CIP with the adopted General Plan. "General Plan conformance means that the projects identified in the CIP are consistent with and will further the goals, policies, and implementation strategies outlined in the Milpitas General Plan."

BACKGROUND

The City's Capital Improvement Program includes a variety of projects and expenditures from various internal and external funding sources deemed necessary to maintain and improve the City's capital assets and public services. The following is a summary of the proposed 2025-2029 Capital Improvement Program:

Projects

Projects in the five-year CIP include a variety of community, park, street, and utility capital improvements. Some projects proposed to be funded in fiscal year (FY) 2024-2025 include:

- ADA Curb Ramp Transition Program, Project No. 4283
- Calaveras Road Landslide Repair, New Project
- Citywide Park Rehabilitation, Project No. 3424
- City Hall Air Handlers Replacement, New Project
- City Hall Fountain & Landscape Renovation, New Project
- Community Center Roof Renovation, New Project
- Delano Manongs Pedestrian Bridge, Project No. 2005
- Hammond Way Street Light Project, New Project
- Innovation District Parks and Trails Master Plan, New Project
- Land Management System Replacement, New Project
- Main Street Flood Study, New Project
- Median Conversion Project, Project No. 3468
- Milpitas Gateway-Main St. Impact Fee Study and Sense of Place Plan, New Project
- Pinewood Well Facility Rehabilitation Project, New Project
- Public Art Program, Project No. 3489
- Sanitary Sewer CCTV Inspections & Improvements, Project No. 6135
- Sinnott Park Playground Assessment, New Project
- SJ/SC Regional Wastewater Facility Improvements, Project No. 6118
- Street Resurfacing Project 2024-25, Plan Project
- Traffic Studies & Safety Improvements, Project No. 4288
- Well Upgrade Project, Project No. 7076

Other notable improvements over the entire five-year period (2025-2029) include, but are not limited to, the following:

- **Community:**
 - ALPRs and Security Cameras Program, Project No. 3459
 - City Building Improvements to Interiors, Exterior, HVAC System, and Roof, Project Nos. 3406, 3414, 3422, 3499
 - ADA Compliance Review, Project No. 3436
 - Climate Action Plan Implementation, Project No. 3453
 - Comprehensive Zoning Ordinance Update, Project No. 3460
 - Fire Station No. 1 Modular Building, Project No. 3465
 - Fire Station Improvements, Project No. 3403
 - Forcemain "A" Project, Project No. 6137

- Gateway Signage, Project No. 3508
- Historic Resource Master Plan Update, Project No. 3503
- Land/Right-of-Way Value Determination, Project No. 2010
- Metro Impact Fee Study, Project No. 3469
- Milpitas Gateway-Main Street Specific Plan Update, Project No. 3437
- Mobile Emergency Operations Center, Project No. 3464
- Public Safety Mobile Computer Terminals, Project No. 3497
- Public Safety/DPW Disaster Plan Update, Project No. 3445
- (Rmb) SCVWD Creek Projects, Project No. 3452
- Watershed Analysis, Project No. 3506
- **Parks:**
 - ARPA Park Rehabilitation, Project Nos. 3500, 3501
 - Cardoza Park Softball Field Improvement, Project No. 3491
 - Delano Manongs Park, Project No. 5102
 - Metro Tango Subdistrict Park, Project No. 2023
 - Minor Sports Courts Rehabilitation Program, Project No. 5108
 - Pickleball Improvements, Project No. 5116
 - (Rmb) Metro Linear Trails, Project No. 2012
 - Sandalwood Park Renovation, Project No. 5110
 - Sports Fields Turf Rehabilitation Program, Project No. 5113
 - Sport Center Football Home Bleachers, Project No. 3505
- **Streets:**
 - City Bridge Improvements, Project No. 4290
 - Annual Sidewalk Repair Program, Project No. 3426
 - Annual Tree Replacement Program, Project No. 3438
 - Bicycle Improvement Project, Project No. 4299
 - Calaveras Blvd. Widening Project, Project No. 4258
 - City Traffic Safety Assessment & Traffic Modeling, Project Nos. 4293, 4297
 - Main St. Utility Undergrounding & Streetlight Project, Project Nos. 3425, 3430
 - Milpitas SMART, Project No. 3493
 - Montague Pedestrian Overcrossing at Penitencia, Project No. 2018
 - Montague Pedestrian Overcrossing at Piper Dr., Project No. 2008
 - Pilot Street Sweeping Program, Project No. 3455
 - S. Milpitas Blvd. Vehicle Bridge at Penitencia, Project No. 2016
 - SR237 HOV Lane Improvements, Project No. 4294
 - Streetlight, Signal, and Signage Improvements, Project No. 3440
 - Street Pavement Restriping Program, Project No. 4295
 - Street Resurfacing Projects 2025-2029, Plan Projects
- **Water:**
 - 2nd SCVWD Water Reservoir & Pump Station, Project No. 2002
 - Asset Renewal and Replacement Program, Plan Project
 - Cross Connection Control Program, Project No. 7140
 - Dempsey Road Water Line Replacement, Project No. 7100 & 7118

- Fire Flow Interconnection & Pipelines Improvements, Plan Projects
 - Hydrant Replacement Program, Project No. 7110
 - Metro Recycled Water Distribution, Project No. 2019
 - Minor Water Projects, Project No. 7133
 - Reservoir Cleaning Program, Project No. 7112
 - (Rmb) Metro Recycled Water Distribution, Project No. 2019
 - Water Conservation Program, Project No. 7126
 - Water Leak Detection & Condition Assessment Program, Project No. 7135
- **Sewer:**
 - Main Lift Station Odor Emissions Control, Project No. 6130
 - Minor Sewer Projects, Project No. 6126
 - Sewer Pump Station Rehabilitation Program, Project No. 6124
- **Storm Drain:**
 - Flap Gate Replacement, Project No. 3714
 - Storm Drain System Rehabilitation, Project No. 3715

Proposed FY 2024-25 Capital Improvement Investments

The total project expenditures in proposed 5-year 2025-2029 CIP is estimated at approximately of \$243,632,562 but it is only partially funded. The value of City infrastructure needing funding over the last four years (2026-2029) is estimated at \$57.9 million and funding is only allocated in the first year of the CIP (FY2024-25). Funding sources identified for projects in the last four years of the CIP are based on projected available funding.

The funding allocated for these improvements comes from a variety of funding sources including General Fund such as General Government CIP Fund and Information Technology Replacement; Grants; LLMD; Park Improvement Fund; Public Art Fund; Sewer Funds such as Infrastructure and Treatment Fund; Street funds such as Gas Tax, Measure B, SB1 RMRA, Street Improvement fund, TDA Article III, and Vehicle Registration Fee; Storm Drain Fund; Transit Area Specific Plan (TASP) Impact Fees; and Water Funds such as Capital Surcharge and Line Extension Fund. The main funding source contributions are Sewer Funds in the amount of \$55.1 million; Water Funds in the amount of \$34.5 million; TASP Impact Fees in the amount of \$27.2 million; Gas Tax in the amount of \$12.7 million; SBI RMRA in the amount of \$10.0 million; Measure B in the amount of \$9.6 million; and General Fund and Government CIP Fund of \$7.1 million.

The projected Capital Improvement Program expenditures, funding available, and needs per fiscal year over the next five years are as follows:

Fiscal Year	Total Expenditure	Projected Funding Available	Funding Needs
2024-2025	\$36,118,962	\$0	\$0
2025-2026	\$64,728,400	\$55,591,400	\$9,137,000
2026-2027	\$48,735,400	\$31,098,400	\$17,637,000
2027-2028	\$62,566,400	\$37,029,400	\$25,537,000
2028-2029	\$31,483,400	\$25,821,400	\$5,662,000

The projected Capital Improvement Program expenditures, funding available, and needs by category over the next five years are as follows:

Categories	Total Expenditure	Projected Funding Available	Funding Needs
Community	\$25,050,000	\$13,717,000	\$11,333,000
Park	\$18,850,000	\$4,630,000	\$14,220,000
Street	\$76,024,562	\$43,604,562	\$32,420,000
Water	\$48,569,000	\$48,569,000	\$0
Sewer	\$74,139,000	\$74,139,000	\$0
Storm Drain	\$1,000,000	\$1,000,000	\$0

PROJECT DESCRIPTION

Overview

The purpose of this project and purview of the Planning Commission includes finding the proposed 2025-2029 Capital Improvement Program is in conformance with the General Plan.

PROJECT ANALYSIS

The proposed 2025-2029 Capital Improvement Program is consistent with the following General Plan Guiding Policies and Actions:

LAND USE POLICIES AND ACTIONS

Balance of Land Use (Goal LU-1):

Action LU-1b. Review the Zoning Ordinance and update as appropriate to reflect Land Use goals, policies, and implementation actions.

Special Planning Areas (Goal LU-2):

Action LU-2a. Periodically review and maintain the goals, and development standards and guidelines included within Milpitas's Specific Plan Areas to affirm the unique character and development vision for Special Planning Areas within Milpitas. Specifically, the city should:

- Maintain and implement the Gateway-Main Street Specific Plan goals, policies and development standards and guidelines to create a mixed-use community that includes high-density, transit-oriented housing and a central community 'gathering place' while maintaining needed industrial, service and commercial uses.
- Maintain and implement the Milpitas Metro Specific Plan (formerly the Transit Area Specific Plan, or "TASP") area, as an attractive, high density, TOD urban neighborhood with a mix of land uses around the light rail stations and the BART station. Create safe and attractive 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.

Action LU-2c. Establish and adopt Innovation District Overlay standards and guidelines for the Innovation District Overlay identified on the City’s Land Use Map. Standards should:

- Foster a competitive and desirable district by establishing a sense of place and ensuring that development provides amenities and is connected to nearby community assets;

Local and Regional Land Use (Goal LU-3):

Action LU-3a. When reviewing and considering development proposals, seek “community benefits”, such as upgrading infrastructure, constructing new community facilities, and funding contributions to programs to ensure new development is well served and does not place additional burdens on existing development.

Action LU-3c. Work with the San Francisco Public Utilities Commission (SFPUC), and the Santa Clara Valley Water District (SCVWD) to create or expand linear parks, trails, and publicly-accessible greenways along utility rights-of-way that provide opportunities for greenway connections within Milpitas and between local jurisdictions. Planning for greenways should be closely coordinated with implementation of the objectives and priorities within the Circulation Element and the Parks, Recreation and Open Space Element.

Action LU-3g Implement the policies and actions included in the Safety Element and identify and annually review areas that are subject to flooding identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources.

Action LU-3i. Strive for and promote interdepartmental collaboration to ensure CIP projects support local and regional multimodal transportation network and infrastructure goals.

Transportation Land Use (Goal LU-4):

Action LU-4b. Promote collaboration between the Planning, Public Works and Engineering Departments during the City’s CIP program process to ensure coordination of infrastructure improvements and alignment with the goals of the General Plan and Bike and Pedestrian Master Plan.

CIRCULATION POLICIES and ACTION

Circulation and Transportation Network (Goal CIR-1):

CIR 1-1. Prioritize and measure infrastructure and facility safety on streets and public rights-of-way.

CIR 1-8. Prioritize multi-modal infrastructure improvements that improve pedestrian, bicyclist and transit user safety and equity for inclusion in the CIP.

CIR 1-13. Maintain up-to-date emergency preparedness and evacuation plans and procedures in coordination with appropriate state, regional, county, and local agencies and departments.

Action CIR-1a. Adopt a Vision Zero or similar policy with a goal of eliminating severe injury and fatal collisions.

Action CIR-1h. Design streets to operate with vehicle speeds that are safer for all users, especially pedestrians and bicyclists while providing adequate access for emergency vehicles. Speed reduction strategies include reduced lane widths and application of traffic calming measures in accordance with the street's designated functional classification.

Action CIR-1o. Continue to monitor traffic service levels and implement improvements prior to deterioration in levels of service to below the stated standard.

Complete Streets (Goal CIR-2):

CIR 2-1. Promote multimodal transportation options by developing an interconnected system of streets, roads, bridges, and highways that provides continuous, efficient, safe and convenient travel for all users regardless of mode, age or ability and encourage users to walk, ride a bicycle, or use transit for shorter, local trips.

CIR 2-3. Seek opportunities to implement and assess traffic calming strategies that reduce vehicle speeds and establish a safer, more comfortable environment for pedestrians and bicyclists.

Action CIR-2b. Adopt traffic calming metrics and strategies to reduce vehicle speeds, enhance safety, increase options for physical activity and account for the needs of emergency vehicle access.

Action CIR-2c. Develop a traffic calming plan including priority corridors, specific locations, and an implementation strategy.

Action CIR-2d. Coordinate with Caltrans to implement complete streets and traffic calming projects along state highways.

Transit (Goal CIR-3):

CIR 3-4. Ensure that all transit-supportive infrastructure, sidewalks, and bike lanes are adequately maintained to provide high-quality facilities for users.

Action CIR-3c Coordinate with transit agencies and local stakeholders to pursue development of feeder services and/or a local circulator to carry commuters to transit stations, such as shuttle connections from businesses, residences, attractions, and schools to bus and rail services.

Bicycle/Pedestrian/Trails (Goal CIR-4):

CIR 4-1. Encourage a shift to active transportation modes by expanding and enhancing current pedestrian and bicycle facilities to accommodate pedestrians and bicyclists of all ages and

abilities and encourage all users to reduce vehicle trips and utilize active transportation options with an increase in density of pedestrian and bicycle-supportive infrastructure.

CIR 4-2. Link and expand City pedestrian and bicycle circulation facilities to existing and planned local and regional networks, with an emphasis on expanding infrastructure options near transit.

CIR 4-5. Support building bridges or under-crossings across creek channels, railroad lines and roadways in a manner that will enhance safety, improve network connectivity, and facilitate bicycling and walking between high density residential developments, retail centers, civic buildings, and recreational centers.

CIR 4-6. Eliminate gaps in the pedestrian and bicycle network, especially between neighborhoods, trails that access schools, and areas with higher health disparities.

Action CIR-4a. Prioritize, fund, and implement a comprehensive system of sidewalks, bikeways, and off- street trails that connects all parts of the City as identified in the Bikeway and Pedestrian Master Plan and Trails Master Plan and in accordance with the City of Milpitas Municipal Code.

Action CIR-4c. Support bicycle education programs for people of all ages and abilities.

Action CIR-4i. Develop guidelines and priority locations for implementing enhanced pedestrian crossings and safe, adequate infrastructure for pedestrians and bicyclists.

Action CIR-4o. Identify pedestrian facilities which are not ADA compliant throughout the City and implement necessary improvements.

Action CIR-4q. Make improvements to roads, signs, and traffic signals as needed to improve accessible, safe, and convenient bicycle and pedestrian travel.

Action CIR-4s. Provide bicycle actuated traffic signal detection.

Action CIR-4u. Where appropriate, require new development to provide public access points to the trail system and/or contribute to staging areas

Sustainability (Goal CIR-6):

CIR 6-4. Prioritize transportation improvements in part based on consideration of benefits to disadvantaged communities.

CIR 6-7. Develop impact fees to provide revenues to be used to construct pedestrian and bicycle infrastructure that will support new development.

CIR 6-8. Use repaving projects as an opportunity to cost-effectively implement new bicycle facilities in accordance with City plans.

CIR 6-9. Maximize efficient maintenance of transportation infrastructure of all modes, such as coordinating roadway paving or striping projects to include maintenance of pedestrian and bicycle infrastructure.

Implementation and Funding (Goal CIR-7):

CIR 7-1. Proactively position the City to be competitive in pursuing grant funding for planning, design, and construction of transportation improvements.

CIR 7-3. Seek opportunities to develop public/private partnerships to provide transportation infrastructure and services.

Action CIR-7c. As part of the Capital Improvement Program (CIP), annually update a five-year program of projects required to construct and/or update circulation facilities and assess viability of older projects in context with new considerations and policies.

Action CIR-7e. Use funds from the Streets budget for bicycle and pedestrian projects as appropriate.

Action CIR-7f. Actively pursue grant funds for planning, design, and construction of transportation-related capital improvement projects.

COMMUNITY DESIGN POLICES AND ACTIONS

Community Character (Goal CD-1):

CD 1-6 Emphasize landscaping as a fundamental design component, retaining mature landscaping when appropriate, to reinforce a sense of the natural environment and to maintain an established appearance.

CD 1-8. Support art installations in public and private development projects that support and enhance Milpitas' image.

CD 1-9. Ensure that all public structures, landscaping and other site improvements, and streets are adequately maintained.

Action CD-1a. Introduce a range of local improvement programs, including, but not limited to, yard and street tree planting, annual clean-up days, large item haul-away days, sidewalk installation and repair, and similar local activities, to enhance the visual quality of the City.

Project Design/Design Excellence (Goal CD-2):

CD 2-2. Continue to develop and implement design standards and guidelines for residential, non-residential, and infrastructure development, both in the private and public realms, consistent

with state law, to provide design and site planning approaches, landscaping, site grading and similar architectural and site planning criteria that will add design excellence, visual quality and interest to the community.

Residential Neighborhoods and Commercial, Mixed Use, and Employment Districts and Centers (Goal CD-3)

Action CD-3a. As part of the development review process for private development and public capital projects, encourage the integration of civic, cultural, natural, art, and other themes that create a sense of place for each neighborhood, district, and center, and contribute to the overall character of the community.

Districts (Goal CD-4)

CD 4-1. Provide special attention to development within or adjacent to Specific Plan areas or special districts.

CD 4-2. Incorporate identifiable and consistent design themes through architecture, landscaping, public realm improvements, historic references and signage within special districts.

CD 4-3. Support and seek surrounding land uses and development that correspond to or enrich special districts and Specific Plan areas.

CD 4-4. Strengthen the aesthetic, environmental and functional links between the city's Specific Plan areas and other surrounding neighborhoods and districts.

Action CD-4a. Adopt and apply design guidelines for development in each identified district in Milpitas. The guidelines should address architecture, size and scale of structures, compatibility with other residential development, building materials and colors, landscaping, site planning, and similar development subjects

Gateways, Landmarks, and Wayfinding (Goal CD-8):

CD 8-1. Support strong and identifiable City boundaries that provide a sense of arrival into the City and its districts to reinforce Milpitas' high quality image and the desirable characteristics of the surround neighborhoods and districts' community form.

CD 8-2. Identify entries to the city and special districts (California Circle, Civic Center, Midtown, McCarthy Ranch, Transit Area, and others) with special features. Install city identification signs including distinctive landscaping and lighting or other markers at community gateways to signify entry. Anchor gateway intersections with landmark buildings that incorporate distinctive architectural character and activate the area. Orient landmark buildings to face and frame the corners of intersections.

CD 8-3. Develop major gateway intersections such as I-880/Calaveras Boulevard, I-680/Calaveras Boulevard and Montague Expressway/Great Mall Parkway with signage, distinctive lighting and abundant landscaping, using tall trees and under-plantings.

Action CD-8c. Identify potential gateway features and locations in the City's Specific Plans to distinguish special areas.

Public Spaces and Public Art (Goal CD-9):

CD 9-1. Promote vibrant, publicly accessible spaces that encourage gathering and other active uses. Provide adequate shading through shade structures or trees and incorporate formal and informal seating to encourage both short-term and long-term use of public spaces. Place a variety of uses adjacent to public spaces at sufficient concentrations to encourage the use of the spaces throughout the day and night.

CD 9-2. Provide for community and neighborhood activity centers at appropriate locations that create recreational opportunities, encourage social interaction, and provide a sense of public space and centers for neighborhood gathering.

CD 9-11. Reinforce the distinctive public spaces with design elements reflected in the streetscape, landmarks, public art, and natural amenities.

Action CD-9a. Continue to implement and expand the Public Art Policy to better encourage and guide the creation, promotion, implementation, and maintenance of public art throughout the City.

Action CD-9b. Continue to administer the Public Art Fund to help pay for the creation, construction, and maintenance of public art in the city.

Action CD-9c. Continue the City's program of allocating a percentage of capital improvement project budgets to fund the development and installation of public art projects through the Public Art Fund.

Action CD-9e. Continue to implement and expand the Public Art Program Master Plan to guide comprehensive integration of public art throughout the community.

Pedestrian and Bicycle-Oriented Design (Goal CD-10):

CD 10-1. Prioritize pedestrian and bicycle connections to transit, community facilities (including schools), commercial areas, and other areas serving daily needs. Ensure that the design of new facilities can accommodate significant anticipated future increases in bicycle and pedestrian activity.

Action CD-10b. Continue to apply and expand the Bicycle and Pedestrian Master Plan to reflect the tenets of pedestrian and bicycle-oriented design.

Sustainable Design (Goal CD-11):

CD 11-11. Continue to apply and expand the Climate Action Plan to increase the energy efficiency of development.

ECONOMIC DEVELOPMENT POLICES AND ACTIONS

Opportunity Areas (Goal ED-3):

ED 3-2. Continue to implement the City's adopted Specific Plans to create attractive and vibrant mixed-use neighborhoods that provide a mixture of housing, shopping, employment, as well as entertainment, cultural and recreational activities.

Action ED-3f. Encourage new development on Main St. that creates a sense of place (i.e. arts & culture, food and beverages, open spaces, parks).

Action ED-3j. Ensure the City's public works and capital improvement plans are aligned with the goals and objectives in the Economic Development Strategy.

Economic Development Opportunities (Goal ED-4):

ED 4-1. Consider leveraging public investments to enhance the City's economic vitality and ensure that Milpitas is a prosperous, healthy and safe community that is attractive to business.

ED 4-2. Encourage change and revitalization of Main St. and other commercial corridors in need of maintenance and/or modernization.

Action ED-4c. Use the City's Capital Improvement Program (CIP) to ensure that road improvement programs provide for adequate, convenient access to commercial, industrial and service areas.

CONSERVATION AND SUSTAINABILITY POLICES AND ACTIONS

Climate Action (Goal CON-1):

CON 1-5. Consider lifecycle costs when identifying opportunities for the replacement and retrofit of energy efficient technologies when upgrading or maintaining City facilities.

Action CON-1a. Update the City's Climate Action Plan to achieve the greenhouse gas reduction targets for 2030, and 2050. Updates to the CAP should align the City's GHG reduction targets with the statewide GHG reduction targets of Assembly Bill 32, SB 375, and Executive Orders S-03-05 and B-30-15.

Action CON-1d. Continue to participate in Silicon Valley Clean Energy (SVCE) whereby city-owned facilities, parks, and streetlights will run on renewable energy sources like wind and solar, and educate and encourage Milpitas residents and businesses to participate in Silicon Valley

Clean Energy (SVCE) to reduce greenhouse gas emissions and support statewide alternative energy use.

Action CON-1h. Periodically review and report on the effectiveness of the measures outlined in the CAP and the strategies in this Element. Institutionalize sustainability by developing a methodology to ensure all environmental, social and lifecycle costs are considered in project, program, policy and budget decisions.

Trees and Vegetation (Goal CON-2):

CON 2-1. Conserve existing native trees and vegetation where possible and integrate regionally native trees and plant species into development and infrastructure projects where appropriate.

CON 2-2. Require the use of primarily locally-sourced native and drought-tolerant plants and trees for landscaping on public projects, if feasible, and strongly encourage their use for landscaping on private projects.

Action CON-2g. Allocate sufficient funds in the annual budget to maintain the City's trees and to replace trees that are diseased or dying. Prioritize the removal and replacement of non-native trees and trees that have the potential to result in infrastructure and property damage.

Biological and Aquatic Resources (Goal CON-3):

CON 3-8. Encourage private and public development that is consistent with the City's Green Stormwater Infrastructure Plan and incorporate natural processes for stormwater drainage, groundwater recharge and flood management.

Action CON-3d. Continue to require new development and infrastructure projects to incorporate the standards and requirements contained in the Green Stormwater Infrastructure Handbook, Santa Clara Valley Urban Runoff Pollution Prevention Program C.3 Stormwater Handbook and comply with Title XI, Chapter 16 (Stormwater and Urban Runoff Pollution Control) of the Milpitas Municipal Code to ensure that Low Impact Development (LID) measures are incorporated into site designs to reduce pollutants from non-point sources, incorporate "green" stormwater infrastructure, and encourage greater use of permeable paving surfaces.

Action CON-3e. Continue to implement a comprehensive municipal stormwater pollution-prevention program in compliance with requirements of the Santa Clara Valley Urban Runoff Prevention Program (SCVURPPP) and the Municipal Regional Stormwater Permit as issued by the San Francisco Bay Regional Water Quality Control Board.

Action CON-3i. Continue to collaborate with the Santa Clara Valley Water District, and pursue grant funding from the district to support the priorities and projects of the Safe, Clean Water and Natural Flood Protection Program.

Cultural and Historical Resources (Goal CON-4):

CON 4-3. Work with Native American representatives to identify and appropriately address, through avoidance or mitigation, impacts to Native American cultural resources and sacred sites during the development review process.

Action CON-4a. Require a cultural and archaeological survey prior to approval of any project which would require excavation in an area that is sensitive for cultural or archaeological resources. If significant cultural or archaeological resources, including historic and prehistoric resources, are identified, appropriate measures shall be implemented, such as documentation and conservation, to reduce adverse impacts to the resource.

Action CON-4b. Require all development, infrastructure, and other ground-disturbing projects to comply with the following conditions in the event of an inadvertent discovery of cultural resources or human remains.

Architectural Resources (Goal CON-5):

CON 5-2. Evaluate the condition of historical buildings, the costs of rehabilitation, and the feasibility of preservation or conservation alternatives when considering the demolition or movement of historic structures; when possible, encourage the adaptive re-use of the historic structure.

Action CON-5d. Continue to implement the City's Conceptual Historic Resources Master Plan and periodically review and modify the Plan as necessary in order to ensure that it continues to meet the City's historic preservation goals.

Air Quality (Goal CON-7):

CON 7-5. Use the City's development review process and the California Environmental Quality Act (CEQA) to evaluate and mitigate the local and cumulative effects of new development on air quality.

Action CON-7e. Require dust control measures, including those included in the Santa Clara Valley Non-point Source Pollution Control Program, and BAAQMD's Best Management Practices for fugitive dust control during construction.

Action CON-7f. Use the BAAQMD "Air Quality Guidelines", as amended, or replaced, in identifying thresholds, evaluating the potential project and cumulative impacts, and determining appropriate mitigation measures. Review development, infrastructure, and planning projects for consistency with BAAQMD requirements during the CEQA review process. Require project applicants to prepare air quality analyses to address BAAQMD, and General Plan requirements.

Action CON-7i. Require construction activity plans, and grading and drainage plans to include and/or provide for dust management to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard. Project

applicants, or their assigned agents/contractors, shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manner during all phases of project grading and construction.

UTILITIES & COMMUNITY SERVICES POLICES AND ACTIONS

General (Goal UCS-1):

UCS 1-1. Provide adequate public infrastructure (i.e., street, sewer, water, and storm drain systems) to meet the needs of existing and future development.

UCS 1-4. The City shall prioritize infrastructure improvements in areas identified for economic growth in the next 5-10 years.

Action UCS-1a. Periodically review and update City master plans for the provision and/or extension of public services to serve existing and future development. These plans include, but are not limited to, the Water Master Plan, the Sewer Master Plan, the Sewer System Management Plan, the Green Infrastructure Plan, and the Capital Improvement Program.

Water (Goal UCS-2):

UCS 2-1. Ensure the water system and supply adequately meets the needs of existing and future development and is utilized in a sustainable manner.

UCS 2-2. Ensure safe drinking water standards are met.

UCS 2-3 Pursue additional water supply sources to supplement the City's existing supply as needed to meet projected future demand.

UCS 2-5. Reduce potable water use and increase water conservation.

UCS 2-6. Encourage the use of recycled water for industrial uses and landscape irrigation where feasible, within the parameters of State and County Health Codes and standards and in compliance with regional agency requirements.

UCS 2-7. Maintain existing groundwater wells as a source of emergency water supply and a resource for supplemental supply.

Action UCS-2a. Periodically review and update the City's Water Master Plan and Urban Water Management Plan in order to meet regulatory requirements and to ensure the documents address existing and projected demand.

Action UCS-2c. Regularly review and update the City's water conservation measures to be consistent with current best management practices for water conservation, considering measures recommended by the State Department of Water Resources, the California Urban Water Conservation Council, and the Bay Area Water Supply and Conservation Agency.

Action UCS-2e. Continuously monitor water flows through the City's water system to identify areas of potential water loss and instances of under-billing for water services, and make improvements to the system and billing assessments as necessary.

Action UCS-2h. Continue to implement a remote monitoring program for the City's water system and replace malfunctioning City meters in the system as necessary. The City will continue the practice of identifying and replacing faulty meters at service connections on an ongoing basis.

Action UCS-2j. Aggressively pursue expansions to the treatment and distribution capacity of recycled water supplies and coordinate with the City of San Jose South Bay Water Recycling Program to increase recycled water supplies available to Milpitas.

Action UCS-2i. Regularly monitor water quality of the water system and implement necessary measures to remain in compliance with local, state, and federal safe drinking water standards.

Sewer (Goal UCS-3):

UCS 3-1. Ensure safe and reliable wastewater collection and treatment infrastructure to serve existing and future development.

UCS 3-2. Maintain the existing wastewater system on a regular basis to increase the lifespan of the system and ensure public safety.

Action UCS-3a. Periodically review and update the Sewer Master Plan and the Sewer System Management Plan.

Stormwater and Drainage (Goal UCS-4):

UCS 4-1. Maintain and improve Milpitas's storm drainage facilities.

UCS 4-4. Applicable projects shall incorporate Best Management Practices (BMPs) and Low Impact Development measures (LID) to treat stormwater before discharge from the site. The facilities shall be sized to meet regulatory requirements.

UCS 4-14. Construction sites shall incorporate measures to control erosion, sedimentation, and the generation of runoff pollutants to the maximum extent practicable. The design, scope and location of grading and related activities shall be designed to cause minimum disturbance to terrain and natural features. (Title II, Chapter 13 of the Municipal Code).

Action UCS-4c. Identify which stormwater drainage facilities are in need of repair and address these needs through the City's Capital Improvement Program

Electricity and Natural Gas (Goal UCS-6):

Action UCS-6b. Support energy conservation measures and the innovative uses of solar energy, heat recovery, and cogeneration in development and infrastructure projects and in structural and industrial processes.

Action UCS-6d. Require the undergrounding of utility lines in new development, and as areas are redeveloped, except where infeasible for operational reasons.

Schools, Libraries, and Other Public Facilities (Goal UCS-8)

UCS 8-3. Consider opportunities for joint-use of facilities with the local school districts. When feasible, a joint-use agreement will be pursued to maximize public use of facilities, minimize duplication of services provided, and facilitate shared financial and operational responsibilities.

UCS 8-13. Promote and expand cultural, historical, and social awareness through museums, cultural heritage projects, and public art.

SAFETY POLICES AND ACTIONS

Geologic/Seismic Hazards (Goal SA-1):

SA 1-3. Require geotechnical investigations to be completed prior to approval of any public safety or other critical facilities, in order to ensure that these facilities are constructed in a way that mitigates site-specific seismic and/or geologic hazards.

Action SA-1g. Periodically review the structural integrity of all existing City-owned critical facilities and, if any facilities are found unsatisfactory, take steps to ensure structural integrity and safety.

Flooding (Goal SA-2):

Action SA-2e. Periodically Review the City of Milpitas Storm Drain Master Plan, and update as necessary, to ensure that the Plan includes a comprehensive list of capital improvements needed to maintain recommended levels of protection against flooding and stormwater runoff. Continue to seek new revenue streams to fund the necessary improvements and maintenance of the City's storm drainage infrastructure.

Action SA-2f. Periodically review the condition of City-owned bridges, culverts, canals and other flood control and stormwater conveyance infrastructure, and when feasible include necessary improvements within the CIP to increase safety and the adequate conveyance of stormwater. Encourage external agencies to undertake regular review of their non-City-owned flood control and storm water infrastructure located within the Milpitas Planning Area, as well as those facilities located both upstream and downstream.

Emergency Preparedness (Goal SA-3):

SA 3-2. Ensure that critical facilities are properly supplied and equipped to provide emergency services.

SA 3-3. Ensure that critical facilities are designed and constructed to withstand the "maximum probable" seismic events and still remain capable of service use to provide emergency assistance after a major disaster.

Action SA-3d. Provide adequate funding for fire and police services to ensure preparedness of response teams and implementation of emergency response plans.

Action SA-3g. Periodically review, maintain, and repair City roadways and emergency access routes, and provide signage, where necessary, to clearly identify emergency access routes.

Emergency Services (Goal SA-4):

SA 4-1. Provide adequate funding for police and fire facilities and personnel to accommodate existing and future citizens' needs to ensure a safe and secure environment for people and property throughout the city.

SA 4-10. Ensure that adequate water supplies are available for fire suppression throughout the city. Require development to construct and fund all fire suppression infrastructure equipment needed to provide adequate fire protection services to new development.

Climate Resiliency and Adaptation (Goal SA-6):

Action SA-6e. Implement the policies and actions in the Utilities and Community Services Element, and Conservation Element that promote water and energy efficiency and conservation in new capital projects, expansions and retrofits to civic buildings, and infrastructure.

Action SA 6g. Conduct a climate vulnerability assessment and set preparedness goals and strategies to safeguard human health and community assets susceptible to the impacts of a changing climate (e.g., increased drought, wildfires, flooding, and extreme heat). Incorporate these into all relevant plans, including the Emergency Preparedness Plan, Local Hazard Mitigation Plan, Dam Failure Plan, Climate Action Plan, Watershed Protection Plan, and Energy Assuredness Plan.

NOISE

Excessive Noise Levels (Goal N-1):

Action N-1d. During the environmental review process, determine if proposed construction will constitute a significant impact on nearby sensitive receptors and, if necessary, require mitigation measures in addition to the standard best practice controls. Suggested best practices for control of construction noise include:

- Noise-generating construction activities, including truck traffic coming to and from the construction site for any purpose, shall be limited to between the hours of 7:00 am and 7:00 pm. No construction shall occur on National holidays.
- All equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- At all times during project grading and construction, stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from residences.
- Unnecessary idling of internal combustion engines shall be prohibited for a duration of longer than five minutes.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction activities, to the extent feasible.
- Neighbors located adjacent to the construction site shall be notified of the construction schedule in writing.
- The construction contractor shall designate a “noise disturbance coordinator” who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall be responsible for determining the cause of the noise complaint (e.g., starting too early, poor muffler, etc.) and instituting reasonable measures as warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

PARKS, RECREATION, & OPEN SPACE

Park and Trail System (Goal PROS-1):

PROS 1-1. Provide a park and recreation system that is equitably distributed, safe, accessible, and designed to serve the needs of all residents of the community.

PROS 1-2. Develop and maintain a high-quality system of parks, trails, and recreation facilities to create diverse opportunities for passive and organized recreation.

PROS 1-7. Design parks to enhance public safety by providing visibility of all areas both to and from the street, adequate lighting, and access for public safety responders.

PROS 1-9. Prioritize funding and City resources to improve the condition, maintenance, and upkeep of existing City parks and recreational facilities.

PROS 1-11. Pursue opportunities for cooperation and partnerships with other agencies to develop and enhance publicly accessible trails and linear parks along local drainages, creeks, and utility corridors.

PROS 1-12. Encourage and support the expansion of an integrated trail network that connects users to neighboring local and regional trail systems and to community amenities such as

schools, open space areas, park and recreation facilities, commercial and job centers and residential areas to encourage both recreational and utilitarian travel.

PROS 1-14. Further expand public access to a variety of park and recreational facilities through the pursuit of joint use agreements with entities and organizations that control existing non-city owned open space lands, such as public and private schools, Santa Clara Valley Water District, Santa Clara County and other public agencies, private entities and businesses and nonprofit groups.

PROS 1-15. Design and maintain park and recreation facilities to minimize water, energy and chemical (e.g., pesticides and fertilizer) use. Incorporate the use of recycled water, native and/or drought-resistant vegetation and ground cover where appropriate. Pursue opportunities for multi-beneficial park developments that incorporate flood control facilities, stormwater management and groundwater recharge areas.

Action PROS-1a. Continue to monitor the condition of parks, trails, and recreation facilities throughout the community and prioritize the rehabilitation of existing facilities that are in the greatest need and that serve the greatest number of residents. When planning or significantly renovating park and recreation facilities, implement a park “Master Planning” process which includes public consultation and outreach, with an emphasis on outreach to the broad and diverse segments of the Milpitas population.

Action PROS-1b. Periodically review, and update if necessary, the City’s Park and Recreational Facilities Impact Fees to ensure that new development continues to provide a fair-share contribution towards parks, trails, and recreation facilities.

Action PROS-1d. Investigate and pursue a diverse range of funding opportunities for parks, trails, and recreation facilities, including but not limited to grants, joint use/management strategies, user fees, private sector funding, assessment districts, homeowners’ associations, non-profit organizations, funding mechanisms for the maintenance of older parks, and management assistance through Federal, State, and regional partnerships.

Action PROS-1h. Implement recommendations in the Bikeway Master Plan that safely link trails and open space to neighborhoods and special areas and regional trail networks.

Action PROS-1i. Update the Trails Master Plan to identify new trail opportunities and trail connections throughout the community.

Action PROS-1k. During subsequent preparation of the Milpitas Metro Plan (TASP Update) and Milpitas Gateway/Main St. Specific Plan (Midtown Specific Plan Update), review established park standards and explore opportunities to increase requirements for publicly accessible parks and recreation facilities within these Plan Areas.

Recreational Opportunities (Goal PROS-2):

PROS 2-2. Emphasize and prioritize public participation and workshops when developing new park facilities, and/or substantially renovating existing parks, trails, and other recreation facilities. Provide diverse outreach resources that enable close collaboration with a variety of members of the community in the design, and programming, of parks and recreation facilities to ensure that these facilities meet community needs.

Action PROS-2a. Continue to implement the recreation goals and objectives contained within the Park and Recreation Master Plan and update the plan as necessary to serve the recreational needs of the community.

IMPLEMENTATION

Administration (Goal IM-1):

IM 1-2. Require the City's Zoning Ordinance, planning documents, master plans, infrastructure projects, and development projects to be consistent with the General Plan and State law.

Action IM-1b. Review and update the Municipal Code, as well as master plans for land uses, services and infrastructure as necessary to ensure consistency with the General Plan.

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.

1. *The Proposed 2025-2029 Capital Improvement Program is consistent with the Milpitas General Plan 2040.*

The Capital Improvement Program is consistent with this finding and with the General Plan, as demonstrated below:

Land Use

This element provides policies and actions seeking to promote a balance citywide land use program with community amenities, public services, and the creation of a park-like setting within the City. It also seeks to maintain and improve the City's fiscal position by planning and coordinating capital improvement projects in relation to growth and land use. The CIP proposes significant investments of approximately \$243,632,562 over the next five years to City facilities, parks, streets, and utilities, but \$57,973,000 does not have identified funding. It is consistent with the Land Use Element because it provides a coordinated effort of public improvements related to the growth, maintenance, and safety of the City on an annual basis. The following are a few examples of projects that specifically contribute to achieving these goals:

- Comprehensive Zoning Ordinance Update, Project No. 3460
- Innovation District Parks and Trails Master Plan, New Project
- Metro Impact Fee Study, Project No. 3469

- Milpitas Gateway-Main Street Specific Plan Update, Project No. 3437
- Milpitas Gateway-Main St. Impact Fee Study and Sense of Place Plan, New Project

Circulation

This element provides policies and actions for vehicular and non-vehicular travel throughout the City. A main principal of the General Plan is to reduce reliance on the automobile by providing and emphasizing the use of non-vehicular such as BART, VTA Lightrail, share rides, and bicycle and pedestrian facilities. The CIP is consistent with Circulation element because it strives to maintain and provide efficient transportation systems such as sidewalks, streets, and trails. It proposes approximately \$76,024,563 towards improvements over the next five years since the City is primarily responsible for these facilities, but \$32,420,000 does not have identified funding. The following are a few examples of projects that specifically contribute to achieving these goals:

- ADA Curb Ramp Transition Program, Project No. 4283
- Annual Sidewalk Repair Program, Project No. 3426
- Bicycle Improvement Project, Project No. 4299
- Calaveras Blvd. Widening Project, Project No. 4258
- City Traffic Safety Assessment & Traffic Modeling, Project Nos. 4293, 4297
- Milpitas SMART, Project No. 3493
- Montague Pedestrian Overcrossing at Penitencia, Project No. 2018
- Montague Pedestrian Overcrossing at Piper Dr., Project No. 2008
- (Rmb) Metro Linear Trails, Project No. 2012
- S. Milpitas Blvd. Vehicle Bridge at Penitencia, Project No. 2016
- SR237 HOV Lane Improvements, Project No. 4294
- Streetlight, Signal, and Signage Improvements, Project No. 3440
- Street Pavement Restriping Program, Project No. 4295
- Street Resurfacing Projects 2025-2029, Plan Projects
- Traffic Studies & Safety Improvements, New Project

Community Design

This element provides policies and actions to address the built and natural environment of the City's infrastructure which is closely related to elements of Land Use, Circulation, and Parks, Recreation, Open Space. The General Plan seeks to the built character, order, and sense of place of the City by it's character of many unique neighborhoods and districts; historical attributes; and the quality of buildings, streets, and public spaces. The CIP is consistent with Community Design element because integrates the character and components of buildings, transportation systems, open space, interaction of humans between each other, the natural environment, heritage, and economics into the Milpitas community. The following are a few examples of projects that specifically contribute to achieving these goals:

- City Hall Fountain & Landscape Renovation, New Project
- Delano Manongs Park, Project No. 5102
- Delano Manongs Pedestrian Bridge, Project No. 2005
- Gateway Signage, Project No. 3508
- Innovation District Parks and Trails Master Plan, New Project
- Main St. Utility Undergrounding & Streetlight Project, Project Nos. 3425, 3430

- Metro Tango Subdistrict Park, Project No. 2023
- Median Conversion Project, Project No. 3468
- Milpitas Gateway-Main St. Impact Fee Study and Sense of Place Plan, New Project
- Montague Pedestrian Overcrossing at Penitencia, Project No. 2018
- Public Art Project, Project No. 3489
- Sandalwood Park Renovation, Project No. 5110
- S. Milpitas Blvd. Vehicle Bridge at Penitencia, Project No. 2016

Economic Development

This element provides policies and actions to build sustainable growth and development while ensuring community priorities are integrated for a livable City. The General Plan seeks to help sustain and diversify the City's economy by recognizing the importance of supporting local businesses while broadening and expanding the employment base and economic opportunities within the City. The CIP is consistent with Economic Development element as it provides for adequate, convenient access to commercial, industrial and service areas, and encourage changes and revitalization of Main St. The following are a few examples of projects that specifically contribute to achieving these goals:

- Annual Sidewalk Repair Program, Project No. 3426
- Bicycle Improvement Project, Project No. 4299
- Comprehensive Zoning Ordinance Update, Project No. 3460
- Innovation District Parks and Trails Master Plan, New Project
- Main St. Utility Undergrounding & Streetlight Project, Project Nos. 3425, 3430
- Milpitas Gateway-Main St. Impact Fee Study and Sense of Place Plan, New Project
- Milpitas Gateway-Main Street Specific Plan Update, Project No. 3437
- Milpitas SMART, Project No. 3493
- (Rmb) Metro Linear Trails, Project No. 2012

Conservation and Sustainability

The element provides policies and actions for City facilities to preserve and improve natural resources, increase sustainability, and reduce energy consumption. Most assets within the City such as buildings, trees and native vegetation, parks, transportation systems, and water system are constructed, improved, maintained, and preserved through the CIP. It is consistent with Conservation and Sustainability element because it provides resiliency energy sources like solar to support statewide alternative energy use; preserve natural resource such as native vegetation, natural habitat, trees, and creeks and waterways; cultural and historical resources such as city-owned buildings and parks; and support the increase connective and safety for pedestrians and cyclists and opportunities for alternative transportation choices. The following are a few example of projects that specifically contribute to achieving these goals:

- Annual Tree Replacement Program, Project No. 3438
- Bicycle Improvement Project, Project No. 4299
- Climate Action Plan Implementation, Project No. 3453
- Historic Resource Master Plan Update, Project No. 3503
- Innovation District Parks and Trails Master Plan, New Project
- Median Conversion Project, Project No. 3468

- Milpitas SMART, Project No. 3493
- Montague Pedestrian Overcrossing at Penitencia, Project No. 2018
- Pilot Street Sweeping Program, Project No. 3455
- (Rmb) Metro Recycled Water Distribution, Project No. 1019
- (Rmb) SCVWD Creek Projects, Project No. 3452
- Water Conservation Program, Project No. 7126

Utilities and Community Service

This element provides policies and actions for the City's sanitary sewer, storm drain, and water infrastructure to provide safe, reliable, and high-quality services for residents and businesses of the City. The CIP is consistent with Utility and Community Service element because it provides for the expansion, improvement, and maintenance for majority of the City's utility infrastructure system to meet the needs of existing and projected growth. The five-year capital budget proposes approximately \$123,708,000 investment towards these infrastructure systems. The following are a few examples of projects that specifically contribute to achieving these goals:

- 2nd SCVWD Water Reservoir & Pump Station, Project No. 2002
- Asset Renewal and Replacement Program, Plan Project
- Forcemain "A" Project, Project No. 6137
- Minor Water Projects, Project No. 7133
- Minor Sewer Projects, Project No. 6126
- Pinewood Well Facility Rehabilitation Project, New Project
- Sewer Pump Station Rehabilitation Program, Project No. 6124
- Storm Drain System Rehabilitation, Project No. 3715
- Well Upgrade project, Project No. 7076

Safety

This element provides the framework to reduce risks that may pose a risk to life and property to the community of City associated with environmental and human-caused hazards such as geologic/seismic, flooding, hazardous materials, and effects of climate change. The CIP supports the core principle of this element which is to maintain emergency preparedness and services of Public Safety resources to ensure the safety of the community, respond to emergencies, and prevent interruption during disasters. The CIP is consistent with the Safety element because it provides investment in improving and maintaining city's water infrastructure by hardening critical transmission mains, increasing resiliency in the system, providing adequate fire flow at hydrants; maintaining storm drain system to prevent flooding; and replacing the aging infrastructure of Public Safety facilities such as Mobile Emergency Operations Center vehicle and module building at Fire Station No. 1 that houses the office of Emergency Operation Office and training center. The following are a few projects that specifically contribute to achieving these goals:

- Asset Renewal and Replacement Program, Plan Project
- Dempsey Road Water Line Replacement, Project No. 7100 & 7118
- Flap Gate Replacement, Project No. 3714
- Fire Flow Interconnection & Pipelines Improvements, Plan Projects
- Fire Station No. 1 Modular Building, Project No. 3465
- Fire Station Improvements, Project No. 3403
- Hydrant Replacement Program, Project No. 7110

- Mobile Emergency Operations Center, Project No. 3464
- Public Safety Mobile Computer Terminals, Project No. 3497
- Public Safety/DPW Disaster Plan Update, Project No. 3445
- (Rmb) SCVWD Creek Projects, Project No. 3452
- Street Resurfacing projects 2025-2028, Plan Projects
- Storm Drain System Rehabilitation, Project No. 3715
- Watershed Analysis, Project No. 3506

Parks, Recreation, and Open Space

This element provides the framework to ensure that all Milpitas residents, employees, and visitors have safe, convenient, and equitable access to a diverse range of outdoor activities, naturalized open space areas, and recreational opportunities. The CIP supports the core principle of and consistent with this element because it dedicates a specific category for improvement, maintenance, and preservation of the city park and trail infrastructure. It proposes approximately \$18,850,000 toward park improvements over the five-year CIP to maintain and strengthen the City as a park-like setting, but a value of \$14,220,000 does not have identified funding source. The following are a few projects that specifically contribute to achieving these goals:

- ARPA Park Rehabilitation, Project Nos. 3500, 3501
- Cardoza Park Softball Fields Improvement, Project No. 3491
- Delano Manongs Park, Project No. 5102
- Metro Tango Subdistrict Park, Project No. 2023
- Minor Sports Courts Rehabilitation, Project No. 5108
- Pickleball Improvements, Project No. 5116
- (Rmb) Metro Trail Trails, Project No. 2012
- Sandalwood Park Renovation, Project No. 5110
- Sports Fields Turf Rehabilitation Program, Project No. 5113
- Sport Center Football Home Bleachers, Project No. 3505

ENVIRONMENTAL REVIEW

The General Plan Conformity Finding is not subject to the California Environmental Quality Act (CEQA) as the item is not a project, and exempt from CEQA review, each as a separate and independent basis, pursuant to CEQA Guidelines Section 15378(b), 15262 and 15061(b)(3). This conformity finding is not a project and is not subject to CEQA review because it does not have the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change, particularly in that it does not alter the use of land or at most does not do so inconsistently with uses already authorized, prohibited, or regulated by law. (Cal. Code Regs., tit. 14, § 15378.) Furthermore, even if considered a project, this consistency finding is categorically exempt from CEQA review as by common sense it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment particularly in consideration of the activities already permitted, prohibited, or regulated by law and that this is merely a finding of consistency with the City's General Plan, which itself was already subject to environmental review. (Cal. Code Regs., tit. 14, § 15061(b)(3)). Furthermore, this item only involves a general plan consistency review for possible future actions that the City Council has not yet approved, adopted, or funded for which sufficient consideration of environmental factors has occurred or will occur, which are statutorily exempt from the preparation of an EIR or negative declaration. (Cal. Code Regs., tit. 14, § 15262.)

PUBLIC COMMENT/OUTREACH

Staff provided public notice of the application in accordance with City and State public noticing requirements. At the time of writing this report, there have been no inquiries from the public. A notice was published in the Milpitas Post on March 15, 2024. A public notice was also provided on the City's Website, www.milpitas.gov, and posted at City Council designated locations.

CITY COUNCIL REVIEW

The Capital Improvement Program will be considered for adoption by the City Council on the April 16, 2024 Council agenda.

CONCLUSION

In summary, the Capital Improvement Program outlines a five-year program for a variety of public infrastructure projects and associated timing, financing, and related details. As shown by the analysis incorporated into this report, the City's proposed 2025-2029 CIP is in conformance with the City's General Plan 2040.

RECOMMENDATION

STAFF RECOMMENDS THAT the Planning Commission:

1. Open and Close the Public Hearing; and
2. Adopt Resolution No. 24-014 finding that the proposed 2025-2029 Capital Improvement Program is in conformance with the City of Milpitas General Plan.

ATTACHMENTS

A: Resolution No. 24-014

B: Proposed 2025-2029 Capital Improvement Program

RESOLUTION NO. 24-014

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MILPITAS FINDING THAT THE PROPOSED 2025-2029 CAPITAL IMPROVEMENT PROGRAM IS IN CONFORMANCE WITH THE CITY OF MILPITAS GENERAL PLAN

WHEREAS, the City of Milpitas Capital Improvement Program (CIP) is a five-year program adjusted annually for the City Council review and consideration that outlines public improvements and estimated expenditures to construct improvements; and

WHEREAS, California Government Code Section 65401 requires that the City's Planning Commission makes a determination that the annual CIP is in conformance with the City's General Plan; and

WHEREAS, the General Plan Conformity Finding is not subject to the California Environmental Quality Act (CEQA) as the item is not a project, and exempt from CEQA review, each as a separate and independent basis, pursuant to CEQA Guidelines Section 15378(b), 15262 and 15061(b)(3); and

WHEREAS, on March 27, 2024, the Planning Commission held a duly noticed public hearing on the subject application, and considered evidence presented by City staff, the applicant, and other interested parties.

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

Section 1: 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, the proposed 2025-2029 CIP, testimony by staff and the public, and other materials and evidence submitted or provided to the Commission. Furthermore, the recitals set forth above are found to be true and correct and are incorporated herein by reference.

Section 2: The Planning Commission determines that the General Plan Conformity Finding is not subject to the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15378 since it is not a project as defined under CEQA.

Section 3: The Planning Commission makes the following findings based on the evidence in the public record in support of the General Plan Conformity Finding:

a) The proposed 2025-2029 Capital Improvement Program is consistent with the following Milpitas General Plan principles and policies:

LAND USE POLICIES AND ACTIONS

Balance of Land Use (Goal LU-1):

Action LU-1b. Review the Zoning Ordinance and update as appropriate to reflect Land Use goals, policies, and implementation actions.

Special Planning Areas (Goal LU-2):

Action LU-2a. Periodically review and maintain the goals, and development standards and guidelines included within Milpitas's Specific Plan Areas to affirm the unique character and development vision for Special Planning Areas within Milpitas. Specifically, the city should:

- Maintain and implement the Gateway-Main Street Specific Plan goals, policies and development standards and guidelines to create a mixed-use community that includes high-density, transit-oriented housing and a central community 'gathering place' while maintaining needed industrial, service and commercial uses.
- Maintain and implement the Milpitas Metro Specific Plan (formerly the Transit Area Specific Plan, or "TASP") area, as an attractive, high density, TOD urban neighborhood with a mix of land uses around the light rail stations and the BART station. Create safe and attractive 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.

Action LU-2c. Establish and adopt Innovation District Overlay standards and guidelines for the Innovation District Overlay identified on the City's Land Use Map. Standards should:

- Foster a competitive and desirable district by establishing a sense of place and ensuring that development provides amenities and is connected to nearby community assets;

Local and Regional Land Use (Goal LU-3):

Action LU-3a. When reviewing and considering development proposals, seek "community benefits", such as upgrading infrastructure, constructing new community facilities, and funding contributions to programs to ensure new development is well served and does not place additional burdens on existing development.

Action LU-3c. Work with the San Francisco Public Utilities Commission (SFPUC), and the Santa Clara Valley Water District (SCVWD) to create or expand linear parks, trails, and publicly-accessible greenways along utility rights-of-way that provide opportunities for greenway connections within Milpitas and between local jurisdictions. Planning for greenways should be closely coordinated with implementation of the objectives and priorities within the Circulation Element and the Parks, Recreation and Open Space Element.

Action LU-3g Implement the policies and actions included in the Safety Element and identify and annually review areas that are subject to flooding identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources.

Action LU-3i. Strive for and promote interdepartmental collaboration to ensure CIP projects support local and regional multimodal transportation network and infrastructure goals.

Transportation Land Use (Goal LU-4):

Action LU-4b. Promote collaboration between the Planning, Public Works and Engineering Departments during the City's CIP program process to ensure coordination of infrastructure

improvements and alignment with the goals of the General Plan and Bike and Pedestrian Master Plan.

CIRCULATION POLICIES and ACTION

Circulation and Transportation Network (Goal CIR-1):

CIR 1-1. Prioritize and measure infrastructure and facility safety on streets and public rights-of-way.

CIR 1-8. Prioritize multi-modal infrastructure improvements that improve pedestrian, bicyclist and transit user safety and equity for inclusion in the CIP.

CIR 1-13. Maintain up-to-date emergency preparedness and evacuation plans and procedures in coordination with appropriate state, regional, county, and local agencies and departments.

Action CIR-1a. Adopt a Vision Zero or similar policy with a goal of eliminating severe injury and fatal collisions.

Action CIR-1h. Design streets to operate with vehicle speeds that are safer for all users, especially pedestrians and bicyclists while providing adequate access for emergency vehicles. Speed reduction strategies include reduced lane widths and application of traffic calming measures in accordance with the street's designated functional classification.

Action CIR-1o. Continue to monitor traffic service levels and implement improvements prior to deterioration in levels of service to below the stated standard.

Complete Streets (Goal CIR-2):

CIR 2-1. Promote multimodal transportation options by developing an interconnected system of streets, roads, bridges, and highways that provides continuous, efficient, safe and convenient travel for all users regardless of mode, age or ability and encourage users to walk, ride a bicycle, or use transit for shorter, local trips.

CIR 2-3. Seek opportunities to implement and assess traffic calming strategies that reduce vehicle speeds and establish a safer, more comfortable environment for pedestrians and bicyclists.

Action CIR-2b. Adopt traffic calming metrics and strategies to reduce vehicle speeds, enhance safety, increase options for physical activity and account for the needs of emergency vehicle access.

Action CIR-2c. Develop a traffic calming plan including priority corridors, specific locations, and an implementation strategy.

Action CIR-2d. Coordinate with Caltrans to implement complete streets and traffic calming projects along state highways.

Transit (Goal CIR-3):

CIR 3-4. Ensure that all transit-supportive infrastructure, sidewalks, and bike lanes are adequately maintained to provide high-quality facilities for users.

Action CIR-3c Coordinate with transit agencies and local stakeholders to pursue development of feeder services and/or a local circulator to carry commuters to transit stations, such as shuttle connections from businesses, residences, attractions, and schools to bus and rail services.

Bicycle/Pedestrian/Trails (Goal CIR-4):

CIR 4-1. Encourage a shift to active transportation modes by expanding and enhancing current pedestrian and bicycle facilities to accommodate pedestrians and bicyclists of all ages and abilities and encourage all users to reduce vehicle trips and utilize active transportation options with an increase in density of pedestrian and bicycle-supportive infrastructure.

CIR 4-2. Link and expand City pedestrian and bicycle circulation facilities to existing and planned local and regional networks, with an emphasis on expanding infrastructure options near transit.

CIR 4-5. Support building bridges or under-crossings across creek channels, railroad lines and roadways in a manner that will enhance safety, improve network connectivity, and facilitate bicycling and walking between high density residential developments, retail centers, civic buildings, and recreational centers.

CIR 4-6. Eliminate gaps in the pedestrian and bicycle network, especially between neighborhoods, trails that access schools, and areas with higher health disparities.

Action CIR-4a. Prioritize, fund, and implement a comprehensive system of sidewalks, bikeways, and off- street trails that connects all parts of the City as identified in the Bikeway and Pedestrian Master Plan and Trails Master Plan and in accordance with the City of Milpitas Municipal Code.

Action CIR-4c. Support bicycle education programs for people of all ages and abilities.

Action CIR-4i. Develop guidelines and priority locations for implementing enhanced pedestrian crossings and safe, adequate infrastructure for pedestrians and bicyclists.

Action CIR-4o. Identify pedestrian facilities which are not ADA compliant throughout the City and implement necessary improvements.

Action CIR-4q. Make improvements to roads, signs, and traffic signals as needed to improve accessible, safe, and convenient bicycle and pedestrian travel.

Action CIR-4s. Provide bicycle actuated traffic signal detection.

Action CIR-4u. Where appropriate, require new development to provide public access points to the trail system and/or contribute to staging areas

Sustainability (Goal CIR-6):

CIR 6-4. Prioritize transportation improvements in part based on consideration of benefits to disadvantaged communities.

CIR 6-7. Develop impact fees to provide revenues to be used to construct pedestrian and bicycle infrastructure that will support new development.

CIR 6-8. Use repaving projects as an opportunity to cost-effectively implement new bicycle facilities in accordance with City plans.

CIR 6-9. Maximize efficient maintenance of transportation infrastructure of all modes, such as coordinating roadway paving or striping projects to include maintenance of pedestrian and bicycle infrastructure.

Implementation and Funding (Goal CIR-7):

CIR 7-1. Proactively position the City to be competitive in pursuing grant funding for planning, design, and construction of transportation improvements.

CIR 7-3. Seek opportunities to develop public/private partnerships to provide transportation infrastructure and services.

Action CIR-7c. As part of the Capital Improvement Program (CIP), annually update a five-year program of projects required to construct and/or update circulation facilities and assess viability of older projects in context with new considerations and policies.

Action CIR-7e. Use funds from the Streets budget for bicycle and pedestrian projects as appropriate.

Action CIR-7f. Actively pursue grant funds for planning, design, and construction of transportation-related capital improvement projects.

COMMUNITY DESIGN POLICES AND ACTIONS

Community Character (Goal CD-1):

CD 1-6 Emphasize landscaping as a fundamental design component, retaining mature landscaping when appropriate, to reinforce a sense of the natural environment and to maintain an established appearance.

CD 1-8. Support art installations in public and private development projects that support and enhance Milpitas' image.

CD 1-9. Ensure that all public structures, landscaping and other site improvements, and streets are adequately maintained.

Action CD-1a. Introduce a range of local improvement programs, including, but not limited to, yard and street tree planting, annual clean-up days, large item haul-away days, sidewalk installation and repair, and similar local activities, to enhance the visual quality of the City.

Project Design/Design Excellence (Goal CD-2):

CD 2-2. Continue to develop and implement design standards and guidelines for residential, non-residential, and infrastructure development, both in the private and public realms, consistent with state law, to provide design and site planning approaches, landscaping, site grading and similar architectural and site planning criteria that will add design excellence, visual quality and interest to the community.

Residential Neighborhoods and Commercial, Mixed Use, and Employment Districts and Centers (Goal CD-3)

Action CD-3a. As part of the development review process for private development and public capital projects, encourage the integration of civic, cultural, natural, art, and other themes that create a sense of place for each neighborhood, district, and center, and contribute to the overall character of the community.

Districts (Goal CD-4)

CD 4-1. Provide special attention to development within or adjacent to Specific Plan areas or special districts.

CD 4-2. Incorporate identifiable and consistent design themes through architecture, landscaping, public realm improvements, historic references and signage within special districts.

CD 4-3. Support and seek surrounding land uses and development that correspond to or enrich special districts and Specific Plan areas.

CD 4-4. Strengthen the aesthetic, environmental and functional links between the city's Specific Plan areas and other surrounding neighborhoods and districts.

Action CD-4a. Adopt and apply design guidelines for development in each identified district in Milpitas. The guidelines should address architecture, size and scale of structures, compatibility with other residential development, building materials and colors, landscaping, site planning, and similar development subjects

Gateways, Landmarks, and Wayfinding (Goal CD-8):

CD 8-1. Support strong and identifiable City boundaries that provide a sense of arrival into the City and its districts to reinforce Milpitas' high quality image and the desirable characteristics of the surround neighborhoods and districts' community form.

CD 8-2. Identify entries to the city and special districts (California Circle, Civic Center, Midtown, McCarthy Ranch, Transit Area, and others) with special features. Install city identification signs including distinctive landscaping and lighting or other markers at community gateways to signify entry. Anchor gateway intersections with landmark buildings that incorporate distinctive architectural character and activate the area. Orient landmark buildings to face and frame the corners of intersections.

CD 8-3. Develop major gateway intersections such as I-880/Calaveras Boulevard, I-680/Calaveras Boulevard and Montague Expressway/Great Mall Parkway with signage, distinctive lighting and abundant landscaping, using tall trees and under-plantings.

Action CD-8c. Identify potential gateway features and locations in the City's Specific Plans to distinguish special areas.

Public Spaces and Public Art (Goal CD-9):

CD 9-1. Promote vibrant, publicly accessible spaces that encourage gathering and other active uses. Provide adequate shading through shade structures or trees and incorporate formal and informal seating to encourage both short-term and long-term use of public spaces. Place a variety of uses adjacent to public spaces at sufficient concentrations to encourage the use of the spaces throughout the day and night.

CD 9-2. Provide for community and neighborhood activity centers at appropriate locations that create recreational opportunities, encourage social interaction, and provide a sense of public space and centers for neighborhood gathering.

CD 9-11. Reinforce the distinctive public spaces with design elements reflected in the streetscape, landmarks, public art, and natural amenities.

Action CD-9a. Continue to implement and expand the Public Art Policy to better encourage and guide the creation, promotion, implementation, and maintenance of public art throughout the City.

Action CD-9b. Continue to administer the Public Art Fund to help pay for the creation, construction, and maintenance of public art in the city.

Action CD-9c. Continue the City's program of allocating a percentage of capital improvement project budgets to fund the development and installation of public art projects through the Public Art Fund.

Action CD-9e. Continue to implement and expand the Public Art Program Master Plan to guide comprehensive integration of public art throughout the community.

Pedestrian and Bicycle-Oriented Design (Goal CD-10):

CD 10-1. Prioritize pedestrian and bicycle connections to transit, community facilities (including schools), commercial areas, and other areas serving daily needs. Ensure that the design of new facilities can accommodate significant anticipated future increases in bicycle and pedestrian activity.

Action CD-10b. Continue to apply and expand the Bicycle and Pedestrian Master Plan to reflect the tenets of pedestrian and bicycle-oriented design.

Sustainable Design (Goal CD-11):

CD 11-11. Continue to apply and expand the Climate Action Plan to increase the energy efficiency of development.

ECONOMIC DEVELOPMENT POLICES AND ACTIONS**Opportunity Areas (Goal ED-3):**

ED 3-2. Continue to implement the City's adopted Specific Plans to create attractive and vibrant mixed-use neighborhoods that provide a mixture of housing, shopping, employment, as well as entertainment, cultural and recreational activities.

Action ED-3f. Encourage new development on Main St. that creates a sense of place (i.e. arts & culture, food and beverages, open spaces, parks).

Action ED-3j. Ensure the City's public works and capital improvement plans are aligned with the goals and objectives in the Economic Development Strategy.

Economic Development Opportunities (Goal ED-4):

ED 4-1. Consider leveraging public investments to enhance the City's economic vitality and ensure that Milpitas is a prosperous, healthy and safe community that is attractive to business.

ED 4-2. Encourage change and revitalization of Main St. and other commercial corridors in need of maintenance and/or modernization.

Action ED-4c. Use the City's Capital Improvement Program (CIP) to ensure that road improvement programs provide for adequate, convenient access to commercial, industrial and service areas.

CONSERVATION AND SUSTAINABILITY POLICES AND ACTIONS**Climate Action (Goal CON-1):**

CON 1-5. Consider lifecycle costs when identifying opportunities for the replacement and retrofit of energy efficient technologies when upgrading or maintaining City facilities.

Action CON-1a. Update the City's Climate Action Plan to achieve the greenhouse gas reduction targets for 2030, and 2050. Updates to the CAP should align the City's GHG reduction targets with the statewide GHG reduction targets of Assembly Bill 32, SB 375, and Executive Orders S-03-05 and B-30-15.

Action CON-1d. Continue to participate in Silicon Valley Clean Energy (SVCE) whereby city-owned facilities, parks, and streetlights will run on renewable energy sources like wind and solar, and educate and encourage Milpitas residents and businesses to participate in Silicon Valley Clean Energy (SVCE) to reduce greenhouse gas emissions and support statewide alternative energy use.

Action CON-1h. Periodically review and report on the effectiveness of the measures outlined in the CAP and the strategies in this Element. Institutionalize sustainability by developing a methodology to ensure all environmental, social and lifecycle costs are considered in project, program, policy and budget decisions.

Trees and Vegetation (Goal CON-2):

CON 2-1. Conserve existing native trees and vegetation where possible and integrate regionally native trees and plant species into development and infrastructure projects where appropriate.

CON 2-2. Require the use of primarily locally-sourced native and drought-tolerant plants and trees for landscaping on public projects, if feasible, and strongly encourage their use for landscaping on private projects.

Action CON-2g. Allocate sufficient funds in the annual budget to maintain the City's trees and to replace trees that are diseased or dying. Prioritize the removal and replacement of non-native trees and trees that have the potential to result in infrastructure and property damage.

Biological and Aquatic Resources (Goal CON-3):

CON 3-8. Encourage private and public development that is consistent with the City's Green Stormwater Infrastructure Plan and incorporate natural processes for stormwater drainage, groundwater recharge and flood management.

Action CON-3d. Continue to require new development and infrastructure projects to incorporate the standards and requirements contained in the Green Stormwater Infrastructure Handbook, Santa Clara Valley Urban Runoff Pollution Prevention Program C.3 Stormwater Handbook and comply with Title XI, Chapter 16 (Stormwater and Urban Runoff Pollution Control) of the Milpitas Municipal Code to ensure that Low Impact Development (LID) measures are incorporated into site designs to reduce pollutants from non-point sources, incorporate "green" stormwater infrastructure, and encourage greater use of permeable paving surfaces.

Action CON-3e. Continue to implement a comprehensive municipal stormwater pollution-prevention program in compliance with requirements of the Santa Clara Valley Urban Runoff Prevention Program (SCVURPPP) and the Municipal Regional Stormwater Permit as issued by the San Francisco Bay Regional Water Quality Control Board.

Action CON-3i. Continue to collaborate with the Santa Clara Valley Water District, and pursue grant funding from the district to support the priorities and projects of the Safe, Clean Water and Natural Flood Protection Program.

Cultural and Historical Resources (Goal CON-4):

CON 4-3. Work with Native American representatives to identify and appropriately address, through avoidance or mitigation, impacts to Native American cultural resources and sacred sites during the development review process.

Action CON-4a. Require a cultural and archaeological survey prior to approval of any project which would require excavation in an area that is sensitive for cultural or archaeological resources. If significant cultural or archaeological resources, including historic and prehistoric resources, are identified, appropriate measures shall be implemented, such as documentation and conservation, to reduce adverse impacts to the resource.

Action CON-4b. Require all development, infrastructure, and other ground-disturbing projects to comply with the following conditions in the event of an inadvertent discovery of cultural resources or human remains.

Architectural Resources (Goal CON-5):

CON 5-2. Evaluate the condition of historical buildings, the costs of rehabilitation, and the feasibility of preservation or conservation alternatives when considering the demolition or movement of historic structures; when possible, encourage the adaptive re-use of the historic structure.

Action CON-5d. Continue to implement the City's Conceptual Historic Resources Master Plan and periodically review and modify the Plan as necessary in order to ensure that it continues to meet the City's historic preservation goals.

Air Quality (Goal CON-7):

CON 7-5. Use the City's development review process and the California Environmental Quality Act (CEQA) to evaluate and mitigate the local and cumulative effects of new development on air quality.

Action CON-7e. Require dust control measures, including those included in the Santa Clara Valley Non-point Source Pollution Control Program, and BAAQMD's Best Management Practices for fugitive dust control during construction.

Action CON-7f. Use the BAAQMD "Air Quality Guidelines", as amended, or replaced, in identifying thresholds, evaluating the potential project and cumulative impacts, and determining appropriate mitigation measures. Review development, infrastructure, and planning projects for consistency with BAAQMD requirements during the CEQA review process. Require project applicants to prepare air quality analyses to address BAAQMD, and General Plan requirements.

Action CON-7i. Require construction activity plans, and grading and drainage plans to include and/or provide for dust management to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard. Project applicants, or their assigned agents/contractors, shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manner during all phases of project grading and construction.

UTILITIES & COMMUNITY SERVICES POLICES AND ACTIONS

General (Goal UCS-1):

UCS 1-1. Provide adequate public infrastructure (i.e., street, sewer, water, and storm drain systems) to meet the needs of existing and future development.

UCS 1-4. The City shall prioritize infrastructure improvements in areas identified for economic growth in the next 5-10 years.

Action UCS-1a. Periodically review and update City master plans for the provision and/or extension of public services to serve existing and future development. These plans include, but are not limited to, the Water Master Plan, the Sewer Master Plan, the Sewer System Management Plan, the Green Infrastructure Plan, and the Capital Improvement Program.

Water (Goal UCS-2):

UCS 2-1. Ensure the water system and supply adequately meets the needs of existing and future development and is utilized in a sustainable manner.

UCS 2-2. Ensure safe drinking water standards are met.

UCS 2-3 Pursue additional water supply sources to supplement the City's existing supply as needed to meet projected future demand.

UCS 2-5. Reduce potable water use and increase water conservation.

UCS 2-6. Encourage the use of recycled water for industrial uses and landscape irrigation where feasible, within the parameters of State and County Health Codes and standards and in compliance with regional agency requirements.

UCS 2-7. Maintain existing groundwater wells as a source of emergency water supply and a resource for supplemental supply.

Action UCS-2a. Periodically review and update the City's Water Master Plan and Urban Water Management Plan in order to meet regulatory requirements and to ensure the documents address existing and projected demand.

Action UCS-2c. Regularly review and update the City's water conservation measures to be consistent with current best management practices for water conservation, considering measures recommended by the State Department of Water Resources, the California Urban Water Conservation Council, and the Bay Area Water Supply and Conservation Agency.

Action UCS-2e. Continuously monitor water flows through the City's water system to identify areas of potential water loss and instances of under-billing for water services, and make improvements to the system and billing assessments as necessary.

Action UCS-2h. Continue to implement a remote monitoring program for the City's water system and replace malfunctioning City meters in the system as necessary. The City will continue the practice of identifying and replacing faulty meters at service connections on an ongoing basis.

Action UCS-2j. Aggressively pursue expansions to the treatment and distribution capacity of recycled water supplies and coordinate with the City of San Jose South Bay Water Recycling Program to increase recycled water supplies available to Milpitas.

Action UCS-2i. Regularly monitor water quality of the water system and implement necessary measures to remain in compliance with local, state, and federal safe drinking water standards.

Sewer (Goal UCS-3):

UCS 3-1. Ensure safe and reliable wastewater collection and treatment infrastructure to serve existing and future development.

UCS 3-2. Maintain the existing wastewater system on a regular basis to increase the lifespan of the system and ensure public safety.

Action UCS-3a. Periodically review and update the Sewer Master Plan and the Sewer System Management Plan.

Stormwater and Drainage (Goal UCS-4):

UCS 4-1. Maintain and improve Milpitas's storm drainage facilities.

UCS 4-4. Applicable projects shall incorporate Best Management Practices (BMPs) and Low Impact Development measures (LID) to treat stormwater before discharge from the site. The facilities shall be sized to meet regulatory requirements.

UCS 4-14. Construction sites shall incorporate measures to control erosion, sedimentation, and the generation of runoff pollutants to the maximum extent practicable. The design, scope and location of grading and related activities shall be designed to cause minimum disturbance to terrain and natural features. (Title II, Chapter 13 of the Municipal Code).

Action UCS-4c. Identify which stormwater drainage facilities are in need of repair and address these needs through the City's Capital Improvement Program

Electricity and Natural Gas (Goal UCS-6):

Action UCS-6b. Support energy conservation measures and the innovative uses of solar energy, heat recovery, and cogeneration in development and infrastructure projects and in structural and industrial processes.

Action UCS-6d. Require the undergrounding of utility lines in new development, and as areas are redeveloped, except where infeasible for operational reasons.

Schools, Libraries, and Other Public Facilities (Goal UCS-8)

UCS 8-3. Consider opportunities for joint-use of facilities with the local school districts. When feasible, a joint-use agreement will be pursued to maximize public use of facilities, minimize duplication of services provided, and facilitate shared financial and operational responsibilities.

UCS 8-13. Promote and expand cultural, historical, and social awareness through museums, cultural heritage projects, and public art.

SAFETY POLICES AND ACTIONS

Geologic/Seismic Hazards (Goal SA-1):

SA 1-3. Require geotechnical investigations to be completed prior to approval of any public safety or other critical facilities, in order to ensure that these facilities are constructed in a way that mitigates site-specific seismic and/or geologic hazards.

Action SA-1g. Periodically review the structural integrity of all existing City-owned critical facilities and, if any facilities are found unsatisfactory, take steps to ensure structural integrity and safety.

Flooding (Goal SA-2):

Action SA-2e. Periodically Review the City of Milpitas Storm Drain Master Plan, and update as necessary, to ensure that the Plan includes a comprehensive list of capital improvements needed to maintain recommended levels of protection against flooding and stormwater runoff. Continue to seek new revenue streams to fund the necessary improvements and maintenance of the City's storm drainage infrastructure.

Action SA-2f. Periodically review the condition of City-owned bridges, culverts, canals and other flood control and stormwater conveyance infrastructure, and when feasible include necessary improvements within the CIP to increase safety and the adequate conveyance of stormwater. Encourage external agencies to undertake regular review of their non-City-owned flood control and storm water infrastructure located within the Milpitas Planning Area, as well as those facilities located both upstream and downstream.

Emergency Preparedness (Goal SA-3):

SA 3-2. Ensure that critical facilities are properly supplied and equipped to provide emergency services.

SA 3-3. Ensure that critical facilities are designed and constructed to withstand the "maximum probable" seismic events and still remain capable of service use to provide emergency assistance after a major disaster.

Action SA-3d. Provide adequate funding for fire and police services to ensure preparedness of response teams and implementation of emergency response plans.

Action SA-3g. Periodically review, maintain, and repair City roadways and emergency access routes, and provide signage, where necessary, to clearly identify emergency access routes.

Emergency Services (Goal SA-4):

SA 4-1. Provide adequate funding for police and fire facilities and personnel to accommodate existing and future citizens' needs to ensure a safe and secure environment for people and property throughout the city.

SA 4-10. Ensure that adequate water supplies are available for fire suppression throughout the city. Require development to construct and fund all fire suppression infrastructure equipment needed to provide adequate fire protection services to new development.

Climate Resiliency and Adaptation (Goal SA-6):

Action SA-6e. Implement the policies and actions in the Utilities and Community Services Element, and Conservation Element that promote water and energy efficiency and conservation in new capital projects, expansions and retrofits to civic buildings, and infrastructure.

Action SA 6g. Conduct a climate vulnerability assessment and set preparedness goals and strategies to safeguard human health and community assets susceptible to the impacts of a changing climate (e.g., increased drought, wildfires, flooding, and extreme heat). Incorporate these into all relevant plans, including the Emergency Preparedness Plan, Local Hazard Mitigation Plan, Dam Failure Plan, Climate Action Plan, Watershed Protection Plan, and Energy Assuredness Plan.

NOISE**Excessive Noise Levels (Goal N-1):**

Action N-1d. During the environmental review process, determine if proposed construction will constitute a significant impact on nearby sensitive receptors and, if necessary, require mitigation measures in addition to the standard best practice controls. Suggested best practices for control of construction noise include:

- Noise-generating construction activities, including truck traffic coming to and from the construction site for any purpose, shall be limited to between the hours of 7:00 am and 7:00 pm. No construction shall occur on National holidays.
- All equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists.

- At all times during project grading and construction, stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from residences.
- Unnecessary idling of internal combustion engines shall be prohibited for a duration of longer than five minutes.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction activities, to the extent feasible.
- Neighbors located adjacent to the construction site shall be notified of the construction schedule in writing.
- The construction contractor shall designate a “noise disturbance coordinator” who will be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall be responsible for determining the cause of the noise complaint (e.g., starting too early, poor muffler, etc.) and instituting reasonable measures as warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.

PARKS, RECREATION, & OPEN SPACE

Park and Trail System (Goal PROS-1):

PROS 1-1. Provide a park and recreation system that is equitably distributed, safe, accessible, and designed to serve the needs of all residents of the community.

PROS 1-2. Develop and maintain a high-quality system of parks, trails, and recreation facilities to create diverse opportunities for passive and organized recreation.

PROS 1-7. Design parks to enhance public safety by providing visibility of all areas both to and from the street, adequate lighting, and access for public safety responders.

PROS 1-9. Prioritize funding and City resources to improve the condition, maintenance, and upkeep of existing City parks and recreational facilities.

PROS 1-11. Pursue opportunities for cooperation and partnerships with other agencies to develop and enhance publicly accessible trails and linear parks along local drainages, creeks, and utility corridors.

PROS 1-12. Encourage and support the expansion of an integrated trail network that connects users to neighboring local and regional trail systems and to community amenities such as schools, open space areas, park and recreation facilities, commercial and job centers and residential areas to encourage both recreational and utilitarian travel.

PROS 1-14. Further expand public access to a variety of park and recreational facilities through the pursuit of joint use agreements with entities and organizations that control existing non-city owned open space lands, such as public and private schools, Santa Clara Valley Water District, Santa Clara County and other public agencies, private entities and businesses and nonprofit groups.

PROS 1-15. Design and maintain park and recreation facilities to minimize water, energy and chemical (e.g., pesticides and fertilizer) use. Incorporate the use of recycled water, native and/or drought-resistant vegetation and ground cover where appropriate. Pursue opportunities for multi-beneficial park developments that incorporate flood control facilities, stormwater management and groundwater recharge areas.

Action PROS-1a. Continue to monitor the condition of parks, trails, and recreation facilities throughout the community and prioritize the rehabilitation of existing facilities that are in the greatest need and that serve the greatest number of residents. When planning or significantly renovating park and recreation facilities, implement a park “Master Planning” process which includes public consultation and outreach, with an emphasis on outreach to the broad and diverse segments of the Milpitas population.

Action PROS-1b. Periodically review, and update if necessary, the City’s Park and Recreational Facilities Impact Fees to ensure that new development continues to provide a fair-share contribution towards parks, trails, and recreation facilities.

Action PROS-1d. Investigate and pursue a diverse range of funding opportunities for parks, trails, and recreation facilities, including but not limited to grants, joint use/management strategies, user fees, private sector funding, assessment districts, homeowners’ associations, non-profit organizations, funding mechanisms for the maintenance of older parks, and management assistance through Federal, State, and regional partnerships.

Action PROS-1h. Implement recommendations in the Bikeway Master Plan that safely link trails and open space to neighborhoods and special areas and regional trail networks.

Action PROS-1i. Update the Trails Master Plan to identify new trail opportunities and trail connections throughout the community.

Action PROS-1k. During subsequent preparation of the Milpitas Metro Plan (TASP Update) and Milpitas Gateway/Main St. Specific Plan (Midtown Specific Plan Update), review established park standards and explore opportunities to increase requirements for publicly accessible parks and recreation facilities within these Plan Areas.

Recreational Opportunities (Goal PROS-2):

PROS 2-2. Emphasize and prioritize public participation and workshops when developing new park facilities, and/or substantially renovating existing parks, trails, and other recreation facilities. Provide diverse outreach resources that enable close collaboration with a variety of members of the community in the design, and programming, of parks and recreation facilities to ensure that these facilities meet community needs.

Action PROS-2a. Continue to implement the recreation goals and objectives contained within the Park and Recreation Master Plan and update the plan as necessary to serve the recreational needs of the community.

IMPLEMENTATION

Administration (Goal IM-1):

IM 1-2. Require the City’s Zoning Ordinance, planning documents, master plans, infrastructure projects, and development projects to be consistent with the General Plan and State law.

Action IM-1b. Review and update the Municipal Code, as well as master plans for land uses, services and infrastructure as necessary to ensure consistency with the General Plan.

b) *The proposed 2025-2029 Capital Improvement Program is consistent with the General Plan because of the following:*

Land Use

This element provides policies and actions seeking to promote a balance citywide land use program with community amenities, public services, and the creation of a park-like setting within the City. It also seeks to maintain and improve the City's fiscal position by planning and coordinating capital improvement projects in relation to growth and land use. The CIP proposes significant investments of approximately \$243,632,562 over the next five years to City facilities, parks, streets, and utilities, but \$57,973,000 does not have identified funding. It is consistent with the Land Use Element because it provides a coordinated effort of public improvements related to the growth, maintenance, and safety of the City on an annual basis. The following are a few examples of projects that specifically contribute to achieving these goals:

- Comprehensive Zoning Ordinance Update, Project No. 3460
- Innovation District Parks and Trails Master Plan, New Project
- Metro Impact Fee Study, Project No. 3469
- Milpitas Gateway-Main Street Specific Plan Update, Project No. 3437
- Milpitas Gateway-Main St. Impact Fee Study and Sense of Place Plan, New Project

Circulation

This element provides policies and actions for vehicular and non-vehicular travel throughout the City. A main principal of the General Plan is to reduce reliance on the automobile by providing and emphasizing the use of non-vehicular such as BART, VTA Lightrail, share rides, and bicycle and pedestrian facilities. The CIP is consistent with Circulation element because it strives to maintain and provide efficient transportation systems such as sidewalks, streets, and trails. It proposes approximately \$76,024,563 towards improvements over the next five years since the City is primarily responsible for these facilities, but \$32,420,000 does not have identified funding. The following are a few examples of projects that specifically contribute to achieving these goals:

- ADA Curb Ramp Transition Program, Project No. 4283
- Annual Sidewalk Repair Program, Project No. 3426
- Bicycle Improvement Project, Project No. 4299
- Calaveras Blvd. Widening Project, Project No. 4258
- City Traffic Safety Assessment & Traffic Modeling, Project Nos. 4293, 4297
- Milpitas SMART, Project No. 3493
- Montague Pedestrian Overcrossing at Penitencia, Project No. 2018
- Montague Pedestrian Overcrossing at Piper Dr., Project No. 2008
- (Rmb) Metro Linear Trails, Project No. 2012
- S. Milpitas Blvd. Vehicle Bridge at Penitencia, Project No. 2016
- SR237 HOV Lane Improvements, Project No. 4294
- Streetlight, Signal, and Signage Improvements, Project No. 3440
- Street Pavement Restriping Program, Project No. 4295
- Street Resurfacing Projects 2025-2029, Plan Projects
- Traffic Studies & Safety Improvements, New Project

Community Design

This element provides policies and actions to address the built and natural environment of the City's infrastructure which is closely related to elements of Land Use, Circulation, and Parks, Recreation, Open Space. The General Plan seeks to the built character, order, and sense of place of the City by its character of many unique neighborhoods and districts; historical attributes; and the quality of buildings, streets, and public spaces. The CIP is consistent with Community Design element because integrates the character and components of buildings, transportation systems, open space, interaction of humans between each other, the natural environment, heritage, and economics into the Milpitas community. The following are a few examples of projects that specifically contribute to achieving these goals:

- City Hall Fountain & Landscape Renovation, New Project
- Delano Manongs Park, Project No. 5102
- Delano Manongs Pedestrian Bridge, Project No. 2005
- Gateway Signage, Project No. 3508
- Innovation District Parks and Trails Master Plan, New Project
- Main St. Utility Undergrounding & Streetlight Project, Project Nos. 3425, 3430
- Metro Tango Subdistrict Park, Project No. 2023
- Median Conversion Project, Project No. 3468
- Milpitas Gateway-Main St. Impact Fee Study and Sense of Place Plan, New Project
- Montague Pedestrian Overcrossing at Penitencia, Project No. 2018
- Public Art Project, Project No. 3489
- Sandalwood Park Renovation, Project No. 5110
- S. Milpitas Blvd. Vehicle Bridge at Penitencia, Project No. 2016

Economic Development

This element provides policies and actions to build sustainable growth and development while ensuring community priorities are integrated for a livable City. The General Plan seeks to help sustain and diversify the City's economy by recognizing the importance of supporting local businesses while broadening and expanding the employment base and economic opportunities within the City. The CIP is consistent with Economic Development element as it provides for adequate, convenient access to commercial, industrial and service areas, and encourage changes and revitalization of Main St. The following are a few examples of projects that specifically contribute to achieving these goals:

- Annual Sidewalk Repair Program, Project No. 3426
- Bicycle Improvement Project, Project No. 4299
- Comprehensive Zoning Ordinance Update, Project No. 3460
- Innovation District Parks and Trails Master Plan, New Project
- Main St. Utility Undergrounding & Streetlight Project, Project Nos. 3425, 3430
- Milpitas Gateway-Main St. Impact Fee Study and Sense of Place Plan, New Project
- Milpitas Gateway-Main Street Specific Plan Update, Project No. 3437
- Milpitas SMART, Project No. 3493
- (Rmb) Metro Linear Trails, Project No. 2012

Conservation and Sustainability

The element provides policies and actions for City facilities to preserve and improve natural resources, increase sustainability, and reduce energy consumption. Most assets within the City such as buildings, trees and native vegetation, parks, transportation systems, and water system are constructed, improved, maintained, and preserved through the CIP. It is consistent with Conservation and Sustainability element because it provides resiliency energy sources like solar to support statewide alternative energy use; preserve natural resource such as native vegetation, natural habitat, trees, and creeks and waterways; cultural and historical resources such as city-owned buildings and parks; and support the increase connectivity and safety for pedestrians and cyclists and opportunities for alternative transportation choices. The following are a few example of projects that specifically contribute to achieving these goals:

- Annual Tree Replacement Program, Project No. 3438
- Bicycle Improvement Project, Project No. 4299
- Climate Action Plan Implementation, Project No. 3453
- Historic Resource Master Plan Update, Project No. 3503
- Innovation District Parks and Trails Master Plan, New Project
- Median Conversion Project, Project No. 3468
- Milpitas SMART, Project No. 3493
- Montague Pedestrian Overcrossing at Penitencia, Project No. 2018
- Pilot Street Sweeping Program, Project No. 3455
- (Rmb) Metro Recycled Water Distribution, Project No. 1019
- (Rmb) SCVWD Creek Projects, Project No. 3452
- Water Conservation Program, Project No. 7126

Utilities and Community Service

This element provides policies and actions for the City's sanitary sewer, storm drain, and water infrastructure to provide safe, reliable, and high-quality services for residents and businesses of the City. The CIP is consistent with Utility and Community Service element because it provides for the expansion, improvement, and maintenance for majority of the City's utility infrastructure system to meet the needs of existing and projected growth. The five-year capital budget proposes approximately \$123,708,000 investment towards these infrastructure systems. The following are a few examples of projects that specifically contribute to achieving these goals:

- 2nd SCVWD Water Reservoir & Pump Station, Project No. 2002
- Asset Renewal and Replacement Program, Plan Project
- Forcemain "A" Project, Project No. 6137
- Minor Water Projects, Project No. 7133
- Minor Sewer Projects, Project No. 6126
- Pinewood Well Facility Rehabilitation Project, New Project
- Sewer Pump Station Rehabilitation Program, Project No. 6124
- Storm Drain System Rehabilitation, Project No. 3715
- Well Upgrade project, Project No. 7076

Safety

This element provides the framework to reduce risks that may pose a risk to life and property to the community of City associated with environmental and human-caused hazards such as geologic/seismic, flooding, hazardous materials, and effects of climate change. The CIP

supports the core principle of this element which is to maintain emergency preparedness and services of Public Safety resources to ensure the safety of the community, respond to emergencies, and prevent interruption during disasters. The CIP is consistent with the Safety element because it provides investment in improving and maintaining city's water infrastructure by hardening critical transmission mains, increasing resiliency in the system, providing adequate fire flow at hydrants; maintaining storm drain system to prevent flooding; and replacing the aging infrastructure of Public Safety facilities such as Mobile Emergency Operations Center vehicle and module building at Fire Station No. 1 that houses the office of Emergency Operation Office and training center. The following are a few projects that specifically contribute to achieving these goals:

- Asset Renewal and Replacement Program, Plan Project
- Dempsey Road Water Line Replacement, Project No. 7100 & 7118
- Flap Gate Replacement, Project No. 3714
- Fire Flow Interconnection & Pipelines Improvements, Plan Projects
- Fire Station No. 1 Modular Building, Project No. 3465
- Fire Station Improvements, Project No. 3403
- Hydrant Replacement Program, Project No. 7110
- Mobile Emergency Operations Center, Project No. 3464
- Public Safety Mobile Computer Terminals, Project No. 3497
- Public Safety/DPW Disaster Plan Update, Project No. 3445
- (Rmb) SCVWD Creek Projects, Project No. 3452
- Street Resurfacing projects 2025-2028, Plan Projects
- Storm Drain System Rehabilitation, Project No. 3715
- Watershed Analysis, Project No. 3506

Parks, Recreation, and Open Space

This element provides the framework to ensure that all Milpitas residents, employees, and visitors have safe, convenient, and equitable access to a diverse range of outdoor activities, naturalized open space areas, and recreational opportunities. The CIP supports the core principle of and consistent with this element because it dedicates a specific category for improvement, maintenance, and preservation of the city park and trail infrastructure. It proposes approximately \$18,850,000 toward park improvements over the five-year CIP to maintain and strengthen the City as a park-like setting, but a value of \$14,220,000 does not have identified funding source. The following are a few projects that specifically contribute to achieving these goals:

- ARPA Park Rehabilitation, Project Nos. 3500, 3501
- Cardoza Park Softball Fields Improvement, Project No. 3491
- Delano Manongs Park, Project No. 5102
- Metro Tango Subdistrict Park, Project No. 2023
- Minor Sports Courts Rehabilitation, Project No. 5108
- Pickleball Improvements, Project No. 5116
- (Rmb) Metro Trail Trails, Project No. 2012
- Sandalwood Park Renovation, Project No. 5110
- Sports Fields Turf Rehabilitation Program, Project No. 5113
- Sport Center Football Home Bleachers, Project No. 3505

Section 4: The Planning Commission finds that the General Plan Conformity Finding is not subject to the California Environmental Quality Act (CEQA) as the item is not a project, and exempt from CEQA review, each as a separate and independent basis, pursuant to CEQA Guidelines Section 15378(b), 15262 and 15061(b)(3). This conformity finding is not a project and is not subject to CEQA review because it does not have the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change, particularly in that it does not alter the use of land or at most does not do so inconsistently with uses already authorized, prohibited, or regulated by law. (Cal. Code Regs., tit. 14, § 15378.) Furthermore, even if considered a project, this consistency finding is categorically exempt from CEQA review as by common sense it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment particularly in consideration of the activities already permitted, prohibited, or regulated by law and that this is merely a finding of consistency with the City's General Plan, which itself was already subject to environmental review. (Cal. Code Regs., tit. 14, § 15061(b)(3)).) Furthermore, this item only involves a general plan consistency review for possible future actions that the City Council has not yet approved, adopted, or funded for which sufficient consideration of environmental factors has occurred or will occur, which are statutorily exempt from the preparation of an EIR or negative declaration. (Cal. Code Regs., tit. 14, § 15262.)

Section 5: The Planning Commission of the City of Milpitas hereby adopts Resolution No. 24-014 finding that the proposed 2025-2029 Capital Improvement Program is in conformance with the General Plan based on the above Findings.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Milpitas on March 27, 2027.

Chair

TO WIT:

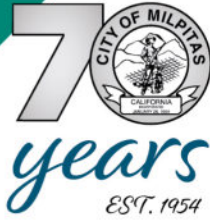
I HEREBY CERTIFY that the following resolution was duly adopted at a regular meeting of the Planning Commission of the City of Milpitas on March 27, 2024, and carried by the following roll call vote:

COMMISSIONER	AYES	NOES	ABSENT	ABSTAIN
Mercedes Albana				
Dipak Awasthi				
Michael Caulkins				
Chia Ling Kong				
Alexander Galang				

COMMISSIONER	AYES	NOES	ABSENT	ABSTAIN
Sonia Medina-Ashby				
Parveen Gupta				

EXHIBIT 1

PROPOSED 2025-2029 CAPITAL IMPROVEMENT PROGRAM



2025-2029

PROPOSED CAPITAL IMPROVEMENT PROGRAM





City of Milpitas

Community Vision

Milpitas will preserve its close-knit community and rich cultural diversity as it moves with innovation into the future by supporting sustainable growth and development, ensuring public safety, enhancing the environment and natural landscape, and nurturing family and community connections.

Organizational Mission

The City of Milpitas is committed to accomplishing the community's vision by providing fiscally sound, superior services.

Our Values

Superior Customer Service • Open Communication • Integrity and Accountability
Trust and Respect • Recognition and Celebration



City Council



Carmen Montano
Mayor



Evelyn Chua
Vice Mayor



Anthony Phan
Councilmember



Hon Lien
Councilmember



Garry Barbadillo
Councilmember



Council Priority Areas



Community Wellness and Open Space

Continue to provide parks and amenities for people of all ages and abilities to enjoy higher levels of physical and mental health.



Economic Development and Job Growth

Continue to strengthen our economic foundations that support community prosperity and opportunity while ensuring a sustainable and livable city.



Environment

Promote a sustainable community and protect the natural environment.



Governance and Administration

Continue to streamline processes for enhanced service and remain committed to long-term fiscal discipline and financial stewardship.



Neighborhoods and Housing

Continue to explore innovative approaches to incentivize affordable housing projects, collaborate with key stakeholders to care for our most vulnerable populations, and support and engage neighborhoods through dedicated programs and services.



Public Safety

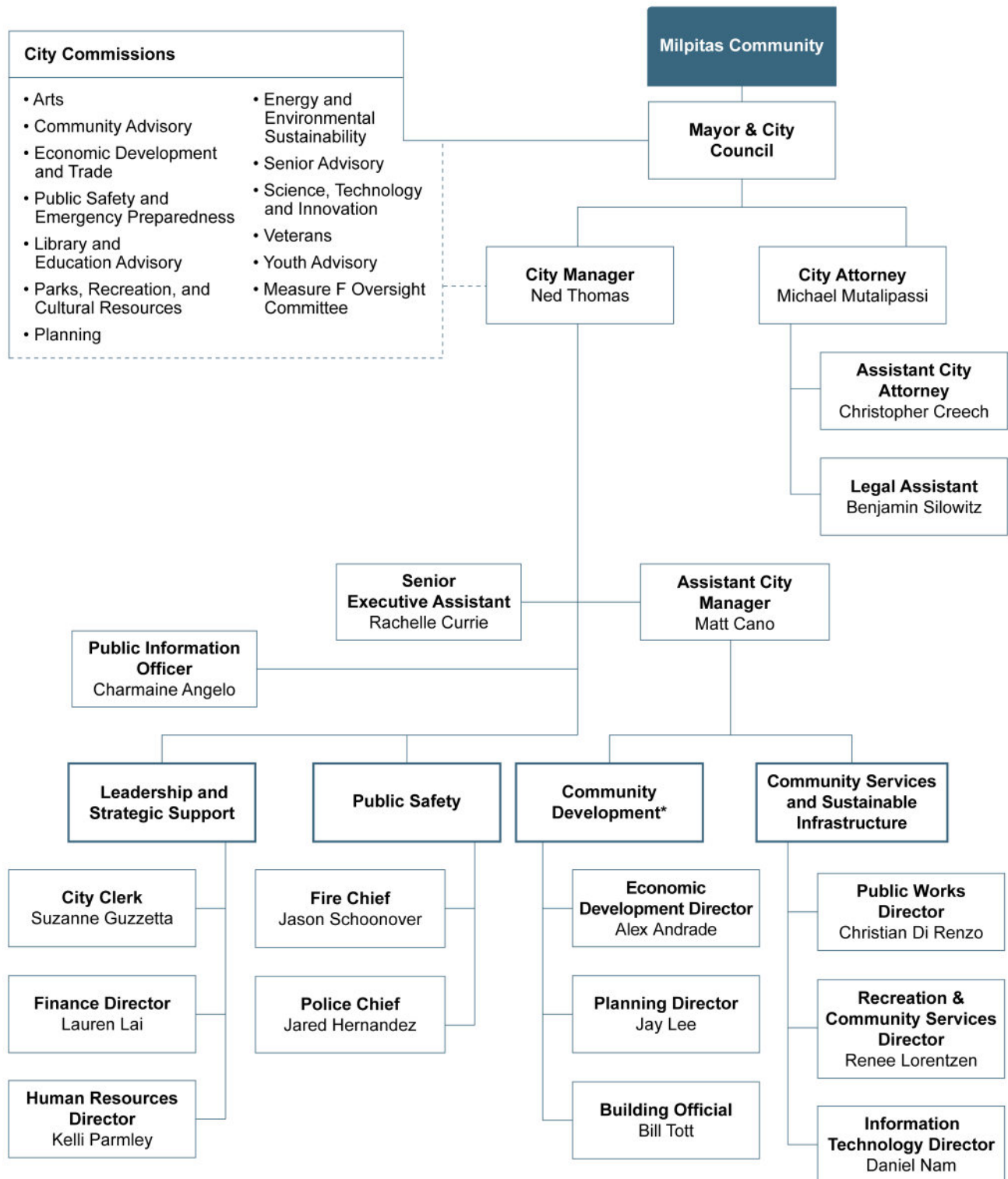
Continue to invest in police and fire protection, in partnership with our community.



Transportation and Transit

Continue to seek and develop collaborative solutions to meet the transportation challenges facing our community and our region.

City Departments



*Fire Prevention (Fire Department) and Land Development (Public Works Department) are part of Community Development.

Budget Acknowledgments

Capital Improvement Budget Process and Document Production

Public Works Department - Engineering Section

Michael Silveira, Engineer Division Manager
Lyhak Eam, Principal Civil Engineer
Elizabeth Koo, Administrative Analyst II

Finance Department

Lauren Lai, Director of Finance
Gabrielle Tsang, Assistant Finance Director
Fenny Lei, Finance Manager
Christine Nguyen, Budget Manager
Yuling Wang, Accountant

Articulate Solutions

Roi Rosas, Graphic Designer II

Department Budget Coordinators

City Manager's Office

Ned Thomas, City Manager
Matt Cano, Assistant City Manager
Charmaine Angelo, Public Information Officer
Rachelle Currie, Senior Executive Assistant

Fire Department

Jason Schoonover, Fire Chief
Galahad Zamora, Deputy Fire Chief
Vanessa Carpio, Executive Assistant
Natalie Livezey, Senior Administrative Analyst

Human Resources Department

Kelli Parmley, Human Resource Director
Vicky Lien, Human Resource Manager

Information Technology Department

Daniel Nam, Information Technology Director

Department Budget Coordinators (Cont.)

Planning Department

Jay Lee, Planning Director
Liz Medina, Administrative Assistant

Police Department

Jared Hernandez, Police Chief
Frank Morales, Assistant Police Chief
Steven Fox, Police Captain
Steve Parodi, Police Lieutenant
Lisa Beaulieu, Management Analyst

Recreation and Community Services Department

Renee Lorentzen, Director of Recreation and Community Services
Tegan McLane, Deputy Director of Recreation and Community Services

Public Works Department - Engineering Section

Roberto Alonzo, Engineer Division Manager
Harris Siddiqui, Principal Civil Engineer
Nolan Ugalde, Assistant Engineer

Public Works Department - Operation Section

Christian Di Renzo, Public Works Director
Elaine Marshall, Deputy Public Works Director
Samu Tiumalu, Public Works Division Manager
Stephanie Fong, Senior Administrative Analyst
Michael Serpa, Senior Public Works Lead
Eddie Clements, Senior Public Works Lead



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Capital Budget and Annual Five-Year Capital Improvement Program

The annual Capital Budget and five-year Capital Improvement Program (CIP) document is developed by the Engineering and Finance Departments in cooperation with City Departments. The document is a comprehensive budgeting and planning tool for projects that repair, and improve City utilities, parks, streets, and building infrastructure. Also known as a Capital Budget, the CIP document reflects priorities of the City Council and the community, and it identifies priorities, schedules, estimated costs, funding sources and financing methods necessary for delivering critical services and infrastructure for the Milpitas Community.

City Council Priorities

The City Council has established seven Priority Areas shown below which guide the development of the annual budget and the five-year Capital Improvement Program.

- **Community Wellness and Open Space:** Continue to provide parks and amenities for people of all ages and abilities to enjoy higher levels of physical and mental health.
- **Economic Development and Job Growth:** Continue to strengthen our economic foundations that support community prosperity and opportunity while ensuring a sustainable and livable city.
- **Environment:** Promote a sustainable community and protect the natural environment.
- **Governance and Administration:** Continue to streamline processes for enhanced service and remain committed to long-term fiscal discipline and financial stewardship.
- **Neighborhoods and Housing:** Continue to explore innovative approaches to incentivize affordable housing projects, collaborate with key stakeholders to care for our most vulnerable populations, and support and engage neighborhoods through dedicated programs and services.
- **Public Safety:** Continue to invest in police and fire protection, in partnership with our community.
- **Transportation and Transit:** Continue to seek and develop collaborative solutions to meet the transportation challenges facing our community and our region.

Capital Improvement Program Calendar, Preparation, and Document Layout

The City's annual budget and Capital Improvement Program process begins in October with the Call-for-Projects and concludes in April following a Public Hearing and City Council adoption of the annual five-year Capital Improvement Program (CIP) document.

- Creation of the annual five-year CIP starts with a Call-for-Projects to all City departments each October. This is the opportunity for departments to request new Capital Projects or to request changes to existing projects already in the CIP.
- Starting in November, new projects and existing project scope and funding changes as requested by departments are initially reviewed, prioritized, and ranked by the Engineering and Finance Departments for conformance with Council priorities, available funding, and resources prior to approval by the City Manager's Office. Criteria for ranking include immediate health and safety; grant funded; council referrals; operating efficiency; legal mandate; alignment with Council priorities, managing department; project schedule; funding source; and impact to operating budget.
- The City Manager submits a Proposed CIP document to the City Council for review and input during the February CIP study session. The February study session is a Public Meeting where the public can ask questions and provide opinion.

Capital Improvement Program Process and Document

- The Parks section of the Proposed CIP is presented to the City's Parks Recreation Cultural Resource Commission (PRCRC) in March for review and recommendation. Also, in March, the Proposed CIP document is presented to the Planning Commission where the Commission has the duty to determine if the CIP is in conformance with the City's General Plan.
- After completion of Council and commission review, the City Manager submits the Final CIP with any amendments outlined to the City Council for adoption in April during a Public Hearing to solicit further input from the public.
- The funding for the first year of the CIP is appropriated as part of Council approval of the City's Adopted Budget for the upcoming fiscal scheduled in June.

The CIP document provides project cost estimates, methods of financing, and anticipated schedules for the completion of Capital Projects over a five-year period. The document is organized into six categories: Community Improvement, Park Improvement, Street Improvement, Water Improvement, Sewer Improvement, and Storm Drain improvement.

- **Community Improvement:** This section includes projects for the improvement of City buildings, finance system upgrades, Planning Specific Plans update, Technology infrastructure, Public Safety systems upgrades, sustainable energy infrastructure, and the update to the Climate Action Plan. Community Improvement projects are funded by the Community Planning Fees, General Government CIP Funds, Grants, Permit Automation Fund, Public Art Fund, TASP Impact Fees, and Transient Occupancy Tax ("Hotel Tax").
- **Parks Improvement:** This section includes park-related projects such as new parks and park rehabilitation and renovation. Projects in this section are funded through several sources including Community Facilities District, General Government CIP Fund, Grants, Midtown Park Improvement Fund, Impact Fees, Park Improvement Fund, and Transit Area Specific Plan (TASP).
- **Streets Improvement:** The Streets section includes projects for the annual street resurfacing, bridge rehabilitation, sidewalk and curb and gutter repairs, ADA ramp transition program, traffic studies and modeling, and major improvement projects for the widening of the Calaveras Road Bridge, construction of the South Milpitas Bridge, and Pedestrian Overcrossing over Montague Expressway. Funding for projects in this section are funded by the Gas Tax Fund, General Government CIP Fund, Grants, Impact Fees, Measure B, SB1 RMRA, Street Improvement Fund, Transient Occupancy Tax, and Vehicle registration fees.
- **Water Improvement:** The Water section includes projects for update to the Master Plan, water conservation program, and the improvement of both potable and reclaimed water infrastructure including wells, reservoirs, pump stations, and pipelines. This section is funded by the City's Water Fund (enterprise fund), system connection fees, and through a Water Bond.
- **Sewer Improvements:** The Sewer Improvement section includes projects for update to the Master Plan, system assessments, and the improvement of the City's sanitary sewer infrastructure including pump station and pipeline. Projects in this section are funded by the Sewer Fund (enterprise fund), connection fees, treatment plant fees, and through a Sewer Bond.
- **Storm Drain Improvements:** The Storm Drain section includes storm drain-related improvement projects for pump stations, pipeline replacements, and system assessment and upgrades. Projects in this section are funded from a combination of the Storm Drain Fund, General Government CIP Funding, grants, and developer contributions.

Capital Project funding accounts are made up of funds that help organize and account for restricted resources. A fund is defined as a fiscal accounting entity with a self-balancing set of accounts (comprised of assets, liabilities, fund equity, revenues, and expenditures), which are segregated for the purpose of carrying out specific activities or

attaining certain objectives in accordance with regulatory requirements. Refer to the CIP document Appendix for funding source definitions.

During the development process for the annual 5-year CIP document, Engineering and Finance staff reviews the life cycle costing principle in planning for Capital Projects. All costs associated with a Capital Project, including operations and maintenance, will be included in the operating budget and the CIP document identifies the impact to the operating budget for each project.

Capital Projects in the CIP document are identified with a Project Number, or as “New” or “Plan”. Projects identified with a Project Number are programmed to receive funding in the first 5 years. Projects identified as “New” are projects that are recommended to be added to the proposed CIP. Once Council approves the proposed project, a Project Number is assigned. Projects identified as “Plan” in the 2nd through the 5th year of the CIP in previous years without an identified funding source per City Council direction or the projects are recurring such as the annual Street Resurfacing project without identified funding are placed in the section titled “Planned Projects Without Funding”. Cost estimates shown in the non-funded year are preliminary and subject to change. Project cost estimates are confirmed when the Project reaches the design phase.

Project Detail Pages

Each Project identified in the first 5-years of the CIP document has a project that includes details such as the year it was added to the CIP document; Council priority; location; managing department; stage and estimated schedule; project description and notes; estimated cost; funding source; and finance and operating impact notes.



Capital Improvement Program Grand Summary

Project Expenses	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Community Improvement	10,919,000	5,379,000	3,969,000	2,429,000	2,354,000	25,050,000
Park Improvement	1,080,000	2,455,000	13,605,000	855,000	855,000	18,850,000
Street Improvement	8,925,962	15,803,400	12,098,400	29,578,400	9,618,400	76,024,562
Water Improvement	5,260,000	11,225,000	6,917,000	9,875,000	15,292,000	48,569,000
Sewer Improvement	9,334,000	29,866,000	11,746,000	19,829,000	3,364,000	74,139,000
Storm Drain Improvement	600,000	0	400,000	0	0	1,000,000
Total	\$36,118,962	\$64,728,400	\$48,735,400	\$62,566,400	\$31,483,400	\$243,632,562

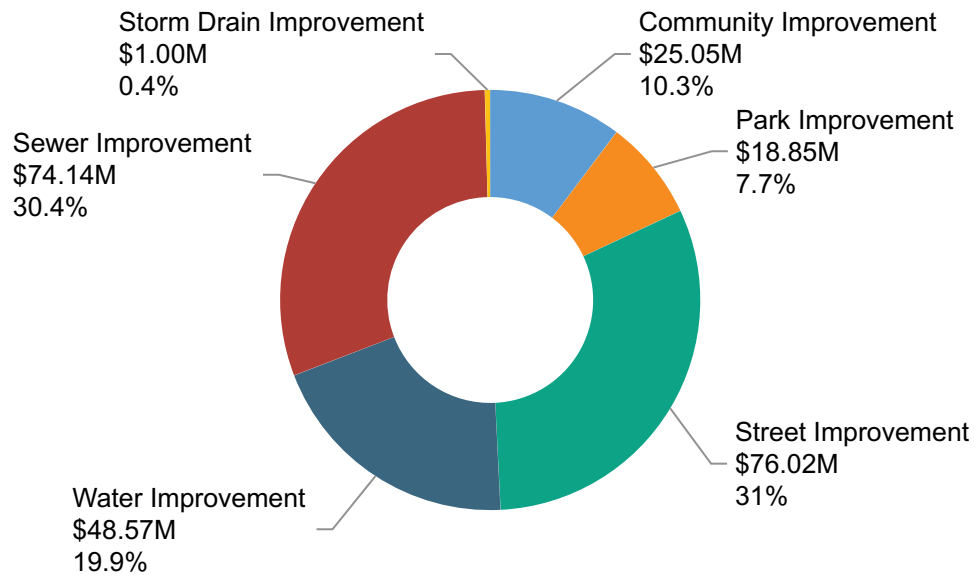
Funding Sources	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Gas Tax Fund	2,730,000	3,095,000	2,690,000	2,220,000	2,060,000	12,795,000
General Fund	2,500,000	0	0	0	0	2,500,000
General Government CIP Fund	4,692,000	0	0	0	0	4,692,000
Information Technology Replacement	1,950,000	0	0	0	0	1,950,000
LLMD	98,400	98,400	98,400	98,400	98,400	492,000
Measure B	2,097,562	1,900,000	1,900,000	1,900,000	1,900,000	9,697,562
Park Fund	280,000	0	0	0	0	280,000
Public Art Fund	50,000	50,000	50,000	50,000	50,000	250,000
SB1 RMRA	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Sewer Fund	325,000	0	0	0	0	325,000
Sewer Infrastructure Fund	7,847,000	10,028,000	11,908,000	19,991,000	3,526,000	53,300,000
Sewer Treatment Fund	1,849,000	0	0	0	0	1,849,000
Storm Drain General Fund	100,000	0	400,000	0	0	500,000
Storm Drain Fund	500,000	0	0	0	0	500,000
Street Improvement Fund	1,020,000	0	0	0	0	1,020,000
TASP Impact Fees	753,000	6,453,000	4,393,000	3,953,000	11,715,000	27,267,000
TDA Article III	80,000	80,000	80,000	80,000	80,000	400,000
Vehicle Registration Fee	500,000	500,000	500,000	500,000	500,000	2,500,000
Water Capital Surcharge	5,442,000	11,207,000	6,899,000	6,057,000	3,712,000	33,317,000
Water Fund	325,000	0	0	0	0	325,000
Water Line Extension Fund	180,000	180,000	180,000	180,000	180,000	900,000
Sub Total	\$35,318,962	\$35,591,400	\$31,098,400	\$37,029,400	\$25,821,400	\$164,859,562

External Financing	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Grants/Reimb./Developer Fees	800,000	0	0	0	0	800,000
Wastewater Revenue Bonds	0	20,000,000	0	0	0	20,000,000
Sub Total	\$800,000	\$20,000,000	\$0	\$0	\$0	\$20,800,000

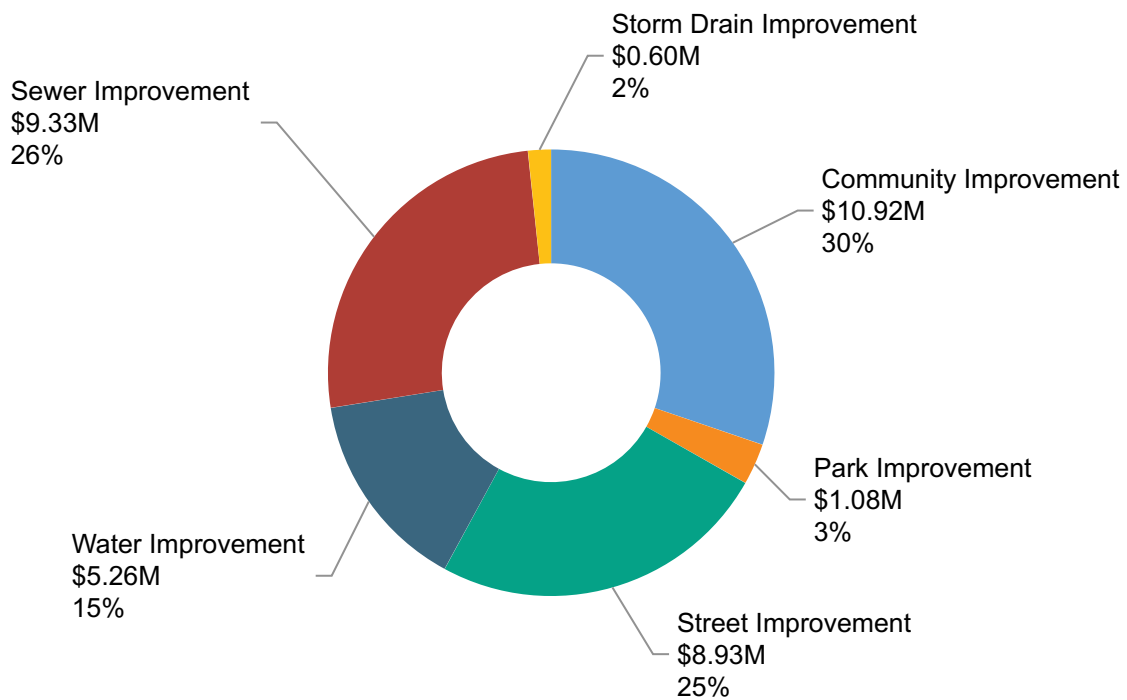
	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
No Funding Source	0	9,137,000	17,637,000	25,537,000	5,662,000	57,973,000
Total	\$36,118,962	\$64,728,400	\$48,735,400	\$62,566,400	\$31,483,400	\$243,632,562

Capital Improvement Program Grand Summary

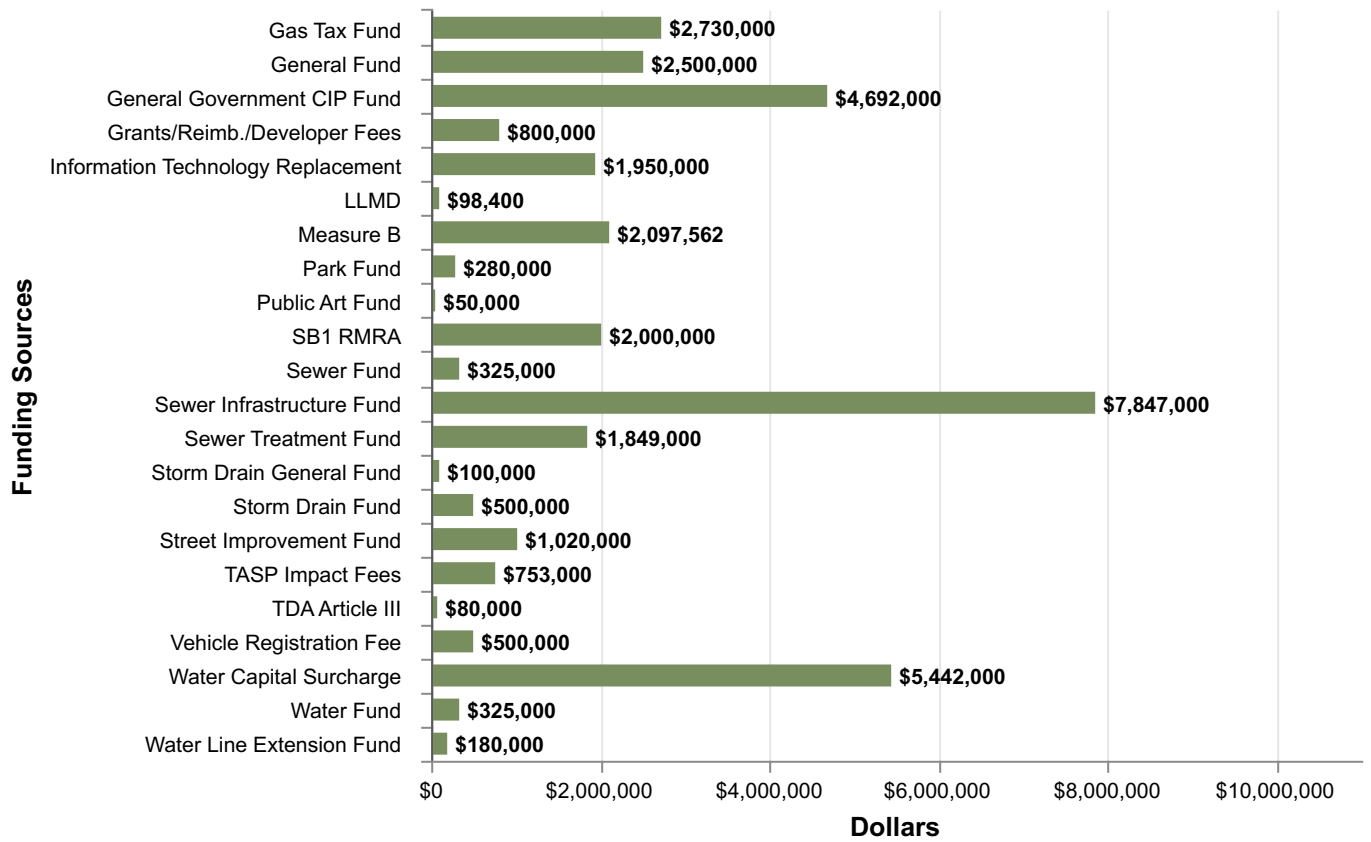
Five-Year Expenditure by Category for 2025-29



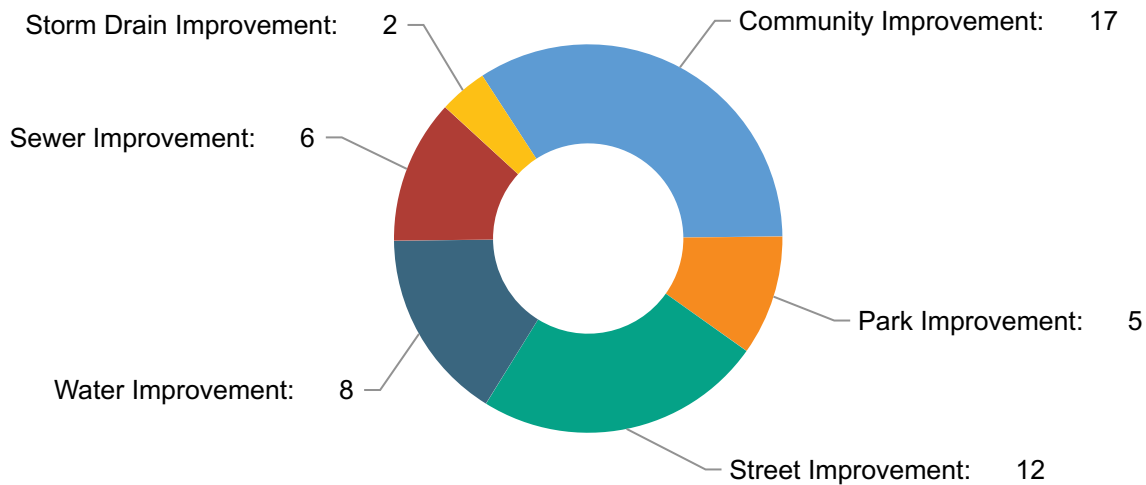
Expenditures by Category for FY 2024-25



Funding Sources for FY 2024-25



Number of Projects Funded by Category for FY 2024-25



Proposed New Projects in 2025-29

Community Improvements

Pg.	No.	Project Name	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
132	New	Milpitas Gateway-Main St. Impact Fee Study and Sense of Place Plan	600,000	0	0	0	0	600,000
134	New	Land Management System Replacement	1,500,000	0	0	0	0	1,500,000
136	New	City Hall Air Handlers Replacement	2,500,000	0	0	0	0	2,500,000
138	New	Community Center Roof Renovation	500,000	2,000,000	0	0	0	2,500,000
140	New	Electronic Records Management System	150,000	200,000	0	0	0	350,000
142	New	City Hall Fountain & Landscape Renovation	250,000	0	0	0	0	250,000
Total			\$5,500,000	\$2,200,000	\$0	\$0	\$0	\$7,700,000

Park Improvements

Pg.	No.	Project Name	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
184	New	Innovation District Parks and Trails Master Plan	200,000	0	0	0	0	200,000
186	New	Sinnott Park Playground Assessment	100,000	0	0	0	0	100,000
Total			\$300,000	\$0	\$0	\$0	\$0	\$300,000

Street Improvements

Pg.	No.	Project Name	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
278	New	Street Resurfacing Project 2028-29	0	0	0	0	4,400,000	4,400,000
280	New	Hammond Way Street Light Project	100,000	400,000	0	0	0	500,000
282	New	Calaveras Road Landslide Repair	500,000	0	0	0	0	500,000
Total			\$600,000	\$400,000	\$0	\$0	\$4,400,000	\$5,400,000

Water Improvements

Pg.	No.	Project Name	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
342	New	Pinewood Well Facility Rehabilitation Project	500,000	1,500,000	0	0	0	2,000,000
344	New	Pressure Reducing Valve Station Relocation Project	465,000	1,580,000	0	0	0	2,045,000
346	New	Sunnyhills Turnout Rehabilitation Project	1,165,000	0	0	0	0	1,165,000
Total			\$2,130,000	\$3,080,000	\$0	\$0	\$0	\$5,210,000

Storm Drain Improvements

Pg.	No.	Project Name	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
396	New	Main Street Flood Study	500,000	0	0	0	0	500,000
Total			\$500,000	\$0	\$0	\$0	\$0	\$500,000

New Projects added to the Capital Improvement Program as approved by the City Council without an identified funding source are listed under the Planned Projects Without Funding tab.



Project Categories with Insufficient or No Funding

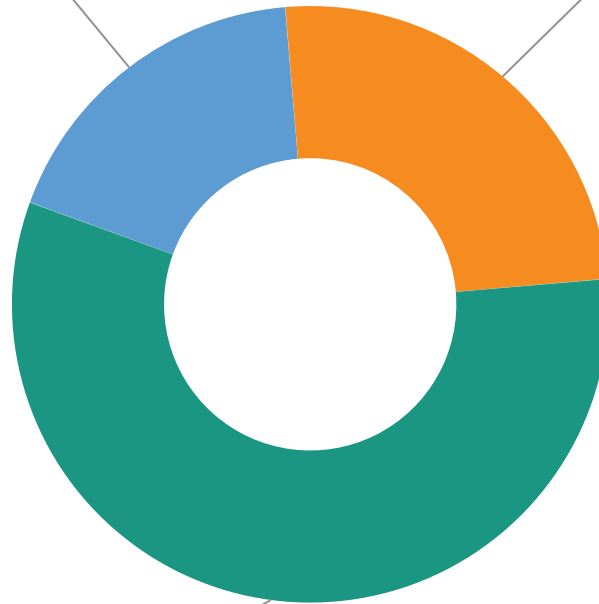
Summary Overview

Project Categories	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Community Improvement	0	4,600,000	2,500,000	1,650,000	1,575,000	10,325,000
Park Improvement	0	2,455,000	10,055,000	855,000	855,000	14,220,000
Street Improvement	0	1,830,000	4,830,000	22,780,000	2,980,000	32,420,000
Water Improvement	0	0	0	0	0	0
Sewer Improvement	0	0	0	0	0	0
Storm Drain Improvement	0	0	0	0	0	0
Total	\$0	\$8,885,000	\$17,385,000	\$25,285,000	\$5,410,000	\$56,965,000

Community Improvement
\$10.33M
18%

Park Improvement
\$14.22M
25%

Street Improvement
\$32.42M
57%



Projects with Insufficient or No Funding

Community Improvement Projects

Pg.	No.	Project Name	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Estimated Cost
58	3403	Fire Station Improvements	0	150,000	150,000	150,000	150,000	600,000
60	3406	City Buildings Improvements	0	500,000	500,000	500,000	500,000	2,000,000
62	3414	City Buildings Exterior Improvements	0	150,000	150,000	150,000	150,000	600,000
68	3422	City Buildings Roof Improvements	0	400,000	1,000,000	150,000	150,000	1,700,000
72	3427	Technology Projects	0	150,000	0	0	0	150,000
96	3462	On-Call Facilities Maintenance & Repair Services	0	300,000	300,000	300,000	300,000	1,200,000
116	3496	GIS Development and Data Collection	0	200,000	200,000	200,000	125,000	725,000
128	3508	Gateway Signage	0	150,000	0	0	0	150,000
130	3716	City Parking Lot Rehabilitation Program	0	400,000	200,000	200,000	200,000	1,000,000
138	New	Community Center Roof Renovation	0	2,000,000	0	0	0	2,000,000
140	New	Electronic Records Management System	0	200,000	0	0	0	200,000
Total Community Improvement Needs			\$0	\$4,600,000	\$2,500,000	\$1,650,000	\$1,575,000	\$10,325,000

Park Improvement Projects

Pg.	No.	Project Name	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Estimated Cost
160	3424	Citywide Park Rehabilitation	0	600,000	600,000	600,000	600,000	2,400,000
162	3463	On-Call Parks and Landscaping Services	0	100,000	100,000	100,000	100,000	400,000
164	3491	Cardoza Park Softball Fields Improvement	0	0	7,000,000	0	0	7,000,000
170	3505	Sport Center Football Bleacher Replacement	0	1,500,000	0	0	0	1,500,000
178	5110	Sandalwood Park Renovation	0	0	2,200,000	0	0	2,200,000
180	5113	Minor Sports Courts Rehabilitation Program	0	155,000	155,000	155,000	155,000	620,000
182	5116	Pickleball Improvements	0	100,000	0	0	0	100,000
Total Park Improvement Needs			\$0	\$2,455,000	\$10,055,000	\$855,000	\$855,000	\$14,220,000

Projects with Insufficient or No Funding

Street Improvement Projects

Pg.	No.	Project Name	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Estimated Cost
208	2018	Montague Ped. Overcrossing at Penitencia	0	0	0	21,500,000	0	21,500,000
216	3425	Main St. Utility Undergrounding	0	500,000	1,500,000	0	0	2,000,000
220	3430	Main St. Street Light Project	0	0	2,400,000	350,000	2,050,000	4,800,000
222	3438	Annual Tree Replacement Program	0	100,000	100,000	100,000	100,000	400,000
226	3449	Park & Street Landscape Irrigation Improvements	0	320,000	320,000	320,000	320,000	1,280,000
234	3468	Median Conversion Project	0	300,000	300,000	300,000	300,000	1,200,000
242	4267	Soundwall and Barrier Improvements	0	210,000	210,000	210,000	210,000	840,000
280	New	Hammond Way Street Light Project	0	400,000	0	0	0	400,000
Total Street Improvement Needs			\$0	\$1,830,000	\$4,830,000	\$22,780,000	\$2,980,000	\$32,420,000



Projects Proposed to be Funded as of July 1, 2024

Community Improvement Projects

Refer to project details on pages 32-50.

Pg.	No.	Project Name	Proposed FY 2024-25 Amount
54	2010	Land/Right-of-Way Value Determination	9,000
60	3406	City Buildings Improvements	1,140,000
72	3427	Technology Projects	100,000
96	3462	On-Call Facilities Maintenance & Repair Services	400,000
102	3466	Financial System Enterprise Resource Planning	1,450,000
104	3467	Human Resources Information System	350,000
112	3489	Public Art Program	50,000
114	3490	Capital Improvement Program Administration	720,000
116	3496	GIS Development and Data Collection	495,000
122	3499	City Building's HVAC System Improvements	355,000
130	3716	City Parking Lot Rehabilitation Program	350,000
132	New	Milpitas Gateway-Main St. Impact Fee Study and Sense of Place Plan	600,000
134	New	Land Management System Replacement	1,500,000
136	New	City Hall Air Handlers Replacement	2,500,000
138	New	Community Center Roof Renovation	500,000
140	New	Electronic Records Management System	150,000
142	New	City Hall Fountain & Landscape Renovation	250,000
Total			\$10,919,000

Funding Source

General Fund	2,500,000
General Government CIP Fund	4,292,000
Grants/Reimb./Developer Fees	600,000
Information Technology Replacement	1,950,000
Public Art Fund	50,000
Sewer Infrastructure Fund	362,000
Sewer Fund	325,000
TASP Impact Fees	153,000
Water Fund	325,000
Water Capital Surcharge	362,000
Total	\$10,919,000

Projects Proposed to be Funded as of July 1, 2024

Park Improvement Projects

Refer to project details on pages 146-151.

Pg.	No.	Project Name	Proposed FY 2024-25 Amount
152	2005	Lower Penitencia Creek Pedestrian Bridge	600,000
160	3424	Citywide Park Rehabilitation	50,000
180	5113	Minor Sports Courts Rehabilitation Program	130,000
184	New	Innovation District Parks and Trails Master Plan	200,000
186	New	Sinnott Park Playground Assessment	100,000
Total			\$1,080,000
Funding Source			
Grants/Reimb./Developer Fees			200,000
Park Fund			280,000
TASP Impact Fees			600,000
Total			\$1,080,000

Street Improvement Projects

Refer to project details on pages 190-200.

Pg.	No.	Project Name	Proposed FY 2024-25 Amount
212	3402	McCarthy Blvd. LLMD 95-1 Improvements	75,000
214	3411	Sinclair LLMD 98-1 Improvements	23,400
216	3425	Main St. Utility Undergrounding	100,000
218	3426	Annual Sidewalk Repair Program	890,000
224	3440	Streetlight, Signage, Traffic Signal Improvements	1,220,000
234	3468	Median Conversion Project	300,000
246	4283	ADA Curb Ramp Transition Program	400,000
248	4288	Traffic Studies & Safety Improvements	420,000
256	4295	Street Pavement Restriping Program	300,000
270	New	Street Resurfacing Project 2024-25	4,597,562
280	New	Hammond Way Street Light Project	100,000
282	New	Calaveras Road Landslide Repair	500,000
Total			\$8,925,962
Funding Source			
Gas Tax Fund			2,730,000
General Government CIP Fund			400,000
LLMD			98,400
Measure B			2,097,562
SB1 RMRA			2,000,000
Street Improvement Fund			1,020,000
TDA Article III			80,000
Vehicle Registration Fee			500,000
Total			\$8,925,962

Projects Proposed to be Funded as of July 1, 2024

Water Improvement Projects

Refer to project details on pages 286-291.

Pg.	No.	Project Name	Proposed FY 2024-25 Amount
300	7076	Well Upgrade Project	1,500,000
304	7110	Hydrant Replacement Program	180,000
306	7112	Reservoir Cleaning Program	600,000
324	7137	On-Call Water Maintenance & Repair Services	350,000
328	7141	Asset Renewal and Replacement Program	500,000
342	New	Pinewood Well Facility Rehabilitation Project	500,000
344	New	Pressure Reducing Valve Station Relocation Project	465,000
346	New	Sunnyhills Turnout Rehabilitation Project	1,165,000
Total			\$5,260,000
Funding Source			
Water Capital Surcharge			5,080,000
Water Line Extension Fund			180,000
Total			\$5,260,000

Sewer Improvement Projects

Refer to project details on pages 350-355.

Pg.	No.	Project Name	Proposed FY 2024-25 Amount
356	6118	SJ/SC Regional Waste Water Facility	6,886,000
360	6124	Sewer Pump Station Rehabilitation Program	925,000
362	6126	Minor Sewer Projects	50,000
368	6134	On-Call Sewer Maintenance & Repair Services	100,000
370	6135	Sanitary Sewer CCTV Inspections & Improvements	433,000
372	6137	Forcemain "A" Project	940,000
Total			\$9,334,000
Funding Source			
Sewer Infrastructure Fund			7,485,000
Sewer Treatment Fund			1,849,000
Total			\$9,334,000

Storm Drain Improvement Projects

Refer to project details on pages 378-383.

Pg.	No.	Project Name	Proposed FY 2024-25 Amount
394	3719	On-Call Storm Maintenance & Repair Services	100,000
396	New	Main Street Flood Study	500,000
Total			\$600,000
Funding Source			
Storm Drain General Fund			100,000
Storm Drain Fund			500,000
Total			\$600,000

Projects Funded in Prior Years

Community Improvement Projects

Pg.	No.	Project Name	Uncommitted Balance as of 1/31/2024	Approved Funding as of 1/31/2024
54	2010	Land/Right-of-Way Value Determination	3,000	37,000
56	2011	Metro Area Police Substation	196,000	310,000
58	3403	Fire Station Improvements	1,023,000	2,250,000
60	3406	City Buildings Improvements	672,000	4,845,000
62	3414	City Buildings Exterior Improvements	360,000	600,000
64	3415	PD Communications	229,000	3,155,000
66	3418	City Std. Details, Guidelines, & Specifications	395,000	400,000
68	3422	City Buildings Roof Improvements	466,000	1,250,000
70	3423	Police Records Management System	112,000	1,099,721
72	3427	Technology Projects	388,000	1,915,000
74	3434	Permitting Technology Improvements	314,000	550,000
76	3435	Finance System Upgrade	71,000	1,250,000
78	3436	ADA Compliance Review	18,000	331,158
80	3437	Milpitas Gateway - Main Street Specific Plan Update	15,000	1,100,000
82	3445	Public Safety/DPW Disaster Plan Update	192,000	250,000
84	3447	Fire Station No. 2 Replacement	1,080,000	14,320,000
86	3452	(Rmb) SCVWD Creek Projects	667,000	2,400,862
88	3453	Climate Action Plan Implementation	200,000	445,000
90	3459	ALPRs and Security Cameras Program	188,000	515,000
92	3460	Comprehensive Zoning Ordinance Update	102,000	1,000,000
94	3461	Fire Stations Security	43,000	200,000
96	3462	On-Call Facilities Maintenance & Repair Services	145,000	1,495,000
98	3464	Mobile Emergency Operations Center	150,000	1,240,000
100	3465	Fire Station No. 1 Modular Building Replacement	986,000	1,000,000
102	3466	Financial System Enterprise Resource Planning	1,514,000	1,850,000
104	3467	Human Resources Information System	769,000	1,100,000
106	3469	Metro Impact Fee Study	0	150,000
108	3487	Citywide LED Lighting Upgrade Project	0	6,872,425
110	3488	Community and Senior Center Energy Resilience Project	687,000	5,107,597
112	3489	Public Art Program	613,000	706,000
114	3490	Capital Improvement Program Administration	803,000	1,825,000
116	3496	GIS Development and Data Collection	264,000	492,000
118	3497	Public Safety Mobile Computer Terminals	410,000	610,000
120	3498	Council Chamber AV System Replacement	56,000	800,000
122	3499	City Building's HVAC System Improvements	0	620,000
124	3503	Historic Resource Master Plan Update	200,000	200,000
126	3506	Watershed Analysis	59,000	180,000
128	3508	Gateway Signage	232,000	250,000
130	3716	City Parking Lot Rehabilitation Program	183,000	490,000
Total			\$13,805,000	\$63,211,763

Projects Funded in Prior Years

Park Improvement Projects

Pg.	No.	Project Name	Uncommitted Balance as of 1/31/2024	Approved Funding as of 1/31/2024
152	2005	Lower Penitencia Creek Pedestrian Bridge	1,202,000	1,825,000
154	2012	(Rmb) Metro Linear Trails	2,770,000	3,270,000
156	2013	(Rmb) Trade Zone/Montague Park - North	1,977,000	3,100,000
158	2023	Metro Tango Subdistrict Park	576,000	600,000
160	3424	Citywide Park Rehabilitation	790,000	2,653,497
162	3463	On-Call Parks and Landscaping Services	295,000	720,000
164	3491	Cardoza Park Softball Fields Improvement	330,000	800,000
166	3500	ARPA Park Rehabilitation – DPW	120,000	1,340,543
168	3501	ARPA Park Rehabilitation – Engineering	2,788,000	3,270,815
170	3505	Sport Center Football Bleacher Replacement	34,000	200,000
172	5055	Alviso Adobe Renovation	232,000	8,359,272
174	5102	Delano Manongs Park	898,000	12,154,820
176	5108	Sports Fields Turf Rehabilitation Program	633,000	776,000
178	5110	Sandalwood Park Renovation	235,000	475,000
180	5113	Minor Sports Courts Rehabilitation Program	336,000	1,070,000
182	5116	Pickleball Improvements	100,000	100,000
Total			\$13,316,000	\$40,714,947

Projects Funded in Prior Years

Street Improvement Projects

Pg.	No.	Project Name	Uncommitted Balance as of 1/31/2024	Approved Funding as of 1/31/2024
202	2001	Light Rail Median Landscaping	2,049,000	5,996,000
204	2008	Montague Pedestrian Overcrossing at Piper Dr.	904,000	8,750,000
206	2016	S. Milpitas Blvd. Vehicle Bridge at Penitencia	3,795,000	6,400,000
208	2018	Montague Ped. Overcrossing at Penitencia	1,174,000	3,500,000
210	2021	Costa Street Plan Line Study	125,000	125,000
212	3402	McCarthy Blvd. LLMD 95-1 Improvements	433,000	1,098,756
214	3411	Sinclair LLMD 98-1 Improvements	98,000	253,225
216	3425	Main St. Utility Undergrounding	35,000	180,613
218	3426	Annual Sidewalk Repair Program	841,000	3,286,840
220	3430	Main St. Street Light Project	35,000	300,000
222	3438	Annual Tree Replacement Program	209,000	544,000
224	3440	Streetlight, Signage, Traffic Signal Improvements	362,000	2,494,432
226	3449	Park & Street Landscape Irrigation Improvements	536,000	806,000
228	3454	Enhanced Crosswalk Striping and Beacons	225,000	603,000
230	3455	Pilot Street Sweeping Program	583,000	700,000
232	3458	Radar Speed Feedback Signage	194,000	400,000
234	3468	Median Conversion Project	268,000	300,000
236	3493	Milpitas SMART	1,600,000	2,955,916
238	4258	Calaveras Blvd. Widening Project	56,000	5,106,960
240	4265	BART Extension Coordination and Planning	105,000	2,480,956
242	4267	Soundwall and Barrier Improvements	436,000	1,388,466
244	4274	I-880 Interchange Right-of-Way Closeout	618,000	727,181
246	4283	ADA Curb Ramp Transition Program	400,000	2,670,801
248	4288	Traffic Studies & Safety Improvements	142,000	200,000
250	4290	City Bridge Improvements	88,000	250,000
252	4293	Citywide Traffic Safety Assessment	3,000	400,000
254	4294	SR237 HOV Lane Improvements	0	300,000
256	4295	Street Pavement Restriping Program	224,000	600,000
258	4297	Citywide Traffic Modeling	0	400,000
260	4299	Bicycle Improvement Project	1,000,000	1,000,000
262	4303	Street Resurfacing Project 2021-22	39,000	4,337,276
264	4304	Street Resurfacing Project 2022-23	2,260,000	4,334,325
266	4305	Street Resurfacing Project 2023-24	3,995,000	4,000,000
268	4306	Bike and Pedestrian Outreach	55,000	129,000
Total			\$22,887,000	\$67,018,747

Projects Funded in Prior Years

Water Improvement Projects

Pg.	No.	Project Name	Uncommitted Balance as of 1/31/2024	Approved Funding as of 1/31/2024
292	2002	2nd SCVWD Water Reservoir & Pump Station	197,000	200,000
294	2009	SCVWD Second Water Supply Turnout	99,000	100,000
296	2019	(Rmb) Metro Recycled Water Distribution	0	500,391
298	2020	SCVWD Zone 1 Pressure Red. Valve	100,000	100,000
300	7076	Well Upgrade Project	7,220,000	14,490,000
302	7100	Aging Water System/Seismic Improvements	3,408,000	4,382,781
304	7110	Hydrant Replacement Program	92,000	656,360
306	7112	Reservoir Cleaning Program	109,000	240,000
308	7118	Dempsey Road Water Line Replacement	5,843,000	7,857,772
310	7121	Automated Meter Replacement Program	658,000	14,047,700
312	7125	BART Project - Water Improvements	683,000	2,503,920
314	7126	Water Conservation Program	329,000	1,785,000
316	7127	Water Supervisory Control & Data Acquisition	0	6,516,600
318	7133	Minor Water Projects	2,370,000	3,446,000
320	7135	Water Leak Detection & Condition Assessment Program	334,000	631,474
322	7136	Water Master Plan Update	0	650,000
324	7137	On-Call Water Maintenance & Repair Services	237,000	1,225,000
326	7140	Cross Connection Control Program	750,000	750,000
Total			\$22,429,000	\$60,082,998

Projects Funded in Prior Years

Sewer Improvement Projects

Pg.	No.	Project Name	Uncommitted Balance as of 1/31/2024	Approved Funding as of 1/31/2024
356	6118	SJ/SC Regional Waste Water Facility	6,734,000	93,822,245
358	6121	BART Project - Sewer Improvements	13,000	243,323
360	6124	Sewer Pump Station Rehabilitation Program	709,000	1,127,000
362	6126	Minor Sewer Projects	118,000	263,000
364	6127	Sanitary Supervisory Control & Data Acquisition	0	316,600
366	6130	Main Lift Station Odor Emissions Control	610,000	2,450,000
368	6134	On-Call Sewer Maintenance & Repair Services	31,000	265,000
370	6135	Sanitary Sewer CCTV Inspections & Improvements	524,000	533,000
372	6137	Forcemain "A" Project	2,000,000	2,000,000
Total			\$10,739,000	\$101,020,168

Storm Drain Improvement Projects

Pg.	No.	Project Name	Uncommitted Balance as of 1/31/2024	Approved Funding as of 1/31/2024
384	3709	Dempsey Road Storm Drain Replacement	1,401,000	1,660,000
386	3711	BART Project - Storm Improvements	33,000	33,000
388	3714	Flap Gate Replacement	471,000	500,000
390	3715	Storm Drain System Rehabilitation	1,460,000	2,616,410
392	3718	Storm Supervisory Control & Data Acquisition	0	2,416,590
394	3719	On-Call Storm Maintenance & Repair Services	13,000	145,000
Total			\$3,378,000	\$7,371,000

Projects Proposed to be Closed as of June 30, 2024

Project		Reason to Close
Community Improvement Projects		Reason to Close
3461	Fire Stations Security	Completed
3487	Citywide LED Lighting Upgrade Project	Completed
Park Improvements Projects		Reason to Close
2013	(Rmb) Trade Zone/Montague Park - North	Completed
Street Projects		Reason to Close
2021	Costa Street Plan Line Study	Completed
3454	Enhanced Crosswalk Striping and Beacons	Completed
3458	Radar Speed Feedback Signage	Completed
Water Projects		Reason to Close
7136	Water Master Plan Update	Completed
Storm Drain Projects Projects		
3709	Dempsey Road Storm Drain Replacement	Reallocated



COMMUNITY IMPROVEMENT PROJECTS

2025-29 Summary of Estimated Costs

Pg.	No.	Project Name	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total Cost
54	2010	Land/Right-of-Way Value Determination	37,000	9,000	9,000	9,000	9,000	9,000	82,000
56	2011	Metro Area Police Substation	310,000	0	0	690,000	0	0	1,000,000
58	3403	Fire Station Improvements	2,250,000	0	150,000	150,000	150,000	150,000	2,850,000
60	3406	City Buildings Improvements	4,845,000	1,140,000	500,000	500,000	500,000	500,000	7,985,000
62	3414	City Buildings Exterior Improvements	600,000	0	150,000	150,000	150,000	150,000	1,200,000
64	3415	PD Communications	3,155,000	0	0	0	0	0	3,155,000
66	3418	City Std. Details, Guidelines, & Specifications	400,000	0	0	0	0	0	400,000
68	3422	City Buildings Roof Improvements	1,250,000	0	400,000	1,000,000	150,000	150,000	2,950,000
70	3423	Police Records Management System	1,099,721	0	0	0	0	0	1,099,721
72	3427	Technology Projects	1,915,000	100,000	150,000	0	0	0	2,165,000
74	3434	Permitting Technology Improvements	550,000	0	0	0	0	0	550,000
76	3435	Finance System Upgrade	1,250,000	0	0	0	0	0	1,250,000
78	3436	ADA Compliance Review	331,158	0	0	0	0	0	331,158
80	3437	Milpitas Gateway - Main Street Specific Plan Update	1,100,000	0	0	0	0	0	1,100,000
82	3445	Public Safety/DPW Disaster Plan Update	250,000	0	0	0	0	0	250,000
84	3447	Fire Station No. 2 Replacement	14,320,000	0	0	0	0	0	14,320,000
86	3452	(Rmb) SCVWD Creek Projects	2,400,862	0	0	0	0	0	2,400,862
88	3453	Climate Action Plan Implementation	445,000	0	0	0	0	0	445,000
90	3459	ALPRs and Security Cameras Program	515,000	0	0	0	0	0	515,000
92	3460	Comprehensive Zoning Ordinance Update	1,000,000	0	0	0	0	0	1,000,000
94	3461	Fire Stations Security	200,000	0	0	0	0	0	200,000
96	3462	On-Call Facilities Maintenance & Repair Services	1,495,000	400,000	300,000	300,000	300,000	300,000	3,095,000
98	3464	Mobile Emergency Operations Center	1,240,000	0	0	0	0	0	1,240,000
100	3465	Fire Station No. 1 Modular Building Replacement	1,000,000	0	0	0	0	0	1,000,000
102	3466	Financial System Enterprise Resource Planning	1,850,000	1,450,000	0	0	0	0	3,300,000
104	3467	Human Resources Information System	1,100,000	350,000	0	0	0	0	1,450,000
106	3469	Metro Impact Fee Study	150,000	0	0	0	0	0	150,000
108	3487	Citywide LED Lighting Upgrade Project	6,872,425	0	0	0	0	0	6,872,425
110	3488	Community and Senior Center Energy Resilience Project	5,107,597	0	0	0	0	0	5,107,597
112	3489	Public Art Program	706,000	50,000	50,000	50,000	50,000	50,000	956,000

2025-29 Summary of Estimated Costs

Pg.	No.	Project Name	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total Cost
114	3490	Capital Improvement Program Administration	1,825,000	720,000	720,000	720,000	720,000	720,000	5,425,000
116	3496	GIS Development and Data Collection	492,000	495,000	200,000	200,000	200,000	125,000	1,712,000
118	3497	Public Safety Mobile Computer Terminals	610,000	0	0	0	0	0	610,000
120	3498	Council Chamber AV System Replacement	800,000	0	0	0	0	0	800,000
122	3499	City Building's HVAC System Improvements	620,000	355,000	0	0	0	0	975,000
124	3503	Historic Resource Master Plan Update	200,000	0	0	0	0	0	200,000
126	3506	Watershed Analysis	180,000	0	0	0	0	0	180,000
128	3508	Gateway Signage	250,000	0	150,000	0	0	0	400,000
130	3716	City Parking Lot Rehabilitation Program	490,000	350,000	400,000	200,000	200,000	200,000	1,840,000
132	New	Milpitas Gateway-Main St. Impact Fee Study and Sense of Place Plan	0	600,000	0	0	0	0	600,000
134	New	Land Management System Replacement	0	1,500,000	0	0	0	0	1,500,000
136	New	City Hall Air Handlers Replacement	0	2,500,000	0	0	0	0	2,500,000
138	New	Community Center Roof Renovation	0	500,000	2,000,000	0	0	0	2,500,000
140	New	Electronic Records Management System	0	150,000	200,000	0	0	0	350,000
142	New	City Hall Fountain & Landscape Renovation	0	250,000	0	0	0	0	250,000
Total Cost			\$63,211,763	\$10,919,000	\$5,379,000	\$3,969,000	\$2,429,000	\$2,354,000	\$88,261,763

Funding Summary

General Fund	2,500,000	0	0	0	0
General Government CIP Fund	4,292,000	0	0	0	0
Grants/Reimb./Developer Fees	600,000	0	0	0	0
Information Technology Replacement	1,950,000	0	0	0	0
Public Art Fund	50,000	50,000	50,000	50,000	50,000
Sewer Infrastructure Fund	362,000	162,000	162,000	162,000	162,000
Sewer Fund	325,000	0	0	0	0
TASP Impact Fees	153,000	153,000	843,000	153,000	153,000
Water Fund	325,000	0	0	0	0
Water Capital Surcharge	362,000	162,000	162,000	162,000	162,000
Total Financing Available	10,919,000	527,000	1,217,000	527,000	527,000
No Funding Source	0	4,852,000	2,752,000	1,902,000	1,827,000
Total	\$10,919,000	\$5,379,000	\$3,969,000	\$2,429,000	\$2,354,000

Community Improvement Projects

Summary of Project Funding Sources FY 2024-25

Pg.	No.	Project Name	General Fund	General Government CIP Fund	Grants/Reimb./ Developer Fees
54	2010	Land/Right-of-Way Value Determination	0	0	0
56	2011	Metro Area Police Substation	0	0	0
58	3403	Fire Station Improvements	0	0	0
60	3406	City Buildings Improvements	0	1,140,000	0
62	3414	City Buildings Exterior Improvements	0	0	0
64	3415	PD Communications	0	0	0
66	3418	City Std. Details, Guidelines, & Specifications	0	0	0
68	3422	City Buildings Roof Improvements	0	0	0
70	3423	Police Records Management System	0	0	0
72	3427	Technology Projects	0	0	0
74	3434	Permitting Technology Improvements	0	0	0
76	3435	Finance System Upgrade	0	0	0
78	3436	ADA Compliance Review	0	0	0
80	3437	Milpitas Gateway - Main Street Specific Plan Update	0	0	0
82	3445	Public Safety/DPW Disaster Plan Update	0	0	0
84	3447	Fire Station No. 2 Replacement	0	0	0
86	3452	(Rmb) SCVWD Creek Projects	0	0	0
88	3453	Climate Action Plan Implementation	0	0	0
90	3459	ALPRs and Security Cameras Program	0	0	0
92	3460	Comprehensive Zoning Ordinance Update	0	0	0
94	3461	Fire Stations Security	0	0	0
96	3462	On-Call Facilities Maintenance & Repair Services	0	400,000	0
98	3464	Mobile Emergency Operations Center	0	0	0
100	3465	Fire Station No. 1 Modular Building Replacement	0	0	0
102	3466	Financial System Enterprise Resource Planning	0	950,000	0
104	3467	Human Resources Information System	0	0	0
106	3469	Metro Impact Fee Study	0	0	0
108	3487	Citywide LED Lighting Upgrade Project	0	0	0
110	3488	Community and Senior Center Energy Resilience Project	0	0	0
112	3489	Public Art Program	0	0	0
114	3490	Capital Improvement Program Administration	0	252,000	0
116	3496	GIS Development and Data Collection	0	95,000	0
118	3497	Public Safety Mobile Computer Terminals	0	0	0
120	3498	Council Chamber AV System Replacement	0	0	0
122	3499	City Building's HVAC System Improvements	0	355,000	0
124	3503	Historic Resource Master Plan Update	0	0	0

Community Improvement Projects

Summary of Project Funding Sources FY 2024-25

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Community Improvement Projects

Summary of Project Funding Sources FY 2024-25

Pg.	No.	Project Name	General Fund	General Government CIP Fund	Grants/Reimb./ Developer Fees
126	3506	Watershed Analysis	0	0	0
128	3508	Gateway Signage	0	0	0
130	3716	City Parking Lot Rehabilitation Program	0	350,000	0
132	New	Milpitas Gateway-Main St. Impact Fee Study and Sense of Place Plan	0	0	600,000
134	New	Land Management System Replacement	0	0	0
136	New	City Hall Air Handlers Replacement	2,500,000	0	0
138	New	Community Center Roof Renovation	0	500,000	0
140	New	Electronic Records Management System	0	0	0
142	New	City Hall Fountain & Landscape Renovation	0	250,000	0
Subtotal by Funding Source			2,500,000	4,292,000	600,000
Total			\$10,919,000		

Community Improvement Projects

Summary of Project Funding Sources FY 2024-25

Information Technology Replacement	Public Art Fund	Sewer Infrastructure Fund	Sewer Fund	TASP Impact Fees	Water Fund	Water Capital Surcharge
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
1,500,000	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
150,000	0	0	0	0	0	0
0	0	0	0	0	0	0
1,950,000	50,000	362,000	325,000	153,000	325,000	362,000

Summary of Project Funding Sources FY 2025-26

Pg.	No.	Project Name	General Government CIP Fund	Public Art Fund
54	2010	Land/Right-of-Way Value Determination	0	0
56	2011	Metro Area Police Substation	0	0
58	3403	Fire Station Improvements	0	0
60	3406	City Buildings Improvements	0	0
62	3414	City Buildings Exterior Improvements	0	0
64	3415	PD Communications	0	0
66	3418	City Std. Details, Guidelines, & Specifications	0	0
68	3422	City Buildings Roof Improvements	0	0
70	3423	Police Records Management System	0	0
72	3427	Technology Projects	0	0
74	3434	Permitting Technology Improvements	0	0
76	3435	Finance System Upgrade	0	0
78	3436	ADA Compliance Review	0	0
80	3437	Milpitas Gateway - Main Street Specific Plan Update	0	0
82	3445	Public Safety/DPW Disaster Plan Update	0	0
84	3447	Fire Station No. 2 Replacement	0	0
86	3452	(Rmb) SCVWD Creek Projects	0	0
88	3453	Climate Action Plan Implementation	0	0
90	3459	ALPRs and Security Cameras Program	0	0
92	3460	Comprehensive Zoning Ordinance Update	0	0
94	3461	Fire Stations Security	0	0
96	3462	On-Call Facilities Maintenance & Repair Services	0	0
98	3464	Mobile Emergency Operations Center	0	0
100	3465	Fire Station No. 1 Modular Building Replacement	0	0
102	3466	Financial System Enterprise Resource Planning	0	0
104	3467	Human Resources Information System	0	0
106	3469	Metro Impact Fee Study	0	0
108	3487	Citywide LED Lighting Upgrade Project	0	0
110	3488	Community and Senior Center Energy Resilience Project	0	0
112	3489	Public Art Program	0	50,000
114	3490	Capital Improvement Program Administration	0	0
116	3496	GIS Development and Data Collection	0	0
118	3497	Public Safety Mobile Computer Terminals	0	0
120	3498	Council Chamber AV System Replacement	0	0
122	3499	City Building's HVAC System Improvements	0	0
124	3503	Historic Resource Master Plan Update	0	0

Community Improvement Projects

Summary of Project Funding Sources FY 2025-26

[illegible]

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Community Improvement Projects

Summary of Project Funding Sources FY 2025-26

Pg.	No.	Project Name	General Government CIP Fund	Public Art Fund
126	3506	Watershed Analysis	0	0
128	3508	Gateway Signage	0	0
130	3716	City Parking Lot Rehabilitation Program	0	0
132	New	Milpitas Gateway-Main St. Impact Fee Study and Sense of Place Plan	0	0
134	New	Land Management System Replacement	0	0
136	New	City Hall Air Handlers Replacement	0	0
138	New	Community Center Roof Renovation	0	0
140	New	Electronic Records Management System	0	0
142	New	City Hall Fountain & Landscape Renovation	0	0
Subtotal by Funding Source			0	50,000
Total			\$5,379,000	

Community Improvement Projects

Summary of Project Funding Sources FY 2025-26

Sewer Infrastructure Fund	TASP Impact Fees	Water Capital Surcharge	No Funding Source
0	0	0	0
0	0	0	150,000
0	0	0	400,000
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	2,000,000
0	0	0	200,000
0	0	0	0
162,000	153,000	162,000	4,852,000



Community Improvement Projects

Summary of Project Funding Sources FY 2026-27

Pg.	No.	Project Name	General Government CIP Fund	Public Art Fund
54	2010	Land/Right-of-Way Value Determination	0	0
56	2011	Metro Area Police Substation	0	0
58	3403	Fire Station Improvements	0	0
60	3406	City Buildings Improvements	0	0
62	3414	City Buildings Exterior Improvements	0	0
64	3415	PD Communications	0	0
66	3418	City Std. Details, Guidelines, & Specifications	0	0
68	3422	City Buildings Roof Improvements	0	0
70	3423	Police Records Management System	0	0
72	3427	Technology Projects	0	0
74	3434	Permitting Technology Improvements	0	0
76	3435	Finance System Upgrade	0	0
78	3436	ADA Compliance Review	0	0
80	3437	Milpitas Gateway - Main Street Specific Plan Update	0	0
82	3445	Public Safety/DPW Disaster Plan Update	0	0
84	3447	Fire Station No. 2 Replacement	0	0
86	3452	(Rmb) SCVWD Creek Projects	0	0
88	3453	Climate Action Plan Implementation	0	0
90	3459	ALPRs and Security Cameras Program	0	0
92	3460	Comprehensive Zoning Ordinance Update	0	0
94	3461	Fire Stations Security	0	0
96	3462	On-Call Facilities Maintenance & Repair Services	0	0
98	3464	Mobile Emergency Operations Center	0	0
100	3465	Fire Station No. 1 Modular Building Replacement	0	0
102	3466	Financial System Enterprise Resource Planning	0	0
104	3467	Human Resources Information System	0	0
106	3469	Metro Impact Fee Study	0	0
108	3487	Citywide LED Lighting Upgrade Project	0	0
110	3488	Community and Senior Center Energy Resilience Project	0	0
112	3489	Public Art Program	0	50,000
114	3490	Capital Improvement Program Administration	0	0
116	3496	GIS Development and Data Collection	0	0
118	3497	Public Safety Mobile Computer Terminals	0	0
120	3498	Council Chamber AV System Replacement	0	0
122	3499	City Building's HVAC System Improvements	0	0
124	3503	Historic Resource Master Plan Update	0	0

Community Improvement Projects

Sewer Infrastructure Fund	TASP Impact Fees	Water Capital Surcharge	No Funding Source
0	9,000	0	0
0	690,000	0	0
0	0	0	150,000
0	0	0	500,000
0	0	0	150,000
0	0	0	0
0	0	0	0
0	0	0	1,000,000
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	300,000
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
162,000	144,000	162,000	252,000
0	0	0	200,000
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

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Community Improvement Projects

Summary of Project Funding Sources FY 2026-27

Pg.	No.	Project Name	General Government CIP Fund	Public Art Fund
126	3506	Watershed Analysis	0	0
128	3508	Gateway Signage	0	0
130	3716	City Parking Lot Rehabilitation Program	0	0
132	New	Milpitas Gateway-Main St. Impact Fee Study and Sense of Place Plan	0	0
134	New	Land Management System Replacement	0	0
136	New	City Hall Air Handlers Replacement	0	0
138	New	Community Center Roof Renovation	0	0
140	New	Electronic Records Management System	0	0
142	New	City Hall Fountain & Landscape Renovation	0	0
Subtotal by Funding Source			0	50,000
Total			\$3,969,000	

Summary of Project Funding Sources FY 2026-27

Sewer Infrastructure Fund	TASP Impact Fees	Water Capital Surcharge	No Funding Source
0	0	0	0
0	0	0	0
0	0	0	200,000
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
162,000	843,000	162,000	2,752,000



Summary of Project Funding Sources FY 2027-28

Pg.	No.	Project Name	General Government CIP Fund	Public Art Fund
54	2010	Land/Right-of-Way Value Determination	0	0
56	2011	Metro Area Police Substation	0	0
58	3403	Fire Station Improvements	0	0
60	3406	City Buildings Improvements	0	0
62	3414	City Buildings Exterior Improvements	0	0
64	3415	PD Communications	0	0
66	3418	City Std. Details, Guidelines, & Specifications	0	0
68	3422	City Buildings Roof Improvements	0	0
70	3423	Police Records Management System	0	0
72	3427	Technology Projects	0	0
74	3434	Permitting Technology Improvements	0	0
76	3435	Finance System Upgrade	0	0
78	3436	ADA Compliance Review	0	0
80	3437	Milpitas Gateway - Main Street Specific Plan Update	0	0
82	3445	Public Safety/DPW Disaster Plan Update	0	0
84	3447	Fire Station No. 2 Replacement	0	0
86	3452	(Rmb) SCVWD Creek Projects	0	0
88	3453	Climate Action Plan Implementation	0	0
90	3459	ALPRs and Security Cameras Program	0	0
92	3460	Comprehensive Zoning Ordinance Update	0	0
94	3461	Fire Stations Security	0	0
96	3462	On-Call Facilities Maintenance & Repair Services	0	0
98	3464	Mobile Emergency Operations Center	0	0
100	3465	Fire Station No. 1 Modular Building Replacement	0	0
102	3466	Financial System Enterprise Resource Planning	0	0
104	3467	Human Resources Information System	0	0
106	3469	Metro Impact Fee Study	0	0
108	3487	Citywide LED Lighting Upgrade Project	0	0
110	3488	Community and Senior Center Energy Resilience Project	0	0
112	3489	Public Art Program	0	50,000
114	3490	Capital Improvement Program Administration	0	0
116	3496	GIS Development and Data Collection	0	0
118	3497	Public Safety Mobile Computer Terminals	0	0
120	3498	Council Chamber AV System Replacement	0	0
122	3499	City Building's HVAC System Improvements	0	0
124	3503	Historic Resource Master Plan Update	0	0

Community Improvement Projects

Summary of Project Funding Sources FY 2027-28

[illegible]

Community Improvement Projects

Summary of Project Funding Sources FY 2027-28

Pg.	No.	Project Name	General Government CIP Fund	Public Art Fund
126	3506	Watershed Analysis	0	0
128	3508	Gateway Signage	0	0
130	3716	City Parking Lot Rehabilitation Program	0	0
132	New	Milpitas Gateway-Main St. Impact Fee Study and Sense of Place Plan	0	0
134	New	Land Management System Replacement	0	0
136	New	City Hall Air Handlers Replacement	0	0
138	New	Community Center Roof Renovation	0	0
140	New	Electronic Records Management System	0	0
142	New	City Hall Fountain & Landscape Renovation	0	0
Subtotal by Funding Source			0	50,000
Total			\$2,429,000	

Community Improvement Projects

Summary of Project Funding Sources FY 2027-28

Sewer Infrastructure Fund	TASP Impact Fees	Water Capital Surcharge	No Funding Source
0	0	0	0
0	0	0	0
0	0	0	200,000
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
162,000	153,000	162,000	1,902,000



Community Improvement Projects

Summary of Project Funding Sources FY 2028-29

Pg.	No.	Project Name	General Government CIP Fund	Public Art Fund
54	2010	Land/Right-of-Way Value Determination	0	0
56	2011	Metro Area Police Substation	0	0
58	3403	Fire Station Improvements	0	0
60	3406	City Buildings Improvements	0	0
62	3414	City Buildings Exterior Improvements	0	0
64	3415	PD Communications	0	0
66	3418	City Std. Details, Guidelines, & Specifications	0	0
68	3422	City Buildings Roof Improvements	0	0
70	3423	Police Records Management System	0	0
72	3427	Technology Projects	0	0
74	3434	Permitting Technology Improvements	0	0
76	3435	Finance System Upgrade	0	0
78	3436	ADA Compliance Review	0	0
80	3437	Milpitas Gateway - Main Street Specific Plan Update	0	0
82	3445	Public Safety/DPW Disaster Plan Update	0	0
84	3447	Fire Station No. 2 Replacement	0	0
86	3452	(Rmb) SCVWD Creek Projects	0	0
88	3453	Climate Action Plan Implementation	0	0
90	3459	ALPRs and Security Cameras Program	0	0
92	3460	Comprehensive Zoning Ordinance Update	0	0
94	3461	Fire Stations Security	0	0
96	3462	On-Call Facilities Maintenance & Repair Services	0	0
98	3464	Mobile Emergency Operations Center	0	0
100	3465	Fire Station No. 1 Modular Building Replacement	0	0
102	3466	Financial System Enterprise Resource Planning	0	0
104	3467	Human Resources Information System	0	0
106	3469	Metro Impact Fee Study	0	0
108	3487	Citywide LED Lighting Upgrade Project	0	0
110	3488	Community and Senior Center Energy Resilience Project	0	0
112	3489	Public Art Program	0	50,000
114	3490	Capital Improvement Program Administration	0	0
116	3496	GIS Development and Data Collection	0	0
118	3497	Public Safety Mobile Computer Terminals	0	0
120	3498	Council Chamber AV System Replacement	0	0
122	3499	City Building's HVAC System Improvements	0	0
124	3503	Historic Resource Master Plan Update	0	0

Community Improvement Projects

Summary of Project Funding Sources FY 2028-29

[illegible]

Community Improvement Projects

Summary of Project Funding Sources FY 2028-29

Pg.	No.	Project Name	General Government CIP Fund	Public Art Fund
126	3506	Watershed Analysis	0	0
128	3508	Gateway Signage	0	0
130	3716	City Parking Lot Rehabilitation Program	0	0
132	New	Milpitas Gateway-Main St. Impact Fee Study and Sense of Place Plan	0	0
134	New	Land Management System Replacement	0	0
136	New	City Hall Air Handlers Replacement	0	0
138	New	Community Center Roof Renovation	0	0
140	New	Electronic Records Management System	0	0
142	New	City Hall Fountain & Landscape Renovation	0	0
		Subtotal by Funding Source	0	50,000
Total			\$2,354,000	

Community Improvement Projects

Summary of Project Funding Sources FY 2028-29

Sewer Infrastructure Fund	TASP Impact Fees	Water Capital Surcharge	No Funding Source
0	0	0	0
0	0	0	0
0	0	0	200,000
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
162,000	153,000	162,000	1,827,000



Land/Right-of-Way Value Determination



Category:	Community Improvement
City Council Priority:	Economic Development and Growth
Project Location:	Milpitas Metro Specific Plan
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Evaluation
Estimated Schedule	
Design:	Spring 2024
Construction:	—
Recurring Project:	Yes

Description

This project provides for the annual evaluation and determination of land and right-of-way fair market values within the City for the purpose of updating development fee calculations such as the park-in-lieu fee.

Notes

Fair market land values are evaluated annually as recommended in Section 1 of the 2014 Transit Area Development Impact Fee Update. Evaluation is typically completed annually by June. (TASP ID #45)

Uncommitted Balance
as of 1/31/2024Council
Approval

\$3,000

7/1/2019

Land/Right-of-Way Value Determination

Project No. 2010

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	32,000	9,000	9,000	9,000	9,000	9,000	77,000
Administration	5,000	0	0	0	0	0	5,000
TOTAL	\$37,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$82,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
TASP Impact Fees	37,000	9,000	9,000	9,000	9,000	9,000	82,000
TOTAL	\$37,000	\$9,000	\$9,000	\$9,000	\$9,000	\$9,000	\$82,000

Finance Notes**Operating Impact Notes**

There are no operating or maintenance expenses associated with this project.

Metro Area Police Substation



Category:	Community Improvement
City Council Priority:	Public Safety
Project Location:	Milpitas Metro Specific Plan
Managing Department:	Police/Engineering
Contact Person:	Michael Silveira [3303]/ Frank Morales [2521]
Project Stage:	Assessment
Estimated Schedule	
Design:	TBD
Construction:	TBD
Recurring Project:	No

Description

This project provides for tenant improvements and equipment to construct a new police substation within the Milpitas Gateway - Main Street and Metro Specific Plan areas. The substation will maintain police response times and presence due to anticipated traffic congestion and increased volume of calls from the residents of Metro developments, entertainment zone, and the Milpitas Transit Station.

Notes

Police Department is continuing to evaluate potential locations within the Milpitas Gateway - Main Street and Metro Specific Plan areas. The estimated project budget is based on tenant improvements for a 1,500 sq.ft. commercial space and will be adjusted once the location is determined. In FY23-24, Engineering completed a feasibility study of converting the building(s) to a PD station, indoor vehicle evidence storage, and emergency operation center on City-owned parcels at 1452-1488 Main Street. Staff provided information to City Council on 8/15/2023. (Not in TADIF)

Metro Area Police Substation

Project No. 2011

Uncommitted Balance as of 1/31/2024	Council Approval
\$196,000	7/1/2019

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	300,000	0	0	0	0	0	300,000
Administration	10,000	0	0	90,000	0	0	100,000
Improvements	0	0	0	600,000	0	0	600,000
TOTAL	\$310,000	\$0	\$0	\$690,000	\$0	\$0	\$1,000,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
TASP Impact Fees	310,000	0	0	690,000	0	0	1,000,000
TOTAL	\$310,000	\$0	\$0	\$690,000	\$0	\$0	\$1,000,000

Finance Notes**Operating Impact Notes**

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Fire Station Improvements



Category: Community Improvement

City Council Priority: Public Safety

Project Location: Fire Stations

Managing Department: Public Works - Operations

Contact Person: Christian Di Renzo [2602]/
Samu Tiumalu [2648]

Project Stage: Construction

Estimated Schedule

Design: Ongoing

Construction: Ongoing

Recurring Project: Yes

Description

This project provides for the assessment, design, and construction of minor improvements at all Fire Stations, including the Training Tower at Fire Station 1. Work may include renovation, repairs, or replacement of apparatus bays, electrical, mechanical, and plumbing systems, equipment, emergency power generator systems, flooring, furnishings, kitchen, interior and exterior painting, living quarters, parking lot, restroom and shower facilities, roofing, signage, security systems, sprinkler system, watch room, and other building and site related improvements. All work will be performed on a priority and funding availability basis.

Notes

In FY2022-23, Public Works completed the living quarters and concrete repairs at training tower at Fire Station 1, and design of the restroom improvements and living quarters at Fire Station 4. Workplan in FY2023-24 is to improve the operations of the overhead door operators in the apparatus bays at Fire Stations 1, 3, and 4, design of the living quarters at Fire Station 3, and continue upgrades and repairs to the training tower at Fire Station 1. Workplan in FY2024-25 is to construct the restroom improvements at Fire Station 4, living quarters at Fire Stations 3 and 4, and install the "No Smoke" units on the new apparatus vehicles. This project is only partially funded.

Fire Station Improvements

Project No. 3403

Uncommitted Balance as of 1/31/2024	Council Approval
\$1,023,000	7/1/2011

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	165,000	0	25,000	25,000	25,000	25,000	265,000
Administration	100,000	0	0	0	0	0	100,000
Inspection	85,000	0	0	0	0	0	85,000
Improvements	1,900,000	0	125,000	125,000	125,000	125,000	2,400,000
TOTAL	\$2,250,000	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$2,850,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	1,550,000	0	0	0	0	0	1,550,000
Transient Occupancy Tax (TOT)	700,000	0	0	0	0	0	700,000
No Funding Source	0	0	150,000	150,000	150,000	150,000	600,000
TOTAL	\$2,250,000	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$2,850,000

Finance Notes

City Council 6/4/2020 - \$520k in prior years funding from the General Government CIP Fund was defunded to address the projected shortfalls in the General Fund.

City Council 2/21/2024 - Mid-Year Budget Appropriation of \$400k from General Government CIP Fund in prior years was defunded for other projects.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

City Buildings Improvements

PROJECT NO.

3406



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	City Facilities
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiumalu [2648]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for the assessment, design, and construction of improvements at City facilities, including Public Works/Police/IT, Senior Center, Community Center, City Hall, Library and its parking garage, and Sports Center. Work may include renovation, repairs, or replacement of electrical, mechanical, and plumbing systems, pool equipment and systems, equipment, emergency power generator systems, flooring, furnishings, fountain, kitchen, interior and exterior painting, restroom and shower facilities, signage, security systems, sprinkler system, workspaces, and other building and site related improvements. Work will be completed on a priority and funding availability basis.

Notes

In FY2023-24, Public Works completed the emergency repairs of the HVAC system at City Hall and Public Works/Information Technology/Police Department building; replacement of the desk tabletops and fire alarm panel at City Hall, and sand filters and AC unit #4 at the Sports Center; resurfacing of the dance studio (Dance Studio #1 and #2) floors at the Sports Center and the auditorium floor at the Senior Center; and design of the boiler replacement at Public Works/Police Department & Sports Center and the locker rooms at the Police Department. Workplan in FY2023-24 & FY2024-25 is to continue replacement of the fire alarm panels at various facilities; repair the auditorium floor, replace the storefront door and install a door badge system at the Community Center; install sound acoustic panels at Sal Cracolice building; design the reconfiguration of the HR office; and replace the automated gate operators, lockers and high security storage cabinets in the evidence room, and reconfigure the report writing room in the Police Department.

Funding request in FY2024-25 is for the assessment to replace the alarm system (ADEMCO unit) citywide and upgrade security measures at the Police Department and Fire facilities; office reconfiguration at City Hall; replacement of the pool fence at the Sports Center and fuel dispenser at Public Works' yard; and construction of the locker room at the Police Department. Planned funding request in FY2025-26 is for the rekeying of all City Facilities; implementation of the risk assessment; and replacement of shelving and freezer in the evidence storage room and improvements to entry processing workspace in the Police Department. This project is only partially funded.

City Buildings Improvements

Project No. 3406

Uncommitted Balance as of 1/31/2024	Council Approval
\$672,000	7/1/2007

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	170,000	100,000	0	0	0	0	270,000
Administration	65,000	0	0	0	0	0	65,000
Inspection	60,000	0	0	0	0	0	60,000
Improvements	4,150,000	1,040,000	500,000	500,000	500,000	500,000	7,190,000
Equipment	400,000	0	0	0	0	0	400,000
TOTAL	\$4,845,000	\$1,140,000	\$500,000	\$500,000	\$500,000	\$500,000	\$7,985,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	4,695,000	1,140,000	0	0	0	0	5,835,000
Transient Occupancy Tax (TOT)	150,000	0	0	0	0	0	150,000
No Funding Source	0	0	500,000	500,000	500,000	500,000	2,000,000
TOTAL	\$4,845,000	\$1,140,000	\$500,000	\$500,000	\$500,000	\$500,000	\$7,985,000

Finance Notes

City Council 11/17/2020 - Budget Appropriation of \$670k in prior years funding from General Government CIP Fund was defunded for Facilities Water Features, Project No. 3486.

City Council 9/15/2020 - Budget Amendment returning of \$40k from contract to the General Government CIP Fund.

City Council 2/20/2024 - Mid-Year Budget Amendment of \$445k from General Government CIP Fund.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

City Buildings Exterior Improvements



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	City Facilities
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiimalu [2648]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for the exterior painting and repairs of City buildings including Public Works/Police, Senior Center, Community Center, City Hall, Library and its parking garage, and Sports Center. Buildings should be painted or sealed approximately every 10 to 15 years to maintain the appearance and prevent damage caused by moisture infiltration.

Notes

Workplan in FY2024-25 is to paint and waterproof the exterior of the Sports Center after the completion of the roof repairs. Planned funding request in FY2025-26 is for the exterior painting of the Public Works Corporation Yard/Fleet buildings.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$360,000

7/1/2014

City Buildings Exterior Improvements

Project No. 3414

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	50,000	0	0	0	0	0	50,000
Administration	50,000	0	0	0	0	0	50,000
Improvements	500,000	0	150,000	150,000	150,000	150,000	1,100,000
TOTAL	\$600,000	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$1,200,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	600,000	0	0	0	0	0	600,000
No Funding Source	0	0	150,000	150,000	150,000	150,000	600,000
TOTAL	\$600,000	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$1,200,000

Finance Notes

City Council 6/4/2020 - \$300K in prior years funding from the General Government CIP Fund was defunded to address the projected shortfalls in the General Fund.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

PD Communications



Category: Community Improvement

City Council Priority: Public Safety

Project Location: Fire Stations, Police/Public Works Facility

Managing Department: Police

Contact Person: Steve Fox [2525]/
Lisa Beaulieu [2434]

Project Stage: Project Closeout

Estimated Schedule

Design: Completed

Construction: Completed

Recurring Project: No

Description

The project provides for the design and implementation of a public safety radio and data communications network to improve emergency services for Fire, Police, and Public Works departments. Per Federal Communications Commission (FCC) mandate, Santa Clara County and the Cities Managers Association agreed to jointly fund a countywide program for radio interoperability in 2001.

Notes

City Council approved a cooperative purchase and installation of Motorola Solutions dispatch consoles equipment, APX subscriber equipment, and matching Locution Systems Fire Station Alerting System in 2018. The installation of the communication equipment was completed in 2020. Removal and replacement of existing equipment from City and County locations are to be completed by spring 2024.

PD Communications

Project No. 3415

Uncommitted Balance as of 1/31/2024	Council Approval
\$229,000	7/1/2015

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	48,000	0	0	0	0	0	48,000
Improvements	3,107,000	0	0	0	0	0	3,107,000
TOTAL	\$3,155,000	\$0	\$0	\$0	\$0	\$0	\$3,155,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	3,155,000	0	0	0	0	0	3,155,000
TOTAL	\$3,155,000	\$0	\$0	\$0	\$0	\$0	\$3,155,000

Finance Notes

City Council 12/4/2018 - Approved purchase of PD communication equipment including fire station alert system for \$2,350,591.

City Council 6/4/2020 - \$1.3M in prior years funding from the General Government CIP Fund was defunded to address the projected shortfalls in the General Fund.

Operating Impact

Fund	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
General Fund	19,070	19,070	0	0	0

Operating Impact Notes

The operating cost for the PD's NICE Logger is between \$17,449 to \$19,067 annually from FY2022-23 to FY2025-26. The cost of the NICE Logger system software maintenance will be incurred by the Police Department operating budget.

City Std. Details, Guidelines, & Specifications

CITY OF MILPITAS
Engineering Division

The seal of the City of Milpitas, California, established January 25, 1934. It features a circular design with a yellow border containing the text "CITY OF MILPITAS" at the top and "CALIFORNIA" at the bottom. The center depicts a person on a bicycle riding through a green field under a blue sky with a sun.

Standard Drawings
Council Approved June 15, 2010

Greg Armendariz, Public Works Director / City Engineer

Engineering Division
Land Development Section

The seal of the City of Milpitas, California, established January 25, 1934. It features a circular design with a yellow border containing the text "CITY OF MILPITAS" at the top and "CALIFORNIA" at the bottom. The center depicts a person on a bicycle riding through a green field under a blue sky with a sun.

July 15, 2010

**Engineering Plans and Map
Procedures and Guidelines**

Greg Armendariz, P.E., Public Works Director/City Engineer
Fernando G. Bravo, P.E., Principal Civil Engineer/Land Development Section

Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	Engineering Department
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Michael Silveira [3303]
Project Stage:	Planning
Estimated Schedule	
Design:	2026-2027
Construction:	—
Recurring Project:	No

Description

This project provides for an update to the City's Engineering Standard Details, Guidelines, and Specifications. The Engineering guidelines specifies design criteria and specifications in preparing plans for construction of public improvements and infrastructure within the City right-of-way.

Notes

The update is anticipated to start in FY2026-27.

Uncommitted Balance
as of 1/31/2024Council
Approval

City Std. Details, Guidelines, & Specifications

Project No. 3418

\$395,000

7/1/2016

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	350,000	0	0	0	0	0	350,000
Administration	30,000	0	0	0	0	0	30,000
Inspection	20,000	0	0	0	0	0	20,000
TOTAL	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Permit Automation Fund	400,000	0	0	0	0	0	400,000
TOTAL	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000

Finance Notes

Operating Impact Notes

There are no operating or maintenance expenses associated with this project.

City Buildings Roof Improvements



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	City Facilities
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiimalu [2648]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for renovation, replacement, and repairs of the roofs at City buildings including Public Works, Police, Senior Center, Community Center, City Hall, Library, Sports Center, and restrooms at parks. The service life of a typical building roof is approximately 20 years.

Notes

On 11/14/2023, City Council awarded a construction contract for the roof repairs at the Sports Center building. Workplan in FY2023-24 is to begin the assessment of the roof replacement at the Community Center building and replace the metal roof at the Library. Planned funding request in FY2025-26 and FY2026-27 is for the design and rehabilitation of the roof at the Public Works/Information Technology/Police Department building and roof repairs at Fire Station 4. This project is only partially funded.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$466,000

7/1/2015

City Buildings Roof Improvements

Project No. 3422

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	150,000	0	200,000	0	0	0	350,000
Administration	45,000	0	0	0	0	0	45,000
Inspection	45,000	0	0	0	0	0	45,000
Improvements	1,010,000	0	200,000	1,000,000	150,000	150,000	2,510,000
TOTAL	\$1,250,000	\$0	\$400,000	\$1,000,000	\$150,000	\$150,000	\$2,950,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	1,250,000	0	0	0	0	0	1,250,000
No Funding Source	0	0	400,000	1,000,000	150,000	150,000	1,700,000
TOTAL	\$1,250,000	\$0	\$400,000	\$1,000,000	\$150,000	\$150,000	\$2,950,000

Finance Notes

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Police Records Management System

PROJECT NO.

3423



Category:	Community Improvement
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City Council Priority:	Public Safety
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Project Location:	Police Department
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Managing Department:	Police
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Contact Person:	Steve Fox [2525]/ Lisa Beaulieu [2434]
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Project Stage:	Project Closeout
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Estimated Schedule	
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Design:	Completed
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Construction:	Completed
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Recurring Project:	No
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Description

This project provides for the replacement of the Police Department's 20-year-old Records Management System (RMS) that has exceeded its useful life. The Police Department is required to maintain a reliable RMS to respond to public information requests, process data for criminal cases, and to meet the California Government Code requirements of preserving information. The existing RMS software by Tiburon is no longer supported by the vendor.

Notes

On 6/15/2021, City Council approved a software license agreement for six years. Implementation of the new RMS system was completed 2023.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$112,000

5/20/2014

Police Records Management System

Project No. 3423

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	750,000	0	0	0	0	0	750,000
Equipment	349,721	0	0	0	0	0	349,721
TOTAL	\$1,099,721	\$0	\$0	\$0	\$0	\$0	\$1,099,721

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Fund	149,721	0	0	0	0	0	149,721
General Government CIP Fund	950,000	0	0	0	0	0	950,000
TOTAL	\$1,099,721	\$0	\$0	\$0	\$0	\$0	\$1,099,721

Finance Notes

City Council 3/3/2020 - Budget Appropriation of \$149,712 from General Fund.

City Council 2/21/2023 - Mid-Year Budget Appropriation of \$500k from General Government CIP Fund in prior years was defunded for other projects.

Operating Impact Notes

The total cost of the agreement over the initial six-year period is \$1,049,956. Year 1 Payment is \$237,576 and Year 2 through Year 6 payment are fixed at \$162,476. Year 1 and Year 2 payments for the total of \$400,052 will be paid from funds available in this CIP. The annual contractual cost for the subsequent 4 years in the amount of \$162,476 will be incorporated in the development of future IT operating budget partially offset through expected maintenance cost savings of the current RMS.

Technology Projects

PROJECT NO.

3427



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	City Facilities
Managing Department:	Information Technology
Contact Person:	Daniel Nam [2706]/ Vikram Chand [2723]
Project Stage:	Ongoing Planning/ Implementation
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for ongoing technology improvements and modernization of various specialty software applications and hardware. The improvements will support the technology needs for the City's cybersecurity improvement initiatives, improvements to the audio video system, mobile workforce support, network infrastructure, including the City's website, record management systems, and public safety system maintenance and upgrades.

Notes

In FY2022-23, the IT department completed the upgrades to the City's website, capacity improvements of NetMotion Mobility, and increased the server capacity to support public safety. On 12/12/2023, City Council awarded a construction contract to replace the audio video equipment hardware in the Committee Conference Room at City Hall, which is anticipated to be completed by fall 2024.

Workplan in FY2023-24 and funding request in FY2024-25 is for cybersecurity projects, expansion of Nutanix HCI capacity, increased licensing of Office 365, improvements to the datacenter backup systems, infrastructure monitoring, and remote support capability. Planned funding request in FY2025-26 is for the replacement of the audio video systems at Community Center, Senior Center, and Sports Center.

Technology Projects

Project No. 3427

Uncommitted Balance as of 1/31/2024	Council Approval
\$388,000	7/1/2016

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	1,065,000	100,000	150,000	0	0	0	1,315,000
Equipment	750,000	0	0	0	0	0	750,000
Others	100,000	0	0	0	0	0	100,000
TOTAL	\$1,915,000	\$100,000	\$150,000	\$0	\$0	\$0	\$2,165,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	515,000	0	0	0	0	0	515,000
Information Technology Replacement	0	100,000	0	0	0	0	100,000
Permit Automation Fund	1,400,000	0	0	0	0	0	1,400,000
No Funding Source	0	0	150,000	0	0	0	150,000
TOTAL	\$1,915,000	\$100,000	\$150,000	\$0	\$0	\$0	\$2,165,000

Finance Notes

In FY2019-20, \$650k in prior years funding revised from General Government CIP Fund to Permit Automation Fund.

Operating Impact Notes

The agreement for website improvements includes a subsequent 3-year annual maintenance cost of approximately \$33,000 per year and will be absorbed within IT's annual maintenance operating budget. There is no additional operating impacts anticipated for the other work items as part of this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Permitting Technology Improvements



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	City Hall
Managing Department:	Information Technology
Contact Person:	Daniel Nam [2706]/ Jason Pham [2733]
Project Stage:	Ongoing Planning/ Implementation
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	No

Description

This project provides for the upgrade and improvements to the Building Safety and Housing, Planning, and Engineering Departments' permitting automation system. Improvements will ensure the system operates efficiently for better customer service by streamlining the fee collection in accordance with the City Ordinance, permit submittal and issuance process, plan review and inspections process, and archival and retrieval of documents and record information.

Notes

Workplan in FY2023-24 and FY2024-25 is to continue general upgrades and maintenance to the City's permit automation systems.

Uncommitted Balance
as of 1/31/2024Council
Approval**Permitting Technology Improvements**

Project No. 3434

\$314,000**7/1/2017****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	550,000	0	0	0	0	0	550,000
TOTAL	\$550,000	\$0	\$0	\$0	\$0	\$0	\$550,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Permit Automation Fund	550,000	0	0	0	0	0	550,000
TOTAL	\$550,000	\$0	\$0	\$0	\$0	\$0	\$550,000

Finance Notes**Operating Impact Notes**

The agreement for AvolveDox includes a subsequent 4-year annual maintenance cost of approximately \$29,506 per year and will be absorbed by CIP budget. There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Finance System Upgrade



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	Finance Department
Managing Department:	Finance
Contact Person:	Lauren Lai [3111]/ Gabrielle Tsang [3131]
Project Stage:	Ongoing Upgrades
Estimated Schedule	
Design:	—
Construction:	—
Recurring Project:	Yes

Description

This project provides for upgrades to the City's financial system to utilize current technology. Upgrades include general ledger, accounts payable, cash collection, Payroll/Human Resources, job costing, and purchase orders. The system also manages budget preparation, business license, investment software, and fixed asset systems.

Notes

Continue ongoing minor upgrades and improvements to Cayenta system.

Finance System Upgrade

Project No. 3435

Uncommitted Balance as of 1/31/2024	Council Approval
\$71,000	7/1/2011

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Equipment	1,150,000	0	0	0	0	0	1,150,000
Others	100,000	0	0	0	0	0	100,000
TOTAL	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$1,250,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	1,150,000	0	0	0	0	0	1,150,000
Sewer Fund	50,000	0	0	0	0	0	50,000
Water Fund	50,000	0	0	0	0	0	50,000
TOTAL	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$1,250,000

Finance Notes

City Council 1/15/2019 - approval of Cayenta financial and utility billing software systems upgrades for \$419,892.
City Council 2/16/2021 - Mid-Year Budget Appropriation of \$100k from Water Fund (\$50k) and Sewer Fund (\$50k).

Operating Impact Notes

Software licensing costs are already budgeted in the Department's operating budget and there are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

ADA Compliance Review

PROJECT NO.

3436

City of Milpitas  SELF-EVALUATION AND TRANSITION PLAN Americans with Disabilities Act Section 504 of the Rehabilitation Act 2022 	Category:	Community Improvement
	City Council Priority:	Governance and Administration
	Project Location:	City Facilities
	Managing Department:	Public Works - Engineering
	Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
	Project Stage:	Planning
	Estimated Schedule	
	Design:	2022-2023
	Construction:	—
	Recurring Project:	No

Description

This project provides for the assessment of City's services, programs, and facilities for compliance with the Americans with Disabilities Act (ADA). The Act became effective in 1992 to prohibit discrimination against people with disabilities and to ensure people with disabilities have an equal opportunity to participate in public life in terms of employment, access to transportation, public accommodations, communications, and government activities. Title II of the ADA requires state and local government agencies to complete an evaluation of their services, programs, and facilities including buildings, parks, sidewalks, trails, and right-of-way for ADA compliance and develop a Transition Plan to correct deficiencies over a period of time.

Notes

On 9/7/2021, City Council approved a professional service agreement to conduct a self-evaluation of City's services, programs, and facilities and develop an ADA Transition Plan. On 11/16/2021, City Council adopted the ADA/504 complaint/grievance procedure.

ADA Compliance Review

Project No. 3436

Uncommitted Balance as of 1/31/2024	Council Approval
\$18,000	7/1/2012

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	321,158	0	0	0	0	0	321,158
Administration	10,000	0	0	0	0	0	10,000
TOTAL	\$331,158	\$0	\$0	\$0	\$0	\$0	\$331,158

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	197,000	0	0	0	0	0	197,000
Grants/Reimb./ Developer Fees	134,158	0	0	0	0	0	134,158
TOTAL	\$331,158	\$0	\$0	\$0	\$0	\$0	\$331,158

Finance Notes

City Council 9/7/2021 - Budget Appropriation of \$134,158 in PLAN JPA Grant Funding and \$37,000 in General Government CIP Funding.

Operating Impact Notes

There are no operating or maintenance expenses associated with this project.

Milpitas Gateway - Main Street Specific Plan Update



Category:	Community Improvement
City Council Priority:	Economic Development and Job Growth
Project Location:	Milpitas Gateway-Main Street Specific Plan
Managing Department:	Planning
Contact Person:	Jay Lee [3077]
Project Stage:	Planning
Estimated Schedule	
Design:	2021-2024
Construction:	—
Recurring Project:	No

Description

This project provides for the update of the Milpitas Midtown Specific Plan which was adopted in March 2002. In June 2008, the Council amended the Plan to remove approximately 100 acres and create the Transit Area Specific Plan. In October 2019, the Council directed staff to suspend their activities on the update and develop a new strategic direction and scope of work. The update will include strategies for long-range planning and strategic investment in three focus areas and possible boundary changes that align with Council priorities and current conditions in an expanded Midtown area. The Midtown Specific Plan will be renamed the “Milpitas Gateway Main Street Specific Plan” to reflect a greater focus on: 1) the historical significance of Main Street; 2) the importance of Calaveras Boulevard as a primary gateway into Milpitas; and 3) the potential for commercial/office development along the I-880 freeway/Abbott Avenue frontage.

Notes

On 9/21/2021, City Council approved an agreement with the Metropolitan Transportation Commission (MTC) to receive \$500k through its Priority Development Area (PDA) Planning Grant Program. The program provides funding for specific plans that results in intensified land uses around public transit hubs, and bus and rail corridors in the Bay Area. On 9/21/2021, City Council approved a consultant agreement to update the Specific Plan which is anticipated to be adopted by fall 2024. On 4/25/2023, City Council received a progress report and provided direction.

Uncommitted Balance
as of 1/31/2024Council
Approval**Milpitas Gateway - Main Street Specific Plan Update**

Project No. 3437

\$15,000**7/1/2016****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	590,000	0	0	0	0	0	590,000
Administration	510,000	0	0	0	0	0	510,000
TOTAL	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$1,100,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Community Planning Fees	600,000	0	0	0	0	0	600,000
Grants/Reimb./ Developer Fees	500,000	0	0	0	0	0	500,000
TOTAL	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$1,100,000

Finance Notes

City Council 2/26/2019 - Mid-Year Budget Appropriation of \$250k from Community Planning Fund.

City Council 9/21/2021 - Budget Appropriation of \$200k from Priority Development Area (PDA) Planning Grant Program.

City Council 2/21/2023 - Mid-Year Budget Appropriation of \$360k from General Government CIP Fund in prior years was defunded for other projects.

Operating Impact Notes

There are no operating or maintenance expenses associated with this project.

Public Safety/DPW Disaster Plan Update

PROJECT NO.

3445



Category:	Community Improvement
City Council Priority:	Public Safety
Project Location:	Fire Department
Managing Department:	Fire
Contact Person:	Jason Schoonover [2802]/ Galahad Zamora[2826]
Project Stage:	Procurement
Estimated Schedule	
Design:	Completed
Construction:	2024
Recurring Project:	No

Description

This project provides for the update of the City's Emergency Action Plan used by the Police, Fire, and Public Works departments to manage large scale emergencies such as natural disasters. The update will provide an assessment of City's resources and equipment, and recommendation for asset needs. The project will be completed in two phases; (1) is to catalogue and inventory existing equipment, identify staff training needs, host training, and study the City's disaster cost recovery plan; and (2) is to purchase equipment and resources recommended in the assessment.

Notes

Phase 1 was completed and presented to the City Council in November 2020. Fire Department to complete operational annexes per the revised Emergency Operations Plan in 2024 in order to procure emergency management training and equipment for the Office of Emergency Services.

Uncommitted Balance
as of 1/31/2024Council
Approval**Public Safety/DPW Disaster Plan Update**

Project No. 3445

\$192,000**7/1/2018****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	175,000	0	0	0	0	0	175,000
Administration	25,000	0	0	0	0	0	25,000
Improvements	50,000	0	0	0	0	0	50,000
TOTAL	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	250,000	0	0	0	0	0	250,000
TOTAL	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000

Finance Notes

City Council 2/20/2024 - Mid-Year Budget Appropriation of \$75k from General Government CIP Fund in prior years was defunded for other projects.

Operating Impact Notes

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Fire Station No. 2 Replacement



Category:	Community Improvement
City Council Priority:	Public Safety
Project Location:	1263 Yosemite Drive
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Project Closeout
Estimated Schedule	
Design:	Completed
Construction:	Completed
Recurring Project:	No

Description

This project provides for the design and construction of a new Fire Station No. 2 (FS2) at the current location, 1263 Yosemite Drive. FS2 was constructed in 1969 and has reached the end of its service life. The new fire station will be designed to provide for additional fire apparatus, sustainable elements, gender equality/privacy, operational efficiencies to improve response times and meet current Building and Fire Codes for "Essential Services Buildings". Project includes leasing and tenant improvements for a temporary fire station, building demolition, furnishings, fixtures, & equipment (FF&E), and site improvements.

Notes

Construction of the new fire station was completed and occupied in October 2022. City Council granted acceptance of the project on 5/16/2023.

Fire Station No. 2 Replacement

Project No. 3447

Uncommitted Balance as of 1/31/2024	Council Approval
\$1,080,000	7/1/2016

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	1,050,000	0	0	0	0	0	1,050,000
Administration	1,750,000	0	0	0	0	0	1,750,000
Inspection	400,000	0	0	0	0	0	400,000
Improvements	11,120,000	0	0	0	0	0	11,120,000
TOTAL	\$14,320,000	\$0	\$0	\$0	\$0	\$0	\$14,320,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	4,720,000	0	0	0	0	0	4,720,000
Revenue Bond	9,600,000	0	0	0	0	0	9,600,000
TOTAL	\$14,320,000	\$0	\$0	\$0	\$0	\$0	\$14,320,000

Finance Notes

City Council 12/4/2018 - Mid-Year Budget Appropriation of \$320k from General Government CIP Fund.

City Council 2/26/2019 - Mid-Year Budget Appropriation of \$250k from General Government CIP Fund.

City Council 10/20/2020 - Approved 2020 Lease Revenue Bond financing for \$9.6M.

City Council 2/21/2023 - Mid-Year Budget Appropriation of \$1.5M from General Government CIP Fund in prior years was defunded for other projects.

City Council 2/20/2024 - Mid-Year Budget Appropriation of \$900k from General Government CIP Fund in prior years was defunded for other projects.

Operating Impact Notes

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

(Rmb) SCVWD Creek Projects



Category:	Community Improvement
City Council Priority:	Environment
Project Location:	Berryessa, Calera, and Lower Penitencia Creeks
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Michael Silveira [3303]
Project Stage:	Project Closeout
Estimated Schedule	
Design:	Completed
Construction:	Completed
Recurring Project:	No

Description

This project provides reimbursement to Santa Clara Valley Water District (SCVWD) for improvements of levee pedestrian trails, sidewalks, and utilities on the behalf of the City along portions of their Creeks.

Notes

SCVWD completed improvements along Berryessa Creek in 2020, and Lower Penitencia Creek and Calera Creek in 2023. On 2/2/2021, City Council approved a Master Agreement to reimburse SCVWD for the City improvements. On 8/15/2023, City Council approved Amendment No. 1 to the Master Agreement for the improvement of sewer line and city water main under Calera Creek which was completed in winter 2024.

(Rmb) SCVWD Creek Projects

Project No. 3452

Uncommitted Balance as of 1/31/2024	Council Approval
\$667,000	7/1/2019

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	1,500,000	0	0	0	0	0	1,500,000
Improvements	900,862	0	0	0	0	0	900,862
TOTAL	\$2,400,862	\$0	\$0	\$0	\$0	\$0	\$2,400,862

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	1,750,000	0	0	0	0	0	1,750,000
Sewer Infrastructure Fund	145,692	0	0	0	0	0	145,692
Water Line Extension Fund	505,170	0	0	0	0	0	505,170
TOTAL	\$2,400,862	\$0	\$0	\$0	\$0	\$0	\$2,400,862

Finance Notes

City Council 2/26/2019 - Mid-Year Budget Appropriation of \$1.5M from General Government CIP Fund.
City Council 8/15/2023 - Budget appropriation of \$650,862 from the Sewer Infrastructure Replacement Fund (\$145,692), and Water Line Extension Fund (\$505,170) in project No. 7100 Aging Waster System/Seismic Improvements.

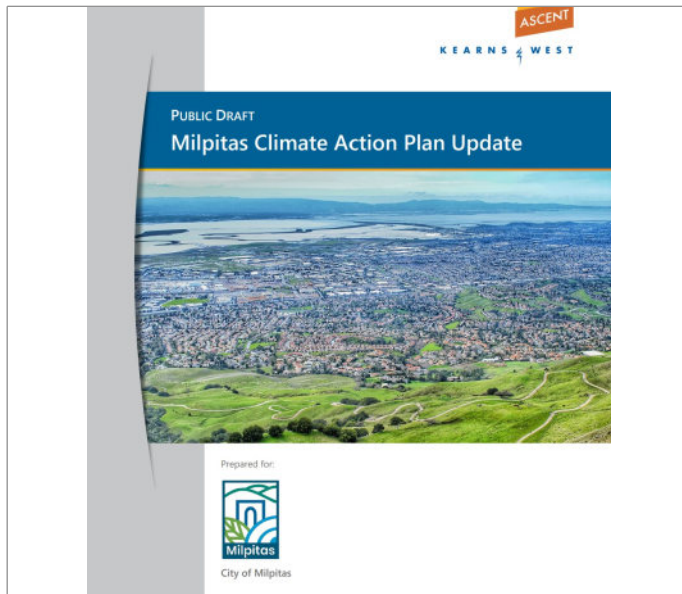
Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Climate Action Plan Implementation

PROJECT NO.

3453



Category:	Community Improvement
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City Council Priority:	Environment
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Project Location:	Citywide
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Managing Department:	Public Works - Operations
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Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
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Project Stage:	Implementation
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Estimated Schedule	
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Design:	Ongoing
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Construction:	Ongoing
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Recurring Project:	Yes
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Description

This project provides for the development and implementation of policies and programs to meet new reduction targets as specified in the adopted 2022 City Climate Action Plan (CAP). The CAP serves as the Greenhouse Gas (GHG) reduction strategy to meet the new State's mid- and long-term emissions targets of 40% reduction below 1990 levels by 2030 and 80% reduction by 2050.

Notes

Workplan in FY2023-24 and FY2024-25 is to continue implementing near-term CAP strategies and goals as discussed with the City Council during the August 9, 2022 meeting. Work includes hiring a consultant to support CAP implementation, coordination and monitoring; developing a municipal facilities electrification strategy; and funding for community engagement and education, including a fellow who will lead and coordinate community engagement as identified in the CAP Update. Ongoing implementation of the CAP Update and associated costs will be brought forward for City Council consideration as more programs and policies are developed. Additionally, staff will pursue grant funding opportunities to support CAP implementation. On 3/7/2023, the City Manager executed a grant agreement with Silicon Valley Clean Energy of \$95k to support community engagement and staff. In addition, staff is working the Department of Energy to finalize the funding agreement for the Milpitas Carbon Neutral Homes Incentive Program that was authorized through Congressional District 17's Community Project Funding process.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$200,000

7/1/2019

Climate Action Plan Implementation

Project No. 3453

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	190,000	0	0	0	0	0	190,000
Administration	105,000	0	0	0	0	0	105,000
Improvements	150,000	0	0	0	0	0	150,000
TOTAL	\$445,000	\$0	\$0	\$0	\$0	\$0	\$445,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	200,000	0	0	0	0	0	200,000
General Fund	150,000	0	0	0	0	0	150,000
Grants/Reimb./ Developer Fees	95,000	0	0	0	0	0	95,000
TOTAL	\$445,000	\$0	\$0	\$0	\$0	\$0	\$445,000

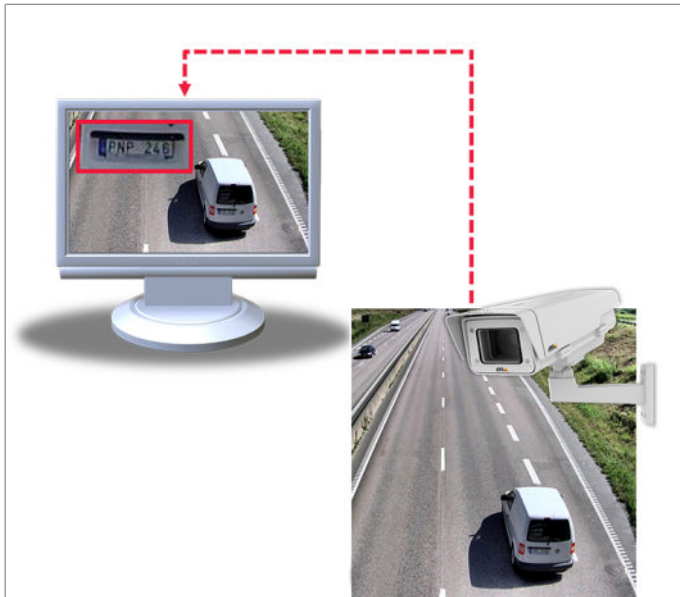
Finance Notes

City Council 8/9/2022 - Budget Appropriation of \$150k from General Fund - Unassigned.
On 3/7/2023 - Decarbonization Grant of \$95k from SVCE.

Operating Impact Notes

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

ALPRs and Security Cameras Program



Category:	Community Improvement
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City Council Priority:	Public Safety
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Project Location:	Citywide
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Managing Department:	Police
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Contact Person:	Steve Parodi [2525]/ Lisa Beaulieu [2434]
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Project Stage:	Implementation
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Estimated Schedule	
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Design:	Completed
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Construction:	Ongoing
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Recurring Project:	No
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Description

This project provides for the assessment and installation of video camera systems and automated license plate readers (ALPRs) to protect the community and critical infrastructure. The units will be placed at strategic points of ingress and egress within the City, high crime areas, and the Milpitas BART station in an effort to address criminal activity. Project also includes installation of hardware, software, and data storage to support the system.

Notes

Assessment for a video camera system and ALPRs was completed in 2020 and ALPRs were installed in 2020 and 2022. On 9/20/2022, Council approved to extend the lease agreement for the ALPRs until 2024 and potentially install up to 10 cameras citywide, locations to be determined. On 12/12/2023, Council approved a sole source services agreement through 2028 for the existing 35 cameras and to installing 20 new cameras.

Uncommitted Balance
as of 1/31/2024

\$188,000

Council
Approval

7/1/2019

ALPRs and Security Cameras Program

Project No. 3459

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Equipment	515,000	0	0	0	0	0	515,000
TOTAL	\$515,000	\$0	\$0	\$0	\$0	\$0	\$515,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	200,000	0	0	0	0	0	200,000
Grants/Reimb./Developer Fees	315,000	0	0	0	0	0	315,000
TOTAL	\$515,000	\$0	\$0	\$0	\$0	\$0	\$515,000

Finance Notes

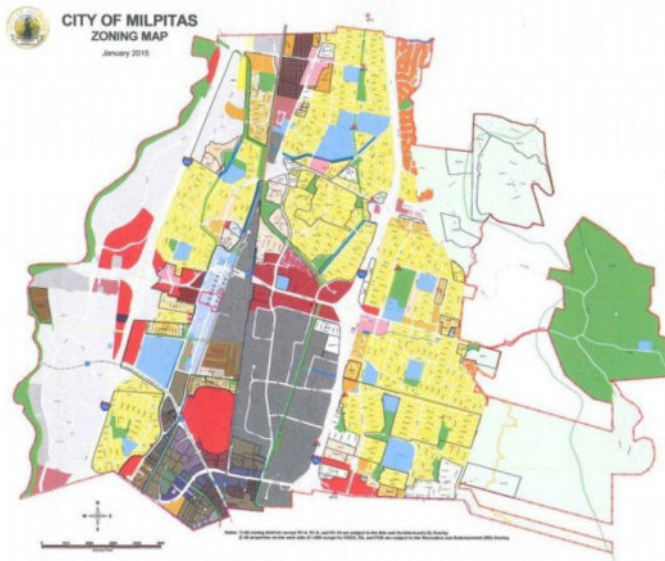
City Council 6/4/2020 - \$300K in prior years funding from the General Government CIP Fund was defunded to address the projected shortfalls in the General Fund.

In FY2021/22, Grants/Reimb./Developer Fees of \$315k is from State Car Break-in Grant.

Operating Impact Notes

This project is currently being funded solely through the CIP including the leasing fee. Operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Comprehensive Zoning Ordinance Update



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	Planning Department
Managing Department:	Planning
Contact Person:	Jay Lee [3077]/ Holly Pearson [3283]
Project Stage:	Development
Estimated Schedule	
Design:	2023-2025
Construction:	—
Recurring Project:	No

Description

This project provides for the update to the City's Zoning Ordinance which is a primary implementation tool of the General Plan with regards to land use. The current Zoning Ordinance was originally written in 1955 and contains many outdated terms and is poorly organized. It was last updated in 2008 and has had multiple amendments in recent years in response to changes in State law, zoning practice, and technology. A comprehensive review and update is required to ensure consistency between the recently adopted General Plan 2040 policies related to land use and the primary regulations to implement those policies. It will also ensure conformance of local land use regulations and design standards with State law, resolve inconsistencies, and make the Ordinance easier to use and understand for staff and the general public.

Notes

On 1/17/2023, City Council approved a professional service agreement for the update. On 10/3/2023, City Council received a progress report and provided direction on Phase 1 which is to update the zoning ordinance and map according to the land use policies adopted in the 2040 General Plan & Metro Specific Plan. Workplan in FY2023-24 is to return to the Planning Commission and City Council for adoption of Phase 1 and initiate Phase 2 which will update the entire zoning ordinance. Project completion is anticipated in 2025.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$102,000

7/1/2020

Comprehensive Zoning Ordinance Update

Project No. 3460

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	880,000	0	0	0	0	0	880,000
Administration	120,000	0	0	0	0	0	120,000
TOTAL	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Community Planning Fees	1,000,000	0	0	0	0	0	1,000,000
TOTAL	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000

Finance Notes**Operating Impact Notes**

There are no operating or maintenance expenses associated with this project.

Fire Stations Security



Category:	Community Improvement
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City Council Priority:	Public Safety
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Project Location:	Fire Stations
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Managing Department:	Public Works - Operations
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Contact Person:	Christian Di Renzo [2602]/ Samu Tiumalu [2648]
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Project Stage:	Project Closure
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Estimated Schedule

Design:	Completed
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Construction:	Completed
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Recurring Project:	No
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Description

This project provides for an assessment and installation of security measures at Fire Stations no. 1, 3, and 4. Work will include installation of control and alarm monitoring system (ACAMS) to replace the pushbutton lock system to monitor access and assess security measures such as video surveillance for the protection of Fire Stations.

Notes

Public Works completed the installation of the ACAM system at Fire Station No. 1, 3, and 4 in FY2023-24.

Fire Stations Security

Project No. 3461

Uncommitted Balance as of 1/31/2024	Council Approval
\$43,000	7/1/2020

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	200,000	0	0	0	0	0	200,000
TOTAL	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	200,000	0	0	0	0	0	200,000
TOTAL	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000

Finance Notes

City Council 2/20/2024 - Mid-Year Budget Appropriation of \$43k from General Government CIP Fund in prior years was defunded for other projects.

Operating Impact Notes

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Close at the end of Fiscal Year: June 30, 2024

On-Call Facilities Maintenance & Repair Services

PROJECT NO.

3462



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	City Facilities
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiumalu [2648]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for on-call repair and maintenance services at all City facilities. Work may include, but is not limited to, repair and replacement of electrical and mechanical systems, plumbing, parking lots, UPS battery backup system replacement, pool equipment, motors/pumps, fountain repairs, leak repairs, emergency power, HVAC systems, painting, carpeting, code upgrades, replacement of floor coverings, restroom and shower facilities, kitchen improvements, locksmith services, windows, doors and gates, replacement of furniture and fixtures, removal and disposal of hazardous materials such as ballasts, lamps/bulbs, batteries, paint, aerosol, cleaning products, pesticides, appliances etc., and other related improvements. All work will be performed on a priority and funding availability basis.

Notes

Funding request in FY2024-25 is for on-call repair & maintenance service contracts related to City facilities.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$145,000

7/1/2020

On-Call Facilities Maintenance & Repair Services

Project No. 3462

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	1,495,000	400,000	300,000	300,000	300,000	300,000	3,095,000
TOTAL	\$1,495,000	\$400,000	\$300,000	\$300,000	\$300,000	\$300,000	\$3,095,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	1,495,000	400,000	0	0	0	0	1,895,000
No Funding Source	0	0	300,000	300,000	300,000	300,000	1,200,000
TOTAL	\$1,495,000	\$400,000	\$300,000	\$300,000	\$300,000	\$300,000	\$3,095,000

Finance Notes

City Council 2/21/2023 - Mid-Year Budget Appropriation of \$250k from General Government CIP Fund.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Mobile Emergency Operations Center

PROJECT NO.

3464**Category:** Community Improvement**City Council Priority:** Public Safety**Project Location:** Police Department Fleet**Managing Department:** Police**Contact Person:** Frank Morales [2521]/
Jason Schoonover [2802]**Project Stage:** Project Closeout**Estimated Schedule****Design:** Completed**Construction:** Completed**Recurring Project:** No

Description

This project provides for the purchase of a Mobile Emergency Operations Center (MEOC) to be used by the Police and Fire departments during a lengthy field deployment. This vehicle provides a safe operational environment for staff. It will also serve as a backup Public Safety Answering Point in the event the current EOC fails.

Notes

The MEOC was completed in January 2024.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$150,000

7/1/2020

Mobile Emergency Operations Center

Project No. 3464

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Equipment	1,240,000	0	0	0	0	0	1,240,000
TOTAL	1,240,000	\$0	\$0	\$0	\$0	\$0	\$1,240,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Equipment Replacement Fund	161,131	0	0	0	0	0	161,131
General Government CIP Fund	475,440	0	0	0	0	0	475,440
Grants/Reimb./Developer Fees	603,429	0	0	0	0	0	603,429
TOTAL	\$1,240,000	\$0	\$0	\$0	\$0	\$0	\$1,240,000

Finance Notes

In FY21/22, Grant/Reim./Developer Fees of \$120,000 from Asset Seizure Fund, \$118,429 from COPs grant, and \$425,000 from American Rescue Plan Act of 2021.

City Council 2/21/2023 - Mid-Year Budget Adjustment of \$60k defunded from Federal Asset Seizure Fund in prior years.

Operating Impact Notes

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Fire Station No. 1 Modular Building Replacement



Category:	Community Improvement
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City Council Priority:	Public Safety
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Project Location:	777 South Main Street
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Managing Department:	Public Works - Engineering
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Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
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Project Stage:	Design
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Estimated Schedule

Design:	2023-2024
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Construction:	2024-2025
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Recurring Project:	No
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Description

This project provides for the design and replacement of the modular building at Main Fire Station No. 1 that has exceeded its service life. The building was installed in the late 1990s to house the operation staff during the construction of the fire station. Since then it has served as City's Office of Emergency Services (OES) and for training meetings and conferences.

Notes

Vendor selection of the modular is anticipated to start in spring 2024 and construction is anticipated to be completed in 2025.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$986,000

7/1/2022

Fire Station No. 1 Modular Building Replacement

Project No. 3465

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	100,000	0	0	0	0	0	100,000
Administration	100,000	0	0	0	0	0	100,000
Improvements	800,000	0	0	0	0	0	800,000
TOTAL	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	750,000	0	0	0	0	0	750,000
Grants/Reimb./Developer Fees	250,000	0	0	0	0	0	250,000
TOTAL	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000

Finance Notes

City Council 2/21/2023 - Mid-Year Budget Appropriation of \$250k from American Rescue Plan Act grant.

Operating Impact Notes

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Financial System Enterprise Resource Planning



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	Finance Department
Managing Department:	Finance
Contact Person:	Lauren Lai [3111]/ Gabrielle Tsang [3131]
Project Stage:	Design
Estimated Schedule	
Design:	2023-2025
Construction:	2025-2027
Recurring Project:	No

Description

This project provides for the design and installation of a new Financial System Enterprise Resource Planning (ERP) system that will optimize the operations of the financial and budget management; enable operational efficiencies within the Finance department; and provide city-wide functions and customer service delivery to external parties. The existing Cayenta financial system is 25 years old and is limited in accessibility, streamlining processes, and impacts fiscal management.

Notes

This project will be coordinated with Human Resources Information System project (#3467). On 12/12/2023, City Council awarded a five-year software service agreement for replacement of the system. The system will be implemented in three phases starting in 2025. Funding request in FY2024-25 is for the remaining project budget.

Uncommitted Balance
as of 1/31/2024Council
Approval

Financial System Enterprise Resource Planning

Project No. 3466

\$1,514,000

7/1/2023

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	500,000	650,000	0	0	0	0	1,150,000
Improvements	1,350,000	800,000	0	0	0	0	2,150,000
TOTAL	\$1,850,000	\$1,450,000	\$0	\$0	\$0	\$0	\$3,300,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Fund	1,600,000	0	0	0	0	0	1,600,000
General Government CIP Fund	250,000	950,000	0	0	0	0	1,200,000
Sewer Fund	0	250,000	0	0	0	0	250,000
Water Fund	0	250,000	0	0	0	0	250,000
TOTAL	\$1,850,000	\$1,450,000	\$0	\$0	\$0	\$0	\$3,300,000

Finance Notes

In FY23/24, City Council approved \$1.6M funding from the General Fund - Technology Replacement Reserve.

Operating Impact Notes

The annual software licensing and maintenance costs of \$250,000 is anticipated to begin in FY26-27. The cost of the software maintenance will be incurred by the Finance department operating budget.

Human Resources Information System



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	Human Resource Department
Managing Department:	Human Resources
Contact Person:	Kelli Parmley [3086]/ Vicky Lien [3085]
Project Stage:	Design
Estimated Schedule	
Design:	2023-2025
Construction:	2025-2027
Recurring Project:	No

Description

This project provides for the design and implementation of a Human Resources Information System (HRIS) that will optimize efficiencies and streamline processes for functions in the Human Resources department. The existing system is a Payroll system which is inefficient and ineffective for management of employees and relies on manual processes which limits proper handling of HR functions. The new system will serve as a basic end-to-end management of employees for position control, recruitment, performance management, learning & development, record tracking, personnel actions, document control, reporting, compliance tracking, strategy, and self-service.

Notes

This project was approved by City Council as part of the American Rescue Plan Act Investment Plan on August 9, 2021 and will be coordinated with Financial System Enterprise Resource Planning project (#3466). On 12/12/2023, City Council awarded a five-year software service agreement for replacement of the system. The system will be implemented in three phases starting in 2025. Funding request in FY2024-25 is for the remaining project budget.

Uncommitted Balance
as of 1/31/2024Council
Approval

Human Resources Information System

Project No. 3467

\$769,000

8/9/2021

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	370,000	250,000	0	0	0	0	620,000
Improvements	730,000	100,000	0	0	0	0	830,000
TOTAL	\$1,100,000	\$350,000	\$0	\$0	\$0	\$0	\$1,450,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Grants/Reimb./ Developer Fees	1,100,000	0	0	0	0	0	1,100,000
Information Technology Replacement	0	200,000	0	0	0	0	200,000
Sewer Fund	0	75,000	0	0	0	0	75,000
Water Fund	0	75,000	0	0	0	0	75,000
TOTAL	\$1,100,000	\$350,000	\$0	\$0	\$0	\$0	\$1,450,000

Finance Notes

City Council 8/9/2021 - approved \$1.1M American Rescue Plan Act funding for this project.

Operating Impact Notes

The annual software licensing and maintenance costs of \$160,000 is anticipated to begin in FY26-27. The cost of the software maintenance will be incurred by the Human Resources department operating budget.

Metro Impact Fee Study



Category:	Community Improvement
City Council Priority:	Economic Development and Job Growth
Project Location:	Metro Specific Area
Managing Department:	Planning
Contact Person:	Jay Lee [3077]/ Kevin Riley [3292]
Project Stage:	Planning
Estimated Schedule	
Design:	2023-2024
Construction:	—
Recurring Project:	No

Description

This project provide for the preparation of an impact fee nexus study for infrastructure needs in the Milpitas Metro Specific Plan (update of the 2008 TASP) planning area. The study will update the previous Transit Area Development Impact Fee (TADIF) schedule and determine the total costs of the implementation of the prior uncompleted infrastructure as well as the changes incorporated into the Metro Plan. The nexus study will also determine the optimal method for distributing those costs to developers of land within the specific plan. The method will provide an implementation blueprint that will be equitable to new development and its related infrastructure needs, and for the remaining development opportunities permitted by the TASP with already established public infrastructure as identified in the Basic Infrastructure Program (BIP). The methodology will result in the full recovery of costs and establish a fee program.

Notes

The study started in spring 2023 and is anticipated to be adopted in spring 2024.

Metro Impact Fee Study

Project No. 3469

Uncommitted Balance as of 1/31/2024	Council Approval
\$0	2/21/2023

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	50,000	0	0	0	0	0	50,000
Administration	100,000	0	0	0	0	0	100,000
TOTAL	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
TASP Impact Fees	150,000	0	0	0	0	0	150,000
TOTAL	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000

Finance Notes

City Council 2/21/2023 - Project created with Budget Appropriation of \$150k from TASP Impact Fees.

City Council 2/20/2024 - Budget Appropriation of \$180k from TASP Impact Fees.

Operating Impact Notes

There are no operating or maintenance expenses associated with this project.

Citywide LED Lighting Upgrade Project



Category:	Community Improvement
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City Council Priority:	Environment
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Project Location:	Citywide
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Managing Department:	Public Works - Operations
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Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
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Project Stage:	Project Closure
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Estimated Schedule	
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Design:	Completed
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Construction:	Completed
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Recurring Project:	No
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Description

An assessment of the City's outdoor lighting was completed in 2020 to convert the fixtures to LED for City's streets, sports fields, and park lights. This will achieve energy savings, improve light coverage, and help standardize the lighting technology throughout the City. The lighting retrofits will include cellular controls that will enable the City to view all outdoor lights in an online dashboard, increasing awareness of any outages, and the ability to quickly replace fixtures for the community. LEDs have become a cost-effective replacement for conventional lighting that will save the City over 50% in energy costs. Added bi-level controls will meet Title 24 requirements and increase savings for fixtures when no one is present. In addition, uniform light enhances security, and the service life of 15 to 20 years reduces maintenance requirements.

Notes

On 11/17/2020, City Council approved an agreement with Engie Service Inc. for the implementation of energy and water conservation measures. The project was completed in winter 2022.

Uncommitted Balance
as of 1/31/2024Council
Approval**Citywide LED Lighting Upgrade Project**

Project No. 3487

\$0**11/17/2020****Estimated Cost**

Phase	Prior Year	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total
Improvements	6,872,425	0	0	0	0	0	6,872,425
TOTAL	\$6,872,425	\$0	\$0	\$0	\$0	\$0	\$6,872,425

Funding Source

	Prior Year	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total
Revenue Bond	6,872,425	0	0	0	0	0	6,872,425
TOTAL	\$6,872,425	\$0	\$0	\$0	\$0	\$0	\$6,872,425

Finance Notes

City Council 11/17/2020: Project created with Budget Appropriation of \$6,872,425 from Lease Revenue Bond.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Close at the end of Fiscal Year: June 30, 2024

Community and Senior Center Energy Resilience Project



Category:	Community Improvement
City Council Priority:	Environment
Project Location:	Community and Senior Center
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
Project Stage:	Project Closeout
Estimated Schedule	
Design:	Completed
Construction:	Completed
Recurring Project:	No

Description

This project provides for the design and installation of solar photovoltaics and battery energy storage at the Community and Senior Center for resiliency and energy savings. Implementation of this project would generate clean, on-site power via solar shade structures, and rooftop canopies to reduce PG&E energy costs. The infrastructure helps the City avoid peak demand charges and optimize energy rates, and will provide emergency backup power in the event of power outages or shutoffs in the City.

Notes

On 11/17/2020, City Council approved an agreement with Engie Service Inc. for the implementation of energy and water conservation measures. Engie completed the project in winter 2023. On 11/21/2021, City Council approved a grant agreement with Silicon Valley Clean Energy Resilience Program of \$700k to assist with the installation of solar and battery backup systems. Workplan in FY2023-24 and FY2024-25 is to conduct a feasibility study for installation of solar photovoltaics and battery energy storage at other City facilities such as Public Works/Information Technology/Police Department building, City Hall, etc.

Uncommitted Balance
as of 1/31/2024Council
Approval**Community and Senior Center Energy Resilience Project**

Project No. 3488

\$687,000**11/17/2020****Estimated Cost**

Phase	Prior Year	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total
Improvements	5,107,597	0	0	0	0	0	5,107,597
TOTAL	\$5,107,597	\$0	\$0	\$0	\$0	\$0	\$5,107,597

Funding Source

	Prior Year	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total
Grants/Reimb./ Developer Fees	700,702	0	0	0	0	0	700,702
Revenue Bond	4,406,895	0	0	0	0	0	4,406,895
TOTAL	\$5,107,597	\$0	\$0	\$0	\$0	\$0	\$5,107,597

Finance Notes

City Council 11/17/2020: Project created with Budget Appropriation of \$4,406,895 from Lease Revenue Bond.

City Council 11/2/2021: Accepted grant funding from Silicon Valley Clean Energy (SVCE) of \$700,702.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Public Art Program



Category:	Community Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Various Locations
Managing Department:	Recreation & Community
Contact Person:	Renee Lorentzen [3409]/ Tegan McLane [3212]
Project Stage:	Implementation
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for the design and installation of new art and murals; creation of a Public Art Master Plan to establish goals, roles, and procedures; implementation of the Mural Program policy to promote mural activity reflective of the heritage, diversity and aspirations of the community through engagement with muralists, property owners, community stakeholders and residents; and assessment and maintenance of City's public art collection.

Notes

On 10/5/2021, City Council adopted a Mural Program policy. On 9/19/2023, City Council approved the historical marker concept for Bob McGuire, Delano Manongs, Frederick Creighton, Peter B. Gill, Jose Higuera Adobe, Leo Murphy, and Sunnyhills Albert Augustine Jr. Memorial Park. On 12/12/2023, City Council approved a mural to be painted on 3 traffic signal cabinets located at Jacklin/Escuela, Yosemite/Sinclair Frontage, and Calaveras/Gadsden.

Workplan in FY2023-24 is to start the development of the Public Art Master Plan, design of the mural art on VTA's light rail pillars and Dixon Landing Park and paint a mural on 3 traffic signal cabinets, and install an art sculpture at Higuera Park and historical markers at various parks. Funding request in FY2024-25 is for the annual contribution from the Public Art Fund for continuous implementation of the Mural Program.

Public Art Program

Project No. 3489

Uncommitted Balance as of 1/31/2024	Council Approval
\$613,000	2/16/2021

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	338,500	50,000	50,000	50,000	50,000	50,000	588,500
Improvements	367,500	0	0	0	0	0	367,500
TOTAL	\$706,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$956,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Public Art Fund	706,000	50,000	50,000	50,000	50,000	50,000	956,000
TOTAL	\$706,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$956,000

Finance Notes

City Council 2/16/2021 - Project created with Mid-year Budget Appropriation of \$97.5k from Public Art Fund.

City Council 10/5/2021 - Budget Appropriation of \$65k from Public Art Fund.

City Council 9/19/2023 - Budget Appropriation of \$90k from Public Art Fund.

Operating Impact Notes

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

PROJECT NO.

3490

Capital Improvement Program Administration



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	Engineering and Finance Department
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Gabrielle Tsang [3131]
Project Stage:	Administration
Estimated Schedule	
Design:	—
Construction:	—
Recurring Project:	Yes

Description

This project provides for the annual preparation of the Capital Improvement Program. Work includes program administration, printing, and software programming assistance.

Notes

Funding request in FY2024-25 is for the annual administration and preparation of the Capital Improvement Program.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$803,000

7/1/2021

Capital Improvement Program Administration

Project No. 3490

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	1,825,000	720,000	720,000	720,000	720,000	720,000	5,425,000
TOTAL	\$1,825,000	\$720,000	\$720,000	\$720,000	\$720,000	\$720,000	\$5,425,000

Funding Source

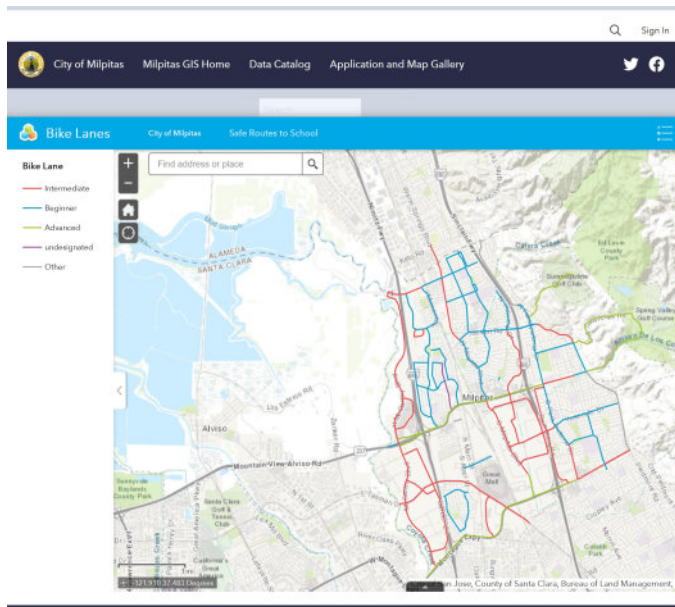
	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	639,000	252,000	0	0	0	0	891,000
Sewer Infrastructure Fund	410,000	162,000	162,000	162,000	162,000	162,000	1,220,000
TASP Impact Fees	366,000	144,000	144,000	144,000	144,000	144,000	1,086,000
Water Capital Surcharge	410,000	162,000	162,000	162,000	162,000	162,000	1,220,000
No Funding Source	0	0	252,000	252,000	252,000	252,000	1,008,000
TOTAL	\$1,825,000	\$720,000	\$720,000	\$720,000	\$720,000	\$720,000	\$5,425,000

Finance Notes

Operating Impact Notes

There are no operating or maintenance expenses associated with this project.

GIS Development and Data Collection



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	Information Technology Department
Managing Department:	Information Technology
Contact Person:	Daniel Nam [2706]/ Ron Long [2713]
Project Stage:	Ongoing Planning/ Implementation
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for the maintenance and enhancement of the City's Geographic Information System (GIS). It provides field-verified spatial information data that is extensively used by numerous applications in all City departments and the public.

Notes

Workplan in FY2023-24 and funding request in FY2024-25 is to continue software updates, data acquisition, and mapping system modifications, and consultant contracts for system upgrades.

Uncommitted Balance
as of 1/31/2024Council
Approval

GIS Development and Data Collection

Project No. 3496

\$264,000

7/1/2022

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	199,000	420,000	25,000	50,000	100,000	25,000	819,000
Administration	98,000	25,000	100,000	130,000	75,000	75,000	503,000
Improvements	195,000	50,000	75,000	20,000	25,000	25,000	390,000
TOTAL	\$492,000	\$495,000	\$200,000	\$200,000	\$200,000	\$125,000	\$1,712,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	62,000	95,000	0	0	0	0	157,000
Permit Automation Fund	150,000	0	0	0	0	0	150,000
Sewer Infrastructure Fund	140,000	200,000	0	0	0	0	340,000
Water Capital Surcharge	140,000	200,000	0	0	0	0	340,000
No Funding Source	0	0	200,000	200,000	200,000	125,000	725,000
TOTAL	\$492,000	\$495,000	\$200,000	\$200,000	\$200,000	\$125,000	\$1,712,000

Finance Notes

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Public Safety Mobile Computer Terminals



Category: Community Improvement

City Council Priority: Public Safety

Project Location: Police & Fire Fleet

Managing Department: Information Technology

Contact Person: Daniel Nam [2706]/
Vikram Chand [2723]

Project Stage: Design & Implementation

Estimated Schedule

Design: 2022-2024

Construction: —

Recurring Project: No

Description

This project provides for the replacement of Fire and Police department vehicles mobile computers terminals (MCT) that are approaching the end of their service life. The MCT is a computerized device to communicate with central dispatch office in the field and essential tool for public safety daily operations as it provides real time information. The devices are recommended to be replaced every 5-7 years to meet the current hardware and software technologies.

Notes

In June 2023, IT purchased units to be installed in 32 police vehicles which is anticipated to be completed in 2024. Workplan in FY2023-24 is to select units for 20 Fire vehicle units and 8 Police motorcycle units and replacement is anticipated in FY2024-25.

Uncommitted Balance
as of 1/31/2024Council
Approval**Public Safety Mobile Computer Terminals**

Project No. 3497

\$410,000**7/1/2022****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	610,000	0	0	0	0	0	610,000
TOTAL	\$610,000	\$0	\$0	\$0	\$0	\$0	\$610,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	610,000	0	0	0	0	0	610,000
TOTAL	\$610,000	\$0	\$0	\$0	\$0	\$0	\$610,000

Finance Notes

City Council 2/20/2024 - Mid-Year Budget Appropriation of \$130k from General Government CIP Fund in prior years was defunded for other projects.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Council Chamber AV System Replacement



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	City Council Chamber
Managing Department:	Information Technology
Contact Person:	Daniel Nam [2706]/ Vikram Chand [2723]
Project Stage:	Construction
Estimated Schedule	
Design:	Completed
Construction:	2024
Recurring Project:	No

Description

This project provides for the replacement of the audio and video (AV) system in the Council Chamber that has exceeded its service life. The 10+ year old AV system is unpredictable, reaching technical obsolescence, and no longer meets the evolving needs of the City, such as hybrid public meetings. The work includes a redesign of the camera and conference systems and replacing the rear-projection screen with an LED display.

Notes

On 12/12/2023, City Council awarded a construction contract to replace the AV system which will occur during the City Council summer recess in 2024.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$56,000

7/1/2023

Council Chamber AV System Replacement

Project No. 3498

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	800,000	0	0	0	0	0	800,000
TOTAL	\$800,000	\$0	\$0	\$0	\$0	\$0	\$800,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Fund	800,000	0	0	0	0	0	800,000
TOTAL	\$800,000	\$0	\$0	\$0	\$0	\$0	\$800,000

Finance Notes

In FY23-24, City Council approved \$800k from the General Fund - Facilities Replacement Reserve.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

City Building's HVAC System Improvements



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	City Facilities
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiimalu [2648]
Project Stage:	Design
Estimated Schedule	
Design:	2022-2023
Construction:	2024-2025
Recurring Project:	No

Description

The project provides for the repair, replacement, and/or upgrades to the HVAC systems at all City facilities. Many of the existing systems are nearing the end of their useful life, requiring extensive repairs, including replacement.

Notes

On April 27, 2023, the Public Works Director declared an emergency for the repairs of the HVAC system at City Hall and the Public Works/Information Technology/Police Department buildings which were completed in the fall 2023. Funding request in FY2024-25 is for the replacement of the AC units at the Sports Center.

Uncommitted Balance
as of 1/31/2024Council
Approval

City Building's HVAC System Improvements

Project No. 3499

\$0

7/1/2022

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	620,000	355,000	0	0	0	0	975,000
TOTAL	\$620,000	\$355,000	\$0	\$0	\$0	\$0	\$975,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	620,000	355,000	0	0	0	0	975,000
TOTAL	\$620,000	\$355,000	\$0	\$0	\$0	\$0	\$975,000

Finance Notes

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Historic Resource Master Plan Update

PROJECT NO.

3503

CONCEPTUAL HISTORIC RESOURCES MASTERPLAN for the City of Milpitas



prepared by the
CITY OF MILPITAS
and
ARCHITECTURAL RESOURCES GROUP

UPDATED AND APPROVED BY THE MILPITAS
PARKS, RECREATION AND CULTURAL RESOURCES COMMISSION ON
March 1, 1993
December 5, 2011

Category:	Community Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Citywide
Managing Department:	Recreation & Community
Contact Person:	Renee Lorentzen [3409]/ Tegan McLane [3212]
Project Stage:	Design
Estimated Schedule	
Design:	2023-2024
Construction:	—
Recurring Project:	No

Description

This project provides for an update to the Historic Resources Master Plan adopted in 2011. The update will include identifying and assessing historic resources; updating the City's landmark policy for public and private resources; establish preservation efforts; identify potential funding mechanisms; and creating a program for Historic Resource Markers.

Notes

Recreation and Community Services department is anticipating to complete the update by the end of 2024.

Uncommitted Balance
as of 1/31/2024Council
Approval**Historic Resource Master Plan Update**

Project No. 3503

\$200,000**7/1/2022****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	200,000	0	0	0	0	0	200,000
TOTAL	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	200,000	0	0	0	0	0	200,000
TOTAL	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000

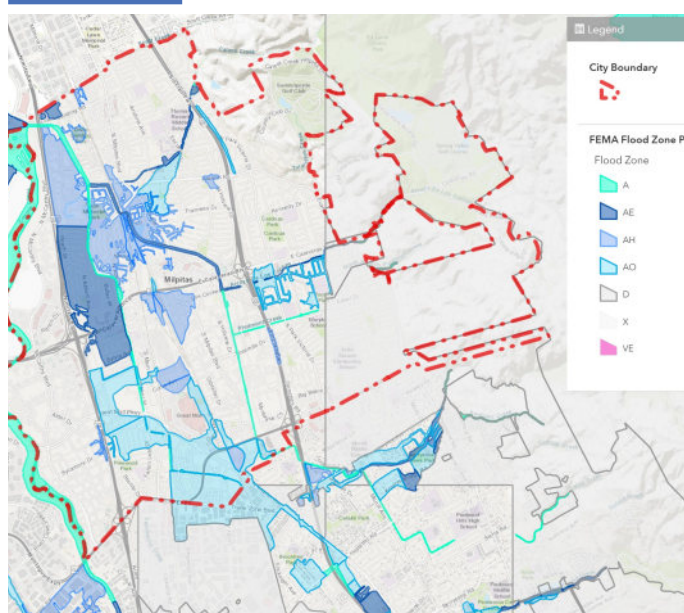
Finance Notes**Operating Impact Notes**

There are no operating or maintenance expenses associated with this project.

Watershed Analysis

PROJECT NO.

3506



Category:	Community Improvement
City Council Priority:	Economic Development and Growth
Project Location:	Flood Zone Areas
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Planning
Estimated Schedule	
Design:	2023-2024
Construction:	—
Recurring Project:	No

Description

This project provides for a watershed analysis to support and maintain the City's Federal Emergency Management Agency (FEMA) Community Rating System (CRS) Class 7 Rating. The project will allow the City to work towards a Class 6 Rating. The CRS is a national program developed by FEMA to assess the City's flood risk level and determine flood insurance premiums for the City of Milpitas residents. Currently, the Class 7 Rating allows residents to purchase flood insurance at a 15% discount on their premiums. In addition, the analysis will help identify potential problem areas in the City's stormwater infrastructure that may occur during a flood event.

Notes

CRS rating levels are determined in 500-point increments, resulting in a 5% reduction in flood insurance premiums for residents and businesses with each increase in class rating. Through various activities and credits, the City currently has 1692 points, with a buffer of 192 points above Class 7 Rating. FEMA conducts an annual evaluation and an audit every 5 years of the City's activities and documentation as they pertain to the City's classification. The consultant suggests conducting a watershed analysis to potentially boost the City's point total by up to 110 points. This is crucial to safeguarding the Class 7 rating against any future alterations in FEMA's point allocation methodology. The analysis is anticipated to be completed by fall 2024.

Watershed Analysis

Project No. 3506

Uncommitted Balance as of 1/31/2024	Council Approval
\$59,000	7/2/2023

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	150,000	0	0	0	0	0	150,000
Administration	30,000	0	0	0	0	0	30,000
TOTAL	\$180,000	\$0	\$0	\$0	\$0	\$0	\$180,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	180,000	0	0	0	0	0	180,000
TOTAL	\$180,000	\$0	\$0	\$0	\$0	\$0	\$180,000

Finance Notes

Operating Impact Notes

There are no operating or maintenance expenses associated with this project.

Gateway Signage



Category:	Community Improvement
City Council Priority:	Economic Development and Job Growth
Project Location:	Citywide
Managing Department:	Engineering & Planning
Contact Person:	Jay Lee [3077]/ Michael Silveira [3303]
Project Stage:	Planning
Estimated Schedule	
Design:	2023-2026
Construction:	2025-2027
Recurring Project:	No

Description

This project provides for the design and construction of gateway signage with the City's new logo at key entry points into the City. Priority locations will be along aerial routes of I-880, I-680, State Route 237, and Montague Expressway, and local collector streets along the City limits near the City of San Jose and Fremont. Work may include purchase of right-of-way and electrical and site improvements. The project will be phased pending on available funding.

Notes

The project received a developer contribution for gateway signage in 2014, Council Resolution. No. 8421. In July 2023, Engineering completed the installation of the first gateway "Welcome" sign that incorporates the City's new community mark at Arco gas station. Planning department will present potential locations for Council consideration as part of the Milpitas Gateway - Main Street Specific Plan (#3437) in 2024.

Gateway Signage

Project No. 3508

Uncommitted Balance as of 1/31/2024	Council Approval
\$232,000	7/2/2023

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	30,000	0	0	0	0	0	30,000
Administration	15,000	0	0	0	0	0	15,000
Inspection	5,000	0	0	0	0	0	5,000
Improvements	200,000	0	150,000	0	0	0	350,000
TOTAL	\$250,000	\$0	\$150,000	\$0	\$0	\$0	\$400,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Grants/Reimb./ Developer Fees	250,000	0	0	0	0	0	250,000
No Funding Source	0	0	150,000	0	0	0	150,000
TOTAL	\$250,000	\$0	\$150,000	\$0	\$0	\$0	\$400,000

Finance Notes

City Council 8/18/2014: Accepted Developer Fee of \$250k per Resolution. No. 8421 - Community Benefit Fund 215.

Operating Impact Notes

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

City Parking Lot Rehabilitation Program



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	City Facilities
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiimalu [2648]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for the rehabilitation of parking lots at City facilities including City Hall, Public Works, Police Department, Community Center, Barbara Lee Senior Center, Fire Stations, Parks, and Utility Pump Stations.

Notes

Funded in FY2022-23, resurfacing of the parking lot at Sports Center Complex is scheduled for FY2024-25 after Milpitas Unified School District has completed the construction of the Innovation Campus project. Funding request in FY2024-25 is for the resurfacing and repairs of the parking lots at Cardoza, Dixon Landing and Hall parks. Planned funding request in FY2025-26 is for the resurfacing and repairs of the parking lot at City Hall, Community Center, and Senior Center. This project is only partially funded.

Uncommitted Balance
as of 1/31/2024

\$183,000

Council
Approval

7/1/2019

City Parking Lot Rehabilitation Program

Project No. 3716

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	55,000	0	0	0	0	0	55,000
Improvements	435,000	350,000	400,000	200,000	200,000	200,000	1,785,000
TOTAL	\$490,000	\$350,000	\$400,000	\$200,000	\$200,000	\$200,000	\$1,840,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	400,000	350,000	0	0	0	0	750,000
Sewer Fund	15,000	0	0	0	0	0	15,000
Storm Drain Fund	75,000	0	0	0	0	0	75,000
No Funding Source	0	0	400,000	200,000	200,000	200,000	1,000,000
TOTAL	\$490,000	\$350,000	\$400,000	\$200,000	\$200,000	\$200,000	\$1,840,000

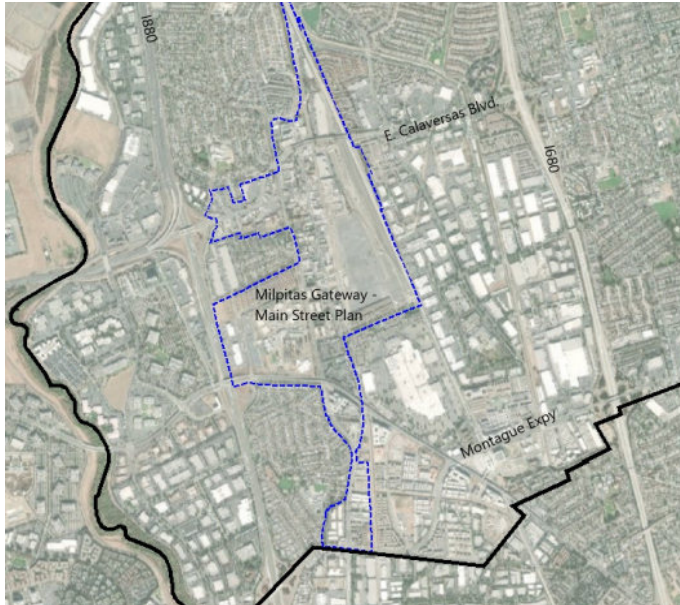
Finance Notes

City Council 6/4/2020 - \$50K in prior years funding from the General Government CIP Fund was defunded to address the projected shortfalls in the General Fund.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any maintenance costs that arise will be absorbed within the available maintenance schedule and annual operating budget.

Milpitas Gateway-Main St. Impact Fee Study and Sense of Place Plan



Category:	Community Improvement
City Council Priority:	Economic Development and Job Growth
Project Location:	Milpitas Gateway - Main St. Specific Plan
Managing Department:	Planning
Contact Person:	Jay Lee [3077]/ Randy Baez [3287]
Project Stage:	Planning
Estimated Schedule	
Design:	2024-2026
Construction:	—
Recurring Project:	No

Description

The Milpitas Main Street Sense of Place Plan will be based on the efforts and policies of the Milpitas Gateway/ Main Street Specific Plan by: (1) identifying streetscape and transportation improvements along Main Street; (2) creating a Basic Infrastructure Plan (BIP) that details each type of improvement and assigns a priority, and; (3) establishing a plan-specific development impact fee to fund the BIP improvements. The goal of the project is to revitalize and transform Main Street into a complete neighborhood with infrastructure and amenities to support high-density, mixed-use development along the corridor.

Notes

On X/X/2024, City Council approved agreement with the Metropolitan Transportation Commission (MTC) to receive \$600k through its Priority Development Area (PDA) Planning Grant Program. Planning department is anticipating to start the master planning in fall 2024 and complete it in FY2025-26.

Uncommitted Balance as of 1/31/2024	Council Approval
\$0	7/1/2024

Milpitas Gateway-Main St. Impact Fee Study and Sense of Place Plan

Project No. New

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	600,000	0	0	0	0	600,000
TOTAL	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Grants/Reimb./ Developer Fees	0	600,000	0	0	0	0	600,000
TOTAL	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000

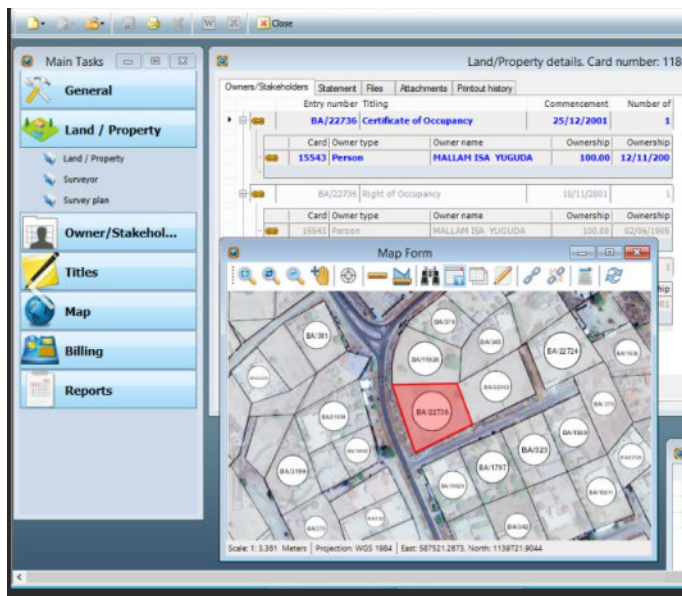
Finance Notes

City Council X/X/2024 - Budget Appropriation of \$600k from Priority Development Area (PDA) Planning Grant Program.

Operating Impact Notes

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Land Management System Replacement



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	City Hall
Managing Department:	Information Technology
Contact Person:	Daniel Nam [2706]/ Vikram Chand [2723]
Project Stage:	Planning
Estimated Schedule	
Design:	2023-2024
Construction:	2024-2026
Recurring Project:	No

Description

This project provides for the replacement of the existing TRACKit permit/land management system which is outdated and no longer meets the needs of the City. The vendor of the TRACKit permit system will no longer support the City's current software version. The new system will enable departments to collaborate and provide seamless services to the development community.

Notes

Funding request in FY2024-25 is for the replacement of the system. Implementation of software is anticipated to start in FY2024-25 and will take approximately 12 to 18 months to complete.

Uncommitted Balance
as of 1/31/2024Council
Approval**Land Management System Replacement**

Project No. New

\$0**7/1/2024****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	0	100,000	0	0	0	0	100,000
Improvements	0	1,400,000	0	0	0	0	1,400,000
TOTAL	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Information Technology Replacement	0	1,500,000	0	0	0	0	1,500,000
TOTAL	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000

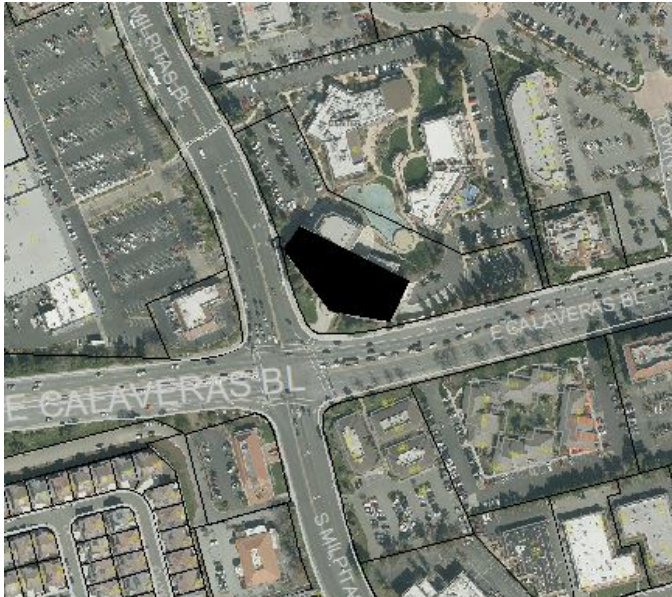
Finance Notes**Operating Impact Notes**

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

PROJECT NO.

New

City Hall Air Handlers Replacement



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	City Hall
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiumalu [2648]
Project Stage:	Design
Estimated Schedule	
Design:	2023-2024
Construction:	2024-2025
Recurring Project:	No

Description

This project provides for the replacement of the air handlers at City Hall which have exceed its service life. On April 27, 2023, the Public Works Director declared an emergency for the repairs of the air handlers and HVAC system at City Hall.

Notes

Funding request in FY2024-25 is for the replacement of the air handlers. The design is anticipated to start in spring 2024 and replacement is anticipated in 2025, pending lead time of the material.

Uncommitted Balance as of 1/31/2024	Council Approval
\$0	7/1/2024

City Hall Air Handlers Replacement

Project No. New

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	0	2,500,000	0	0	0	0	2,500,000
TOTAL	\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Fund	0	2,500,000	0	0	0	0	2,500,000
TOTAL	\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000

Finance Notes

In FY24-25, City Council approved \$2.5M from the General Fund - Facilities Replacement Reserve.

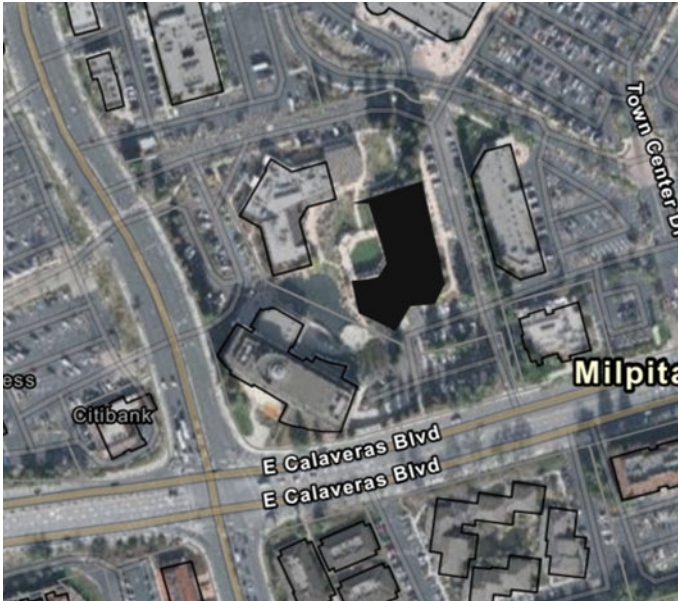
Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

PROJECT NO.

New

Community Center Roof Renovation



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	Community Center
Managing Department:	Public Works - Engineering/ Operations
Contact Person:	Michael Silveira [3303]/ Samu Tiumalu [2648]
Project Stage:	Planning
Estimated Schedule	
Design:	2024-2026
Construction:	2026-2028
Recurring Project:	No

Description

This project provides for the replacement of the roof at the Community Center which has exceeded its service life. Work may include mechanical units replacements, electrical and structural upgrades, kitchen remodel, etc.

Notes

Funding request in FY2024-25 is for the planning and design of the roof replacement. Construction is anticipated in FY2026-27, pending funding and relocation of Recreation and Community Services department operations.

Uncommitted Balance
as of 1/31/2024Council
Approval**Community Center Roof Renovation**

Project No. New

\$0**7/1/2024****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	350,000	0	0	0	0	350,000
Administration	0	150,000	0	0	0	0	150,000
Inspection	0	0	100,000	0	0	0	100,000
Improvements	0	0	1,900,000	0	0	0	1,900,000
TOTAL	\$0	\$500,000	\$2,000,000	\$0	\$0	\$0	\$2,500,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	0	500,000	0	0	0	0	500,000
No Funding Source	0	0	2,000,000	0	0	0	2,000,000
TOTAL	\$0	\$500,000	\$2,000,000	\$0	\$0	\$0	\$2,500,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

PROJECT NO.

New

Electronic Records Management System



Category:	Community Improvement
City Council Priority:	Governance and Administration
Project Location:	City Clerk Office
Managing Department:	City Clerk & Information Technology
Contact Person:	Suzanne Guzzetta [3001]/ Daniel Nam [2706]
Project Stage:	Planning
Estimated Schedule	
Design:	2024-2025
Construction:	2025-2026
Recurring Project:	No

Description

This project provides for the replacement of the City's in-house electronic records management system known as ApplicationExtender which has exceeded its service life. The new system will allow the City Clerk Office to easily manage the City's records management program in compliance with federal and state statutes. It will be a modern, centralized system that will provide easier access and management of records retention to all departments and the public. It will allow the public to search records which will minimize staff time and meet the City's transparency and efficiency goals.

Notes

Funding request in FY2024-25 is for obtaining a consultant to assist in selecting a vendor for the replacement of the system. Planned funding request in FY2025-26 is for the implementation of system which will take approximately 12 to 18 months to complete.

Uncommitted Balance
as of 1/31/2024Council
Approval**Electronic Records Management System**

Project No. New

\$0**7/1/2024****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	150,000	0	0	0	0	150,000
Improvements	0	0	200,000	0	0	0	200,000
TOTAL	\$0	\$150,000	\$200,000	\$0	\$0	\$0	\$350,000

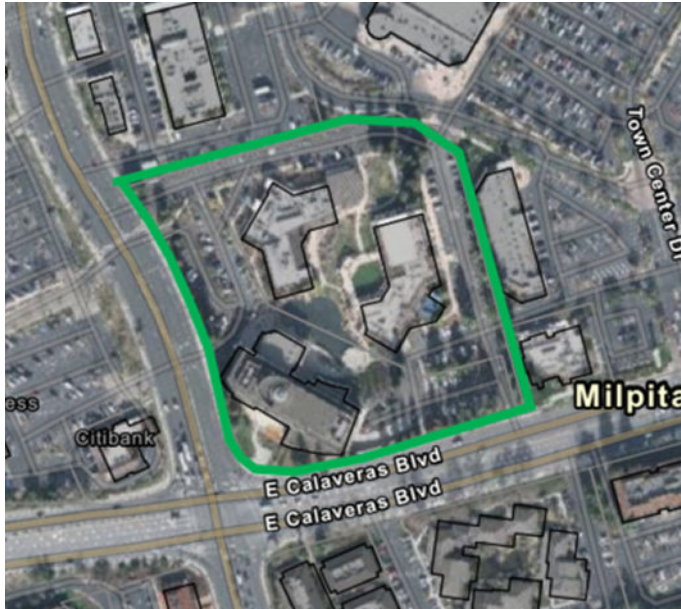
Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Information Technology Replacement	0	150,000	0	0	0	0	150,000
No Funding Source	0	0	200,000	0	0	0	200,000
TOTAL	\$0	\$150,000	\$200,000	\$0	\$0	\$0	\$350,000

Finance Notes**Operating Impact Notes**

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

City Hall Fountain & Landscape Renovation



Category:	Community Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	City Hall
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Assessment
Estimated Schedule	
Design:	2025
Construction:	TBD
Recurring Project:	No

Description

This project provides for the assessment and design to restore the landscaping within the City Hall campus including Senior Center and Community Center buildings to enhance the quality of life and community pride for all residents. Also, the project will assess alternatives to convert the derelict fountain, pond, and waterfall located in the front and rear of City Hall to a more usage open space for community events and gatherings. The cost of maintaining and repairing of the water features has impacted budget resources.

Notes

Funding request in FY2024-25 is for the assessment and conceptual design of restoring landscaping and converting the water features within the City Hall campus. The assessment is anticipated to start in 2025. The cost of the design and construction is unknown and not funded at this time.

Uncommitted Balance
as of 1/31/2024Council
Approval**City Hall Fountain & Landscape Renovation**

Project No. New

\$0**7/1/2024****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	175,000	0	0	0	0	175,000
Administration	0	75,000	0	0	0	0	75,000
TOTAL	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	0	250,000	0	0	0	0	250,000
TOTAL	\$0	\$250,000	\$0	\$0	\$0	\$0	\$250,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.



PARK IMPROVEMENT PROJECTS

2025-29 Summary of Estimated Costs

Pg.	No.	Project Name	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total Cost
152	2005	Lower Penitencia Creek Pedestrian Bridge	1,825,000	600,000	0	0	0	0	2,425,000
154	2012	(Rmb) Metro Linear Trails	3,270,000	0	0	0	0	0	3,270,000
156	2013	(Rmb) Trade Zone/Montague Park - North	3,100,000	0	0	0	0	0	3,100,000
158	2023	Metro Tango Subdistrict Park	600,000	0	0	3,550,000	0	0	4,150,000
160	3424	Citywide Park Rehabilitation	2,653,497	50,000	600,000	600,000	600,000	600,000	5,103,497
162	3463	On-Call Parks and Landscaping Services	720,000	0	100,000	100,000	100,000	100,000	1,120,000
164	3491	Cardoza Park Softball Fields Improvement	800,000	0	0	7,000,000	0	0	7,800,000
166	3500	ARPA Park Rehabilitation – DPW	1,340,543	0	0	0	0	0	1,340,543
168	3501	ARPA Park Rehabilitation – Engineering	3,270,815	0	0	0	0	0	3,270,815
170	3505	Sport Center Football Bleacher Replacement	200,000	0	1,500,000	0	0	0	1,700,000
172	5055	Alviso Adobe Renovation	8,359,272	0	0	0	0	0	8,359,272
174	5102	Delano Manongs Park	12,154,820	0	0	0	0	0	12,154,820
176	5108	Sports Fields Turf Rehabilitation Program	776,000	0	0	0	0	0	776,000
178	5110	Sandalwood Park Renovation	475,000	0	0	2,200,000	0	0	2,675,000
180	5113	Minor Sports Courts Rehabilitation Program	1,070,000	130,000	155,000	155,000	155,000	155,000	1,820,000
182	5116	Pickleball Improvements	100,000	0	100,000	0	0	0	200,000
184	New	Innovation District Parks and Trails Master Plan	0	200,000	0	0	0	0	200,000
186	New	Sinnott Park Playground Assessment	0	100,000	0	0	0	0	100,000
Funding Subtotal			40,714,947	1,080,000	2,455,000	13,605,000	855,000	855,000	59,564,947
Total Cost			\$40,714,947	\$1,080,000	\$2,455,000	\$13,605,000	\$855,000	\$855,000	\$59,564,947

Funding Summary

Grants/Reimb./Developer Fees	200,000	0	0	0	0
Park Fund	280,000	0	0	0	0
TASP Impact Fees	600,000	0	3,550,000	0	0
Total Financing Available	1,080,000	0	3,550,000	0	0
No Funding Source	0	2,455,000	10,055,000	855,000	855,000
Total	\$1,080,000	\$2,455,000	\$13,605,000	\$855,000	\$855,000

Summary of Project Funding Sources FY 2024-25

Pg.	No.	Project Name	Grants/Reimb./ Developer Fees	Park Fund	TASP Impact Fees
152	2005	Lower Penitencia Creek Pedestrian Bridge	0	0	600,000
154	2012	(Rmb) Metro Linear Trails	0	0	0
156	2013	(Rmb) Trade Zone/Montague Park - North	0	0	0
158	2023	Metro Tango Subdistrict Park	0	0	0
160	3424	Citywide Park Rehabilitation	0	50,000	0
162	3463	On-Call Parks and Landscaping Services	0	0	0
164	3491	Cardoza Park Softball Fields Improvement	0	0	0
166	3500	ARPA Park Rehabilitation – DPW	0	0	0
168	3501	ARPA Park Rehabilitation – Engineering	0	0	0
170	3505	Sport Center Football Bleacher Replacement	0	0	0
172	5055	Alviso Adobe Renovation	0	0	0
174	5102	Delano Manongs Park	0	0	0
176	5108	Sports Fields Turf Rehabilitation Program	0	0	0
178	5110	Sandalwood Park Renovation	0	0	0
180	5113	Minor Sports Courts Rehabilitation Program	0	130,000	0
182	5116	Pickleball Improvements	0	0	0
184	New	Innovation District Parks and Trails Master Plan	200,000	0	0
186	New	Sinnott Park Playground Assessment	0	100,000	0
Subtotal by Funding Source			200,000	280,000	600,000
Total			\$1,080,000		

Park Improvement Projects

Summary of Project Funding Sources FY 2025-26

Pg.	No.	Project Name	Park Fund	TASP Impact Fees	No Funding Source
152	2005	Lower Penitencia Creek Pedestrian Bridge	0	0	0
154	2012	(Rmb) Metro Linear Trails	0	0	0
156	2013	(Rmb) Trade Zone/Montague Park - North	0	0	0
158	2023	Metro Tango Subdistrict Park	0	0	0
160	3424	Citywide Park Rehabilitation	0	0	600,000
162	3463	On-Call Parks and Landscaping Services	0	0	100,000
164	3491	Cardoza Park Softball Fields Improvement	0	0	0
166	3500	ARPA Park Rehabilitation – DPW	0	0	0
168	3501	ARPA Park Rehabilitation – Engineering	0	0	0
170	3505	Sport Center Football Bleacher Replacement	0	0	1,500,000
172	5055	Alviso Adobe Renovation	0	0	0
174	5102	Delano Manongs Park	0	0	0
176	5108	Sports Fields Turf Rehabilitation Program	0	0	0
178	5110	Sandalwood Park Renovation	0	0	0
180	5113	Minor Sports Courts Rehabilitation Program	0	0	155,000
182	5116	Pickleball Improvements	0	0	100,000
184	New	Innovation District Parks and Trails Master Plan	0	0	0
186	New	Sinnott Park Playground Assessment	0	0	0
Subtotal by Funding Source			0	0	2,455,000
Total			\$2,455,000		

Summary of Project Funding Sources FY 2026-27

Pg.	No.	Project Name	Park Fund	TASP Impact Fees	No Funding Source
152	2005	Lower Penitencia Creek Pedestrian Bridge	0	0	0
154	2012	(Rmb) Metro Linear Trails	0	0	0
156	2013	(Rmb) Trade Zone/Montague Park - North	0	0	0
158	2023	Metro Tango Subdistrict Park	0	3,550,000	0
160	3424	Citywide Park Rehabilitation	0	0	600,000
162	3463	On-Call Parks and Landscaping Services	0	0	100,000
164	3491	Cardoza Park Softball Fields Improvement	0	0	7,000,000
166	3500	ARPA Park Rehabilitation – DPW	0	0	0
168	3501	ARPA Park Rehabilitation – Engineering	0	0	0
170	3505	Sport Center Football Bleacher Replacement	0	0	0
172	5055	Alviso Adobe Renovation	0	0	0
174	5102	Delano Manongs Park	0	0	0
176	5108	Sports Fields Turf Rehabilitation Program	0	0	0
178	5110	Sandalwood Park Renovation	0	0	2,200,000
180	5113	Minor Sports Courts Rehabilitation Program	0	0	155,000
182	5116	Pickleball Improvements	0	0	0
184	New	Innovation District Parks and Trails Master Plan	0	0	0
186	New	Sinnott Park Playground Assessment	0	0	0
Subtotal by Funding Source			0	3,550,000	10,055,000
Total			\$13,605,000		

Park Improvement Projects

Summary of Project Funding Sources FY 2027-28

Pg.	No.	Project Name	Park Fund	TASP Impact Fees	No Funding Source
152	2005	Lower Penitencia Creek Pedestrian Bridge	0	0	0
154	2012	(Rmb) Metro Linear Trails	0	0	0
156	2013	(Rmb) Trade Zone/Montague Park - North	0	0	0
158	2023	Metro Tango Subdistrict Park	0	0	0
160	3424	Citywide Park Rehabilitation	0	0	600,000
162	3463	On-Call Parks and Landscaping Services	0	0	100,000
164	3491	Cardoza Park Softball Fields Improvement	0	0	0
166	3500	ARPA Park Rehabilitation – DPW	0	0	0
168	3501	ARPA Park Rehabilitation – Engineering	0	0	0
170	3505	Sport Center Football Bleacher Replacement	0	0	0
172	5055	Alviso Adobe Renovation	0	0	0
174	5102	Delano Manongs Park	0	0	0
176	5108	Sports Fields Turf Rehabilitation Program	0	0	0
178	5110	Sandalwood Park Renovation	0	0	0
180	5113	Minor Sports Courts Rehabilitation Program	0	0	155,000
182	5116	Pickleball Improvements	0	0	0
184	New	Innovation District Parks and Trails Master Plan	0	0	0
186	New	Sinnott Park Playground Assessment	0	0	0
Subtotal by Funding Source			0	0	855,000
Total			\$855,000		

Summary of Project Funding Sources FY 2028-29

Pg.	No.	Project Name	Park Fund	TASP Impact Fees	No Funding Source
152	2005	Lower Penitencia Creek Pedestrian Bridge	0	0	0
154	2012	(Rmb) Metro Linear Trails	0	0	0
156	2013	(Rmb) Trade Zone/Montague Park - North	0	0	0
158	2023	Metro Tango Subdistrict Park	0	0	0
160	3424	Citywide Park Rehabilitation	0	0	600,000
162	3463	On-Call Parks and Landscaping Services	0	0	100,000
164	3491	Cardoza Park Softball Fields Improvement	0	0	0
166	3500	ARPA Park Rehabilitation – DPW	0	0	0
168	3501	ARPA Park Rehabilitation – Engineering	0	0	0
170	3505	Sport Center Football Bleacher Replacement	0	0	0
172	5055	Alviso Adobe Renovation	0	0	0
174	5102	Delano Manongs Park	0	0	0
176	5108	Sports Fields Turf Rehabilitation Program	0	0	0
178	5110	Sandalwood Park Renovation	0	0	0
180	5113	Minor Sports Courts Rehabilitation Program	0	0	155,000
182	5116	Pickleball Improvements	0	0	0
184	New	Innovation District Parks and Trails Master Plan	0	0	0
186	New	Sinnott Park Playground Assessment	0	0	0
Subtotal by Funding Source			0	0	855,000
Total			\$855,000		

Lower Penitencia Creek Pedestrian Bridge



Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Lower Penitencia Channel at Delano Manongs Park
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Design
Estimated Schedule	
Design:	2024-2025
Construction:	2025-2026
Recurring Project:	No

Description

This project provides for the design and construction of a new pedestrian bridge over Lower Penitencia Channel. The bridge will connect Santa Clara Valley Water District's (SCVWD) multi-use trail along Centre Pointe residential development to the Delano Manongs Park.

Notes

Joint Use Agreement will be required with Santa Clara Valley Water District for the bridge. Funding request in FY2024-25 is for consultant agreements, regulatory permitting coordination and processing, escalating cost of construction, and staff administration. The design and regulatory permitting is anticipated to be completed by winter 2025 in order to start construction by spring 2025. (Not In TADIF)

Uncommitted Balance as of 1/31/2024	Council Approval
\$1,202,000	3/17/2015

Lower Penitencia Creek Pedestrian Bridge

Project No. 2005

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	290,000	100,000	0	0	0	0	390,000
Administration	225,000	100,000	0	0	0	0	325,000
Inspection	150,000	0	0	0	0	0	150,000
Improvements	1,160,000	400,000	0	0	0	0	1,560,000
TOTAL	\$1,825,000	\$600,000	\$0	\$0	\$0	\$0	\$2,425,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Grants/Reimb./ Developer Fees	842,842	0	0	0	0	0	842,842
TASP Impact Fees	982,158	600,000	0	0	0	0	1,582,158
TOTAL	\$1,825,000	\$600,000	\$0	\$0	\$0	\$0	\$2,425,000

Finance Notes

City Council 3/17/2015 - Project created with budget appropriation of \$150k from TASP Impact Fees.
Developer Fees: Contributions include \$250k from Harmony, \$250k from Taylor Morrison (District 2), \$169,718 from D.R. Horton/CentrePoint, \$80,282 from Houret.
Developer Fees: DR Horton was reimbursed \$32,842 for the trail.
In FY2016-17, \$150k in prior year funding from TASP Impact Fees funding was replaced with Developer Fees.
City Council 2/5/2019 - Approved processing SCVWD D3 Grant application.
On 4/23/2019, the project was awarded \$60k SCVWD D3 Grant.

Operating Impact Notes

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

(Rmb) Metro Linear Trails



Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Milpitas Metro Specific Plan
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Planning
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	No

Description

This project provides for reimbursement to developers to construct linear trail segments as specified in the Milpitas Metro Area Specific Plan.

Notes

Majority of the linear trail segments have been completed. The remaining segment to be constructed is on the south side of Penitence Creek between Montague Expressway and Lundy Place. The City reimbursed Anton Development (\$189K) and Lennar Homes (\$310k) for trail improvements in June 2022. (TASP ID: DB#41/42)

(Rmb) Metro Linear Trails

Project No. 2012

Uncommitted Balance as of 1/31/2024	Council Approval
\$2,770,000	7/1/2019

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	3,270,000	0	0	0	0	0	3,270,000
TOTAL	\$3,270,000	\$0	\$0	\$0	\$0	\$0	\$3,270,000

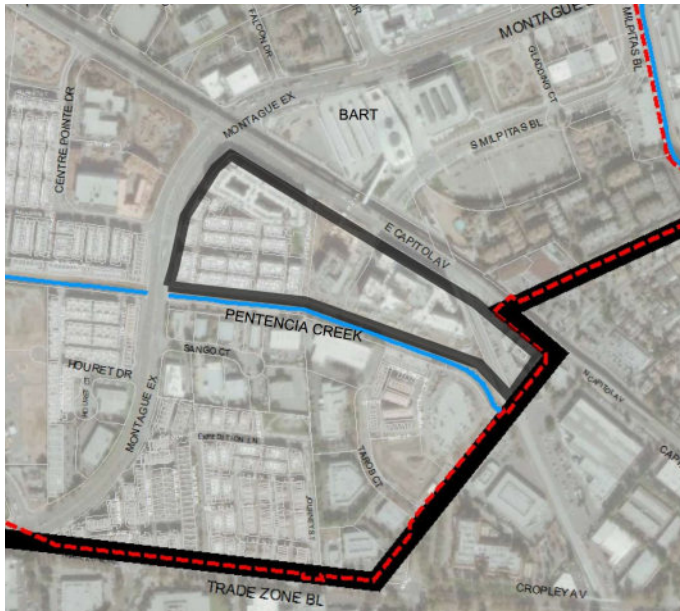
Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
TASP Impact Fees	3,270,000	0	0	0	0	0	3,270,000
TOTAL	\$3,270,000	\$0	\$0	\$0	\$0	\$0	\$3,270,000

Finance Notes**Operating Impact Notes**

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

(Rmb) Trade Zone/Montague Park - North



Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Milpitas Metro Specific Plan
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Project Closure
Estimated Schedule	
Design:	—
Construction:	—
Recurring Project:	No

Description

This project provides for reimbursement to developers to construct a new linear park north of Penitencia Creek between Montague Expressway and city limits of San Jose in the Trade Zone/Montague Park sub-district as specified in Milpitas Metro Specific Plan.

Notes

The City reimbursed Anton Development (\$1.12M) for the park improvements in June 2022. The developers within the subdistrict have completed the linear park(s) as identified in the Transit Area Specific Plan's BIP. (TASP ID: DB#30)

Uncommitted Balance
as of 1/31/2024Council
Approval**(Rmb) Trade Zone/Montague Park - North**

Project No. 2013

\$1,977,000**7/1/2019****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	3,100,000	0	0	0	0	0	3,100,000
TOTAL	\$3,100,000	\$0	\$0	\$0	\$0	\$0	\$3,100,000

Funding Source

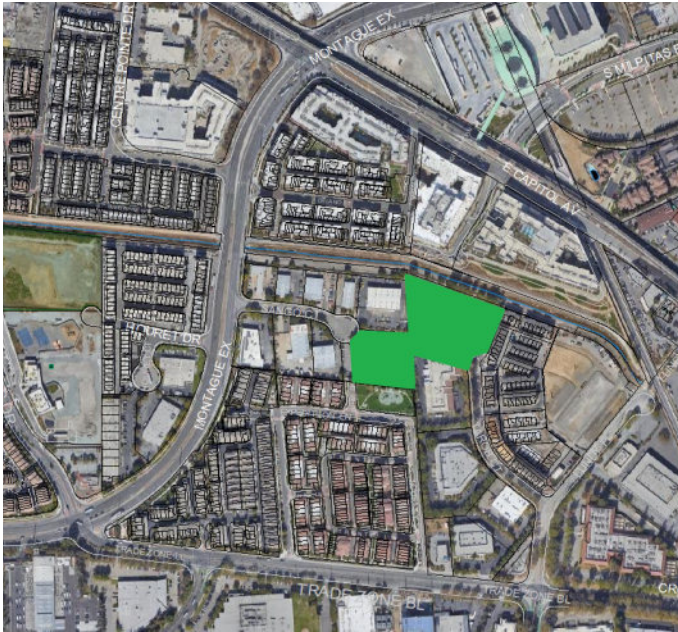
	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
TASP Impact Fees	3,100,000	0	0	0	0	0	3,100,000
TOTAL	\$3,100,000	\$0	\$0	\$0	\$0	\$0	\$3,100,000

Finance Notes**Operating Impact Notes**

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Close at the end of Fiscal Year: June 30, 2024

Metro Tango Subdistrict Park



Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Expedition Lane, Jubilee Dr., Sango Ct. and Tarob Ct.
Managing Department:	Recreation & Community/Public Works-Engineering
Contact Person:	Renee Lorentzen [3409]/ Michael Silveira [3303]
Project Stage:	Planning
Estimated Schedule	
Design:	2024-2026
Construction:	2027-2028
Recurring Project:	No

Description

This project provides for the design and construction of a new 5-acre City park within the Tango Subdistrict of the Milpitas Metro Specific Plan area. The park will expand Rapbone Park and be adjacent to Expedition Lane, Jubilee Lane, Sango Court, and Tarob Court. The park may include benches, landscaping and irrigation system, pedestrian pathways, picnic areas, restroom, sports fields or courts, and other passive recreation facilities.

Notes

Rapbone Park (0.75 acres) was completed by K. Hovnanian Homes in 2017. The City purchased 1700 Sango Court (1.3-acres) and 1831 Tarob Court (2.5-acres) and needs to acquire 0.45 acres property on Sango Ct. (APN 86-036-011) to complete the land requirement for the park. The project will be coordinated with the S. Milpitas Blvd. Vehicle Bridge at Penitencia Creek Project (#2016) and Tarob-Geomax 2 Development (Toll Brothers) at 1901 Tarob Ct. to construct the park and road network. Workplan in FY2023-24 is to start master planning of the park. The project schedule will be determined once the remaining lands are acquired and the schedule of surrounding developments. (TASP ID: DB#28)

Metro Tango Subdistrict Park

Project No. 2023

Uncommitted Balance as of 1/31/2024	Council Approval
\$576,000	7/1/2019

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	475,000	0	0	0	0	0	475,000
Administration	125,000	0	0	0	0	0	125,000
Inspection	0	0	0	50,000	0	0	50,000
Improvements	0	0	0	3,500,000	0	0	3,500,000
TOTAL	\$600,000	\$0	\$0	\$3,550,000	\$0	\$0	\$4,150,000

Funding Source

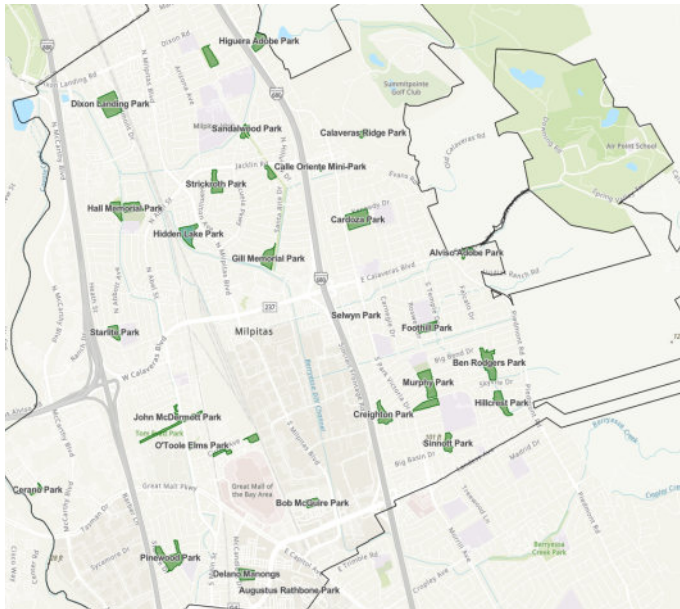
	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
TASP Impact Fees	600,000	0	0	3,550,000	0	0	4,150,000
TOTAL	\$600,000	\$0	\$0	\$3,550,000	\$0	\$0	\$4,150,000

Finance Notes

Operating Impact Notes

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Citywide Park Rehabilitation



Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Citywide Parks
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiimalu [2648]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for rehabilitation of citywide parks needing minor improvements. Work may include assessment of amenities; repairs and replacement of site furnishings, and playground equipment and surfacing; signage installation; and minor improvements such as fencing, landscape and irrigation system, park lighting, pathways, restrooms, trails, etc. Park rehabilitation will be prioritized according to the adopted Park & Recreation Master Plan Update, dated December 14, 2021.

Notes

In 2022-23, Public Works completed the repairs of the fence at Ed Levin Park and pedestrian bridge at Hall Park. In 2023-24, Public Works completed minor asphalt pathway repairs along the Coyote Creek and Engineering completed paver repairs at the picnic areas in Tom Evatt park. Workplan in FY2023-24 is to repair the trails in the Hetch Hetchy right of way between Kevenaire Dr. to Trammway Rd., adjacent to Coyote Creek from approximate Main Lift Station to McCarthy Blvd., at Strickroth Park, and on Rancho Middle School between Yellowstone Ave. and Sinnott Park; repair fences at Sports Center Complex, Dixon Landing Park and Peter Gill Memorial Park; and continue ongoing replacement of site furnishings and signage, and repairs to play areas at various parks. Funding request in FY2024-25 is for ongoing replacement of site furnishings and signage, and repairs to play areas at various parks.

Uncommitted Balance as of 1/31/2024	Council Approval
\$790,000	7/1/2016

Citywide Park Rehabilitation
Project No. 3424

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	60,000	0	0	0	0	0	60,000
Inspection	30,000	0	0	0	0	0	30,000
Improvements	2,523,497	50,000	600,000	600,000	600,000	600,000	4,973,497
Equipment	40,000	0	0	0	0	0	40,000
TOTAL	\$2,653,497	\$50,000	\$600,000	\$600,000	\$600,000	\$600,000	\$5,103,497

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	503,497	0	0	0	0	0	503,497
Midtown Park Fund	800,000	0	0	0	0	0	800,000
Park Fund	1,350,000	50,000	0	0	0	0	1,400,000
No Funding Source	0	0	600,000	600,000	600,000	600,000	2,400,000
TOTAL	\$2,653,497	\$50,000	\$600,000	\$600,000	\$600,000	\$600,000	\$5,103,497

Finance Notes

City Council 6/2/2020 - \$450k in prior years funding from the General Government CIP Fund was defunded to address the projected shortfalls in the General Fund.

City Council 6/15/2021 - Budget Appropriation of \$275,437 from General Government CIP Fund.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

On-Call Parks and Landscaping Services

PROJECT NO.
3463



Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Citywide Parks
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiimalu [2648]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for on-call maintenance and repair services at all City parks and street landscape areas. Work may include, but is not limited to, repair and replacement of irrigation valves and main lines, irrigation controllers, landscaping, drainage, pathways, playground equipment and surfacing, sport courts and fields, picnic areas, lighting, parks buildings and restrooms, and other amenities as needed.

Notes

Funding request in FY2024-25 is for various maintenance and repairs on-call service contracts related to the City's park infrastructure.

Uncommitted Balance
as of 1/31/2024Council
Approval**On-Call Parks and Landscaping Services**

Project No. 3463

\$295,000**7/1/2020****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	720,000	0	100,000	100,000	100,000	100,000	1,120,000
TOTAL	\$720,000	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$1,120,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Community Facilities District	150,000	0	0	0	0	0	150,000
General Government CIP Fund	470,000	0	0	0	0	0	470,000
Park Fund	100,000	0	0	0	0	0	100,000
No Funding Source	0	0	100,000	100,000	100,000	100,000	400,000
TOTAL	\$720,000	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$1,120,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Cardoza Park Softball Fields Improvement



Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Cardoza Park
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Planning
Estimated Schedule	
Design:	2023-2025
Construction:	TBD
Reoccurring Project:	No

Description

This project provides for the design and construction of new softball fields at Cardoza Park. Work may include bleachers, chain link fencing, demolition, dugout with player benches, earthworks, field lighting system, field lawn and irrigation system, hooded backstop, infield, pathways adjacent to fields, scoreboards, and storm drain improvements.

Notes

The adopted Parks and Recreation Master Plan includes a conceptual plan for a 3- and 4-field option to assist staff with master planning of the project. A design consultant was selected in fall 2023 and preliminary designs, community outreach, and environmental review under CEQA is underway which is anticipated to be completed by the end of 2025. Construction is anticipated to start FY2026-27 pending on available funding and approval of the field option. Estimate for improvements only includes construction of softball fields and may increase due to environmental mitigation measures for parking lot, roadway, and traffic improvements and site improvements of furnishings, landscape areas, irrigation system, picnic areas, pathways, storm drain system, etc. This project is not fully funded at this time.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$330,000

7/1/2021

Cardoza Park Softball Fields Improvement

Project No. 3491

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	650,000	0	0	350,000	0	0	1,000,000
Administration	150,000	0	0	250,000	0	0	400,000
Inspection	0	0	0	100,000	0	0	100,000
Improvements	0	0	0	6,300,000	0	0	6,300,000
TOTAL	\$800,000	\$0	\$0	\$7,000,000	\$0	\$0	\$7,800,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	300,000	0	0	0	0	0	300,000
Park Fund	500,000	0	0	0	0	0	500,000
No Funding Source	0	0	0	7,000,000	0	0	7,000,000
TOTAL	\$800,000	\$0	\$0	\$7,000,000	\$0	\$0	\$7,800,000

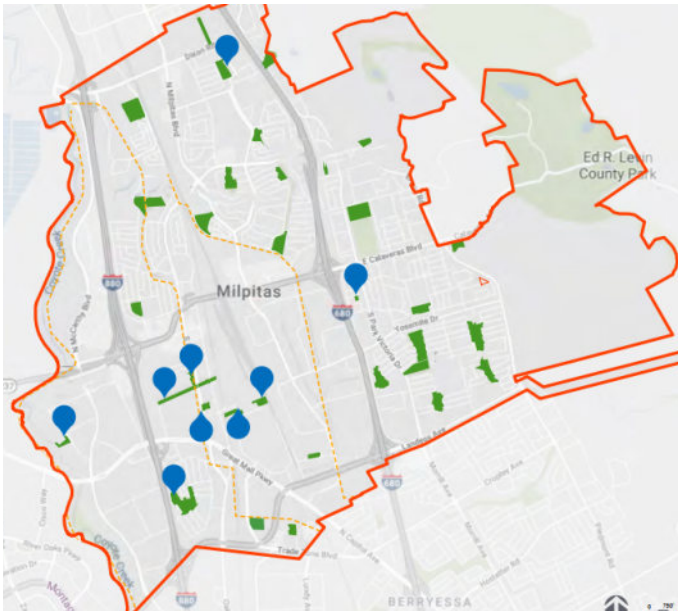
Finance Notes**Operating Impact Notes**

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

ARPA Park Rehabilitation – DPW

PROJECT NO.

3500



Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Various Parks
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiumalu [2648]
Project Stage:	Project Closeout
Estimated Schedule	
Design:	Completed
Construction:	Completed
Reoccurring Project:	No

Description

This project provides for the design and construction to address health and safety repairs and short-term improvements at seven City parks. The improvements will improve the condition of the parks as identified in critical and poor condition as specified in the adopted Park & Recreation Master Plan Update, dated December 14, 2021. Work includes improvements to playground equipment and surfacing and pathway repairs.

Notes

This project was approved by City Council as part of the American Rescue Plan Act Investment Plan on August 9, 2021. On 12/6/2022, City Council awarded a construction contract to repair and/or replace play equipment and surfacing at Cerano, John McDermott, O'Toole Elms, Parc Metro Central & East, Pinewood, Selwyn, Sunnyhills Albert Augustine Jr. Memorial, and Tom Evatt parks which was completed in winter 2024. On 12/20/2022, City Council accepted a Per Capita Grant Funds from the State Department of Parks and Recreation for Sunnyhills Albert Augustine Jr. Memorial that services disadvantaged communities.

Uncommitted Balance as of 1/31/2024	Council Approval
\$120,000	8/9/2021

ARPA Park Rehabilitation – DPW

Project No. 3500

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	150,000	0	0	0	0	0	150,000
Administration	50,000	0	0	0	0	0	50,000
Improvements	1,140,543	0	0	0	0	0	1,140,543
TOTAL	\$1,340,543	\$0	\$0	\$0	\$0	\$0	\$1,340,543

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Grants/Reimb./ Developer Fees	1,340,543	0	0	0	0	0	1,340,543
TOTAL	\$1,340,543	\$0	\$0	\$0	\$0	\$0	\$1,340,543

Finance Notes

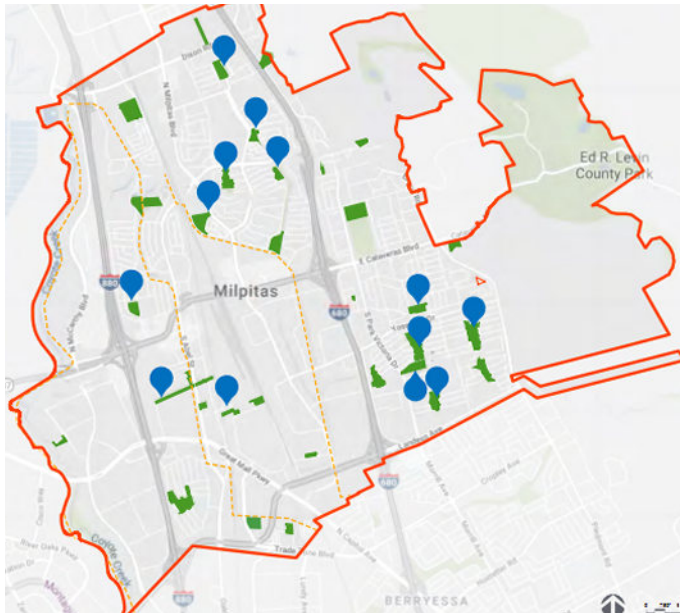
City Council 8/9/2021 - approved American Rescue Plan Act funding of \$1.116M for this project.

City Council 12/20/2022 - accepted a Per Capita Grant Fund of \$224,543.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

ARPA Park Rehabilitation – Engineering



Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Various Parks
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Construction
Estimated Schedule	
Design:	Completed
Construction:	2024-2025
Reoccurring Project:	No

Description

This project provides for the design and construction to address health and safety repairs and short-term improvements at 13 City parks. The improvements will improve the condition of parks as identified in critical and poor condition as specified in the Adopted Park & Recreation Master Plan Update, dated December 14, 2021. Work includes improvements to fitness station and playground areas, picnic areas, pathways, site amenities and furnishings, drainage, and restrooms.

Notes

This project was approved by City Council as part of the American Rescue Plan Act Investment Plan on August 9, 2021. On X/XX/2024, City Council awarded a construction contract to address health and safety repairs and short-term improvements at Ben Rodgers, Foothill, Hidden Lake, Murphy, Oliver Jones, Parc Metro West, Robert E. Browne, Sandalwood, Sinnott, Strickroth, Starlite, Sunnyhills Albert Augustine Jr. Memorial and Tom Evatt parks. The project is anticipated to be completed in 2025.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$2,788,000

8/9/2021

ARPA Park Rehabilitation – Engineering

Project No. 3501

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	400,000	0	0	0	0	0	400,000
Administration	150,000	0	0	0	0	0	150,000
Inspection	50,000	0	0	0	0	0	50,000
Improvements	2,670,815	0	0	0	0	0	2,670,815
TOTAL	\$3,270,815	\$0	\$0	\$0	\$0	\$0	\$3,270,815

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Grants/Reimb./ Developer Fees	3,270,815	0	0	0	0	0	3,270,815
TOTAL	\$3,270,815	\$0	\$0	\$0	\$0	\$0	\$3,270,815

Finance Notes

City Council 8/9/2021 - approved American Rescue Plan Act funding of \$3,270,815 for this project.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Sport Center Football Bleacher Replacement



Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Sport Center Complex
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Design
Estimated Schedule	
Design:	2023-2024
Construction:	2026-2027
Recurring Project:	No

Description

The project provides for design and construction of the home-side football bleachers at the Sport Center Complex. The bleachers were installed in the 1970s which are not in compliance with current building code and ADA regulations. Work includes removal of existing bleachers, installation of new bleachers that are compliant with the current building code and ADA regulations, providing ADA accessible routes and pathways, and storm drain improvements to comply with State regulations.

Notes

Design is underway and is anticipating to be completed by summer 2024. Planned funding request in FY2025-26 is for the construction of the new bleachers and associated site improvements, pending on available funding.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$34,000

7/1/2023

Sport Center Football Bleacher Replacement

Project No. 3505

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	150,000	0	50,000	0	0	0	200,000
Administration	50,000	0	50,000	0	0	0	100,000
Inspection	0	0	50,000	0	0	0	50,000
Improvements	0	0	1,350,000	0	0	0	1,350,000
TOTAL	\$200,000	\$0	\$1,500,000	\$0	\$0	\$0	\$1,700,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Park Fund	200,000	0	0	0	0	0	200,000
No Funding Source	0	0	1,500,000	0	0	0	1,500,000
TOTAL	\$200,000	\$0	\$1,500,000	\$0	\$0	\$0	\$1,700,000

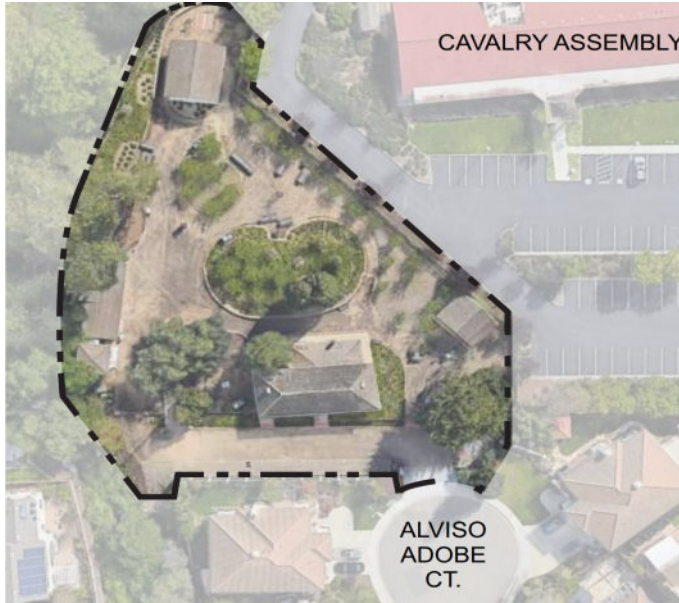
Finance Notes**Operating Impact Notes**

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Alviso Adobe Renovation

PROJECT NO.

5055



Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	2087 Alviso Adobe Court
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Ph 5C: Construction
Estimated Schedule	
Design:	Completed
Construction:	2024
Recurring Project:	No

Description

In 1997, the City purchased the historic Alviso Adobe property, located at 2087 Alviso Adobe Court, for construction of a new City park including renovation of the existing 1850s buildings. Park construction would be completed in five phases over several years. Phases 1 thru 5 completed installation of park amenities, ADA access improvements, seismic upgrades and exterior & interior renovation of the historic Adobe house and outbuilding, and installation of historical exhibits and media in the Adobe house for public tours.

Notes

On 3/7/2023, City Council granted acceptance of historical exhibits and media improvements for public tours. On 3/5/2024, City Council awarded a construction contract to install a HVAC system to control the temperature of the building during public tours and for the audio video system which is anticipated to be completed by fall 2024.

Alviso Adobe Renovation

Project No. 5055

Uncommitted Balance as of 1/31/2024	Council Approval
\$232,000	7/1/2002

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	524,000	0	0	0	0	0	524,000
Administration	315,000	0	0	0	0	0	315,000
Inspection	336,000	0	0	0	0	0	336,000
Improvements	7,127,972	0	0	0	0	0	7,127,972
Others	56,300	0	0	0	0	0	56,300
TOTAL	\$8,359,272	\$0	\$0	\$0	\$0	\$0	\$8,359,272

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	1,360,000	0	0	0	0	0	1,360,000
Grants/Reimb./Developer Fees	848,868	0	0	0	0	0	848,868
Midtown Park Fund	262,042	0	0	0	0	0	262,042
Park Fund	5,888,362	0	0	0	0	0	5,888,362
TOTAL	\$8,359,272	\$0	\$0	\$0	\$0	\$0	\$8,359,272

Finance Notes

Grants/Reimb./Developer Fees Includes:

- SCC Historical & Heritage Grant of \$60,138 + \$59,000 + \$54,000 = \$173,183 received on 5/2008;
 - SCC Open Space Authority Grant of \$356,837;
 - Piedmont 237 Limited Liability Corporation (LLC) of \$3,935;
 - Milpitas Historical Society of \$13,607 received 08/2008;
 - SCC Historical & Heritage Grant of \$85,000 received FY 11-12;
 - SCC Historical & Heritage Grant of \$62,958 was awarded on March 20, 2018.
 - City Council 2/7/12 – Mid-Year Budget Appropriation of \$83,393 from Milpitas Historical Society and \$70K from SCVWD "Trails & Open Spaces Grant".
- FY 10-11 Park Fund \$2,500,000.

City Council 12/4/18 - Mid-Year Budget Appropriation of \$300K from General Government CIP Funds.

Operating Impact Notes

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Delano Manongs Park



Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	1650 McCandless Drive
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Ph 1&2: Warranty Ph 3: Construction
Estimated Schedule	
Design:	Completed
Construction:	Ph 1&2: Completed Ph3: 2025-2026
Recurring Project:	No

Description

This project provides for the design and construction of a new 4-acre public park on McCandless Drive, adjacent to the new Mabel Mattos elementary school, as specified in the Milpitas Metro Specific Plan. The park includes joint-use area for the City and the elementary school, sport field, picnic areas, all-inclusive play areas, dog play area, fitness stations, community and butterfly gardens, walking trails, and restroom.

Notes

On 4/18/2023, the City Council approved the name of “Delano Manongs” for the park. On 5/16/2023, City Council granted acceptance of improvements for Phase 1 which included picnic areas, play areas, small dog play area, fitness stations, community and butterfly gardens, pathways, restroom, utilities, landscaping, and irrigation system. On 6/6/2023, City Council granted acceptance of improvements for sports field (Phase 2). Construction schedule for Phase 3 (large dog play area) will be coordinated with Lower Penitencia Creek Pedestrian Bridge (#2005) and McCandless Well (#7076) projects which is anticipated for FY2025-26.

On 9/18/2018, City Council accepted a grant from Santa Clara County's Safe All-Access Playground Grant for the construction of the play areas and park amenities. On 1/11/2022, City Council approved an amendment to the Cost Share Agreement between MUSD and City for MUSD to partially reimburse the City for the construction of the school's play area, butterfly garden, water main relocation, and sport field. On 12/1/2023, the Department of Parks and Recreation's Office of Grants and Local Services selected the project to receive a funding grant through the Land and Water Conservation Fund Program for construction of Phase 3. (TASP ID: DB#22)

Delano Manongs Park

Project No. 5102

Uncommitted Balance as of 1/31/2024	Council Approval
\$898,000	4/7/2015

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	1,275,000	0	0	0	0	0	1,275,000
Administration	200,000	0	0	0	0	0	200,000
Inspection	200,000	0	0	0	0	0	200,000
Improvements	10,479,820	0	0	0	0	0	10,479,820
TOTAL	\$12,154,820	\$0	\$0	\$0	\$0	\$0	\$12,154,820

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	597,335	0	0	0	0	0	597,335
Grants/Reimb./ Developer Fees	1,182,485	0	0	0	0	0	1,182,485
TASP Impact Fees	10,375,000	0	0	0	0	0	10,375,000
TOTAL	\$12,154,820	\$0	\$0	\$0	\$0	\$0	\$12,154,820

Finance Notes

City Council 4/7/15 - Project created with Budget Appropriation of \$300k from TASP Impact Fees.

City Council 2/21/17 - Budget Appropriation of \$400K from TASP Impact Fees.

City Council 9/18/18 - County Safe All-Access Playground Grant approved for \$779,820.

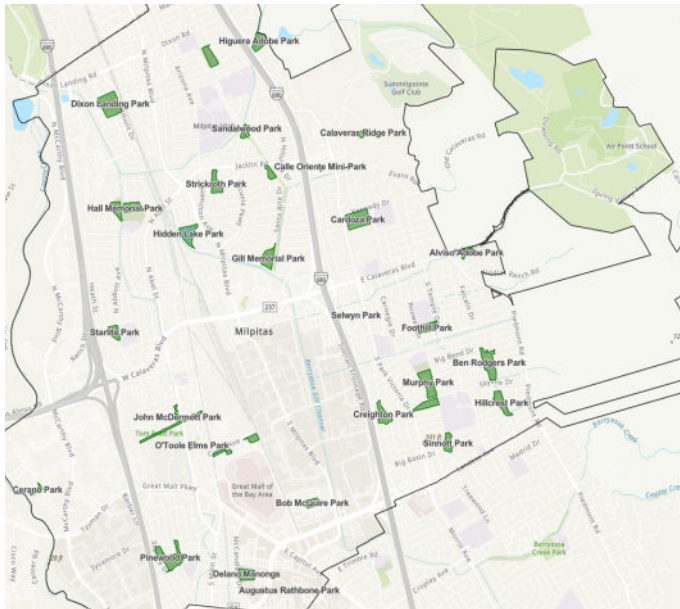
City Council 12/4/18 - Mid-Year Budget Appropriation of \$1M from General Government CIP Funds.

City Council 2/21/23 - Mid-Year Budget Appropriation of \$402,665 replaced General Government CIP Funds in prior years with the reimbursement from the MUSD per the Cost Share Agreement.

Operating Impact Notes

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Sports Fields Turf Rehabilitation Program



Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Citywide Sport Fields
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiumalu [2648]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for rehabilitation and restoration of the City's turf fields. The program addresses deferred maintenance, trip hazards, and over compaction areas which impacts the health and growth of the turf. Work may include re-sodding, re-seeding, repairs to the irrigation system, and minor hardscape improvements.

Notes

Workplan in FY2023-24 and FY2024-25 is to rehabilitate turfs at Bob McGuire and Robert E. Browne and the soccer fields at Hall Memorial and Murphy parks. Workplan in FY2025-26 and FY2026-27 is to repair the infield and warming track and improve the drainage system of the softball field at Cardoza Park and replace the infields and warming tracks of the playing fields at the Sports Center Complex, Dixon Landing and Peter Gill Memorial parks.

Uncommitted Balance
as of 1/31/2024Council
Approval**Sports Fields Turf Rehabilitation Program**

Project No. 5108

\$633,000**7/1/2017****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	85,000	0	0	0	0	0	85,000
Improvements	691,000	0	0	0	0	0	691,000
TOTAL	\$776,000	\$0	\$0	\$0	\$0	\$0	\$776,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Midtown Park Fund	425,000	0	0	0	0	0	425,000
Park Fund	351,000	0	0	0	0	0	351,000
TOTAL	\$776,000	\$0	\$0	\$0	\$0	\$0	\$776,000

Finance Notes

City Council 6/4/2020 - \$250K in prior years funding from the General Government CIP Fund was defunded to address the projected shortfalls in the General Fund.

City Council 6/4/2020 - \$49K in prior years funding from Park Funds was allocated for other projects in FY 2020-21.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Sandalwood Park Renovation



Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Escuela Parkway between Russell Lane and Sandalwood Court.
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Design
Estimated Schedule	
Design:	Completed
Construction:	2026-2027
Recurring Project:	No

Description

This project provides for the design and construction of Sandalwood Park located on Escuela Parkway between Russell Lane and Sandalwood Court. The 3.9-acre neighborhood park was constructed in 1978 and expanded in 1988. Improvements include a new picnic and play area, ADA access and pathway improvements, renovation of irrigation and landscaping, and installation of a restroom.

Notes

The San Francisco Public Utilities Commission (SFPUC) owns an 80' wide waterline parcel in the middle of the park. The design is completed, and permitting and construction is anticipated for FY2026-27, pending on available funding. Picnic area and pathway improvements will be included in the ARPA Park Rehabilitation - Engineering project (#3501).

Sandalwood Park Renovation

Project No. 5110

Uncommitted Balance as of 1/31/2024	Council Approval
\$235,000	7/1/2015

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	195,000	0	0	50,000	0	0	245,000
Administration	165,000	0	0	200,000	0	0	365,000
Inspection	65,000	0	0	50,000	0	0	115,000
Improvements	50,000	0	0	1,900,000	0	0	1,950,000
TOTAL	\$475,000	\$0	\$0	\$2,200,000	\$0	\$0	\$2,675,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Park Fund	475,000	0	0	0	0	0	475,000
No Funding Source	0	0	0	2,200,000	0	0	2,200,000
TOTAL	\$475,000	\$0	\$0	\$2,200,000	\$0	\$0	\$2,675,000

Finance Notes

In FY2019-20, \$1.1M in prior year funding from Park Fund was revised to General Fund Reserves.

City Council 6/4/2020 - \$1.25M in prior years funding from the General Government CIP Fund was defunded to address the projected shortfalls in the General Fund.

City Council 6/4/2020 - \$600K in prior years funding from Park Fund was allocated for other projects in FY 2020-21.

Operating Impact Notes

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Minor Sports Courts Rehabilitation Program



Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Citywide Sports Courts
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiimalu [2648]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for minor improvements and rehabilitation of the City's tennis, basketball, and sport courts. Work may include assessment of courts, resurfacing and restriping, replacement or repairs of amenities such as basketball poles, backboard, and hoops; tennis court fabric netting and fence enclosures; electric score boards, etc.

Notes

In FY2022-23, Public Works completed the repairs of the basketball and tennis courts posts at Tom Evatt Park; crack repairs and restriping of the tennis and pickleball courts at Hall Park; and replacement of the basketball backboards at Gill Park. Workplan in FY2023-24 is to replace the electronic score boards at Dixon Landing Park and Sports Center Complex, resurface and restripe the basketball courts at Cerano and Selwyn parks, and replace windscreens and park rule signage at various parks. Workplan in FY2024-25 is to resurface and/or restrip the tennis courts at Dixon Landing, Hall Memorial, and Robert E. Browne parks. Funding request in FY2024-25 is for minor repairs of amenities such as basketball poles, backboards, hoops, and tennis court fabric netting. The project is only partially funded.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$336,000

7/1/2018

Minor Sports Courts Rehabilitation Program

Project No. 5113

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	85,000	0	0	0	0	0	85,000
Improvements	985,000	130,000	155,000	155,000	155,000	155,000	1,735,000
TOTAL	\$1,070,000	\$130,000	\$155,000	\$155,000	\$155,000	\$155,000	\$1,820,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	75,000	0	0	0	0	0	75,000
Midtown Park Fund	537,500	0	0	0	0	0	537,500
Park Fund	457,500	130,000	0	0	0	0	587,500
No Funding Source	0	0	155,000	155,000	155,000	155,000	620,000
TOTAL	\$1,070,000	\$130,000	\$155,000	\$155,000	\$155,000	\$155,000	\$1,820,000

Finance Notes

City Council 3/15/2022 - Budget Appropriation of \$75k from General Government CIP Funds.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Pickleball Improvements



Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	TBD
Managing Department:	Recreation & Community Services/Public Works
Contact Person:	Renee Lorentzen [3409]/ Christian Di Renzo [2602]
Project Stage:	Planning
Estimated Schedule	
Design:	TBD
Construction:	TBD
Reoccurring Project:	No

Description

This project provides for improvements of permanent pickleball courts at a City park(s). Work may include resurfacing and restriping, permanent and/or temporary netting, striping overlay of existing tennis court, etc.

Notes

On March 15, 2022, City Council approved a Pickleball Pilot Program at Peter Gill Park and Hall Memorial Park which is ongoing. On April 18, 2023, City Council approved reserve funding of \$100,000 for future pickleball improvements. Recreation & Community Services will present community feedback and alternative options to the City Council for consideration prior to proceeding with the use of funding.

Pickleball Improvements

Project No. 5116

Uncommitted Balance as of 1/31/2024	Council Approval
\$100,000	7/1/2023

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	100,000	0	100,000	0	0	0	200,000
TOTAL	\$100,000	\$0	\$100,000	\$0	\$0	\$0	\$200,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Park Fund	100,000	0	0	0	0	0	100,000
No Funding Source	0	0	100,000	0	0	0	100,000
TOTAL	\$100,000	\$0	\$100,000	\$0	\$0	\$0	\$200,000

Finance Notes**Operating Impact Notes**

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Innovation District Parks and Trails Master Plan



Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Milpitas Metro Specific Plan
Managing Department:	Planning
Contact Person:	Jay Lee [3077]/ Lillian VanHua [3073]
Project Stage:	Planning
Estimated Schedule	
Design:	2024-2025
Construction:	—
Recurring Project:	No

Description

This project provides for existing conditions analysis, public engagement, and conceptual designs of the proposed open space and trails in the Innovation District as identified in the Metro Specific Plan. The District will be a new center for innovation and applied technology which will include mixed-use, office, R&D, and light industrial development area. Publicly accessible parks and trails are planned adjacent to Berryessa Creek and S. Milpitas Boulevard to provide recreational opportunities for adjacent residential development, visitors, and workers. The project will also reduce vehicle miles traveled by enhancing access to the Milpitas Transit Center via installation of bike lanes along the surrounding streets, and trails and a pedestrian bridge along Berryessa Creek.

Notes

On x/x/2024, City Council approved a grant agreement with the Metropolitan Transportation Commission (MTC) to receive \$200k through its Priority Development Area (PDA) Planning Grant Program. Planning department is anticipating to start the master planning in fall 2024 and completed it 2025.

Uncommitted Balance
as of 1/31/2024Council
Approval**Innovation District Parks and Trails Master Plan**

Project No. New

\$0**7/1/2024****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	200,000	0	0	0	0	200,000
TOTAL	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Grants/Reimb./ Developer Fees	0	200,000	0	0	0	0	200,000
TOTAL	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000

Finance Notes

City Council x/x/2024 - Budget Appropriation of \$200k from Priority Development Area (PDA) Planning Grant Program.

Operating Impact Notes

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Sinnott Park Playground Assessment

PROJECT NO.

New

Category:	Park Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Located between Butano Dr. and Big Basin Dr.
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Assessment
Estimated Schedule	
Design:	2025
Construction:	TBD
Reoccurring Project:	No

Description

This project provides for the assessment of the play area at Sinnott Park which is 4.7-acre neighborhood park located in the southeastern corner of the City. The park was built in 1967 and expanded in 1970, and the play equipment was replaced in 1991. As specified in the adopted 2021 Parks & Recreation Master Plan, the park's infrastructure is aging and lacks of ADA complaint amenities and play area. The assessment will evaluate the condition of the play area including equipment and surfacing and ADA compliance, and provide a cost analysis for alternatives such as a like-for-like equipment replacement or a complete play area renovation including ADA improvements.

Notes

Funding request in FY2024-25 is for the assessment of play area and determine necessary improvements to established a budget for the design and construction. The assessment is anticipated to start in 2025.

Uncommitted Balance
as of 1/31/2024Council
Approval**Sinnott Park Playground Assessment**

Project No. New

\$0**7/1/2015****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	80,000	0	0	0	0	80,000
Administration	0	20,000	0	0	0	0	20,000
TOTAL	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Park Fund	0	100,000	0	0	0	0	100,000
TOTAL	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000

Finance Notes**Operating Impact Notes**

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.



STREET IMPROVEMENT PROJECTS

2025-29 Summary of Estimated Costs

Pg.	No.	Project Name	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total Cost
202	2001	Light Rail Median Landscaping	5,996,000	0	0	0	0	0	5,996,000
204	2008	Montague Pedestrian Overcrossing at Piper Dr.	8,750,000	0	0	0	0	0	8,750,000
206	2016	S. Milpitas Blvd. Vehicle Bridge at Penitencia	6,400,000	0	6,300,000	0	0	0	12,700,000
208	2018	Montague Ped. Overcrossing at Penitencia	3,500,000	0	0	0	21,500,000	0	25,000,000
210	2021	Costa Street Plan Line Study	125,000	0	0	0	0	0	125,000
212	3402	McCarthy Blvd. LLMD 95-1 Improvements	1,098,756	75,000	75,000	75,000	75,000	75,000	1,473,756
214	3411	Sinclair LLMD 98-1 Improvements	253,225	23,400	23,400	23,400	23,400	23,400	370,225
216	3425	Main St. Utility Undergrounding	180,613	100,000	500,000	1,500,000	0	0	2,280,613
218	3426	Annual Sidewalk Repair Program	3,286,840	890,000	890,000	890,000	600,000	600,000	7,156,840
220	3430	Main St. Street Light Project	300,000	0	0	2,400,000	350,000	2,050,000	5,100,000
222	3438	Annual Tree Replacement Program	544,000	0	100,000	100,000	100,000	100,000	944,000
224	3440	Streetlight, Signage, Traffic Signal Improvements	2,494,432	1,220,000	1,075,000	980,000	800,000	640,000	7,209,432
226	3449	Park & Street Landscape Irrigation Improvements	806,000	0	320,000	320,000	320,000	320,000	2,086,000
228	3454	Enhanced Crosswalk Striping and Beacons	603,000	0	0	0	0	0	603,000
230	3455	Pilot Street Sweeping Program	700,000	0	0	0	0	0	700,000
232	3458	Radar Speed Feedback Signage	400,000	0	0	0	0	0	400,000
234	3468	Median Conversion Project	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000
236	3493	Milpitas SMART	2,955,916	0	0	0	0	0	2,955,916
238	4258	Calaveras Blvd. Widening Project	5,106,960	0	0	0	0	0	5,106,960
240	4265	BART Extension Coordination and Planning	2,480,956	0	0	0	0	0	2,480,956
242	4267	Soundwall and Barrier Improvements	1,388,466	0	210,000	210,000	210,000	210,000	2,228,466
244	4274	I-880 Interchange Right-of-Way Closeout	727,181	0	0	0	0	0	727,181
246	4283	ADA Curb Ramp Transition Program	2,670,801	400,000	300,000	300,000	300,000	300,000	4,270,801
248	4288	Traffic Studies & Safety Improvements	200,000	420,000	150,000	150,000	150,000	150,000	1,220,000
250	4290	City Bridge Improvements	250,000	0	460,000	150,000	150,000	150,000	1,160,000
252	4293	Citywide Traffic Safety Assessment	400,000	0	0	0	0	0	400,000
254	4294	SR237 HOV Lane Improvements	300,000	0	0	0	0	0	300,000

2025-29 Summary of Estimated Costs

Pg.	No.	Project Name	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total Cost
256	4295	Street Pavement Restriping Program	600,000	300,000	300,000	300,000	300,000	300,000	2,100,000
258	4297	Citywide Traffic Modeling	400,000	0	0	0	0	0	400,000
260	4299	Bicycle Improvement Project	1,000,000	0	0	0	0	0	1,000,000
262	4303	Street Resurfacing Project 2021-22	4,337,276	0	0	0	0	0	4,337,276
264	4304	Street Resurfacing Project 2022-23	4,334,325	0	0	0	0	0	4,334,325
266	4305	Street Resurfacing Project 2023-24	4,000,000	0	0	0	0	0	4,000,000
268	4306	Bike and Pedestrian Outreach	129,000	0	0	0	0	0	129,000
270	Plan	Street Resurfacing Project 2024-25	0	4,597,562	0	0	0	0	4,597,562
272	Plan	Street Resurfacing Project 2025-26	0	0	4,400,000	0	0	0	4,400,000
274	Plan	Street Resurfacing Project 2026-27	0	0	0	4,400,000	0	0	4,400,000
276	Plan	Street Resurfacing Project 2027-28	0	0	0	0	4,400,000	0	4,400,000
278	New	Street Resurfacing Project 2028-29	0	0	0	0	0	4,400,000	4,400,000
280	New	Hammond Way Street Light Project	0	100,000	400,000	0	0	0	500,000
282	New	Calaveras Road Landslide Repair	0	500,000	0	0	0	0	500,000
Total Cost			\$67,018,747	\$8,925,962	\$15,803,400	\$12,098,400	\$29,578,400	\$9,618,400	\$143,043,309

Funding Summary

Gas Tax Fund	2,730,000	3,095,000	2,690,000	2,220,000	2,060,000
General Government CIP Fund	400,000	0	0	0	0
LLMD	98,400	98,400	98,400	98,400	98,400
Measure B	2,097,562	1,900,000	1,900,000	1,900,000	1,900,000
SB1 RMRA	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Street Improvement Fund	1,020,000	0	0	0	0
TDA Article III	80,000	80,000	80,000	80,000	80,000
TASP Impact Fees	0	6,300,000	0	0	0
Vehicle Registration Fee	500,000	500,000	500,000	500,000	500,000
Total Financing Available	8,925,962	13,973,400	7,268,400	6,798,400	6,638,400
No Funding Source	0	1,830,000	4,830,000	22,780,000	2,980,000
Total	\$8,925,962	\$15,803,400	\$12,098,400	\$29,578,400	\$9,618,400

Street Improvement Projects

Summary of Project Funding Sources FY 2024-25

Pg.	No.	Project Name	Gas Tax Fund	General Government CIP Fund	LLMD
202	2001	Light Rail Median Landscaping	0	0	0
204	2008	Montague Pedestrian Overcrossing at Piper Dr.	0	0	0
206	2016	S. Milpitas Blvd. Vehicle Bridge at Penitencia	0	0	0
208	2018	Montague Ped. Overcrossing at Penitencia	0	0	0
210	2021	Costa Street Plan Line Study	0	0	0
212	3402	McCarthy Blvd. LLMD 95-1 Improvements	0	0	75,000
214	3411	Sinclair LLMD 98-1 Improvements	0	0	23,400
216	3425	Main St. Utility Undergrounding	0	100,000	0
218	3426	Annual Sidewalk Repair Program	890,000	0	0
220	3430	Main St. Street Light Project	0	0	0
222	3438	Annual Tree Replacement Program	0	0	0
224	3440	Streetlight, Signage, Traffic Signal Improvements	1,220,000	0	0
226	3449	Park & Street Landscape Irrigation Improvements	0	0	0
228	3454	Enhanced Crosswalk Striping and Beacons	0	0	0
230	3455	Pilot Street Sweeping Program	0	0	0
232	3458	Radar Speed Feedback Signage	0	0	0
234	3468	Median Conversion Project	0	300,000	0
236	3493	Milpitas SMART	0	0	0
238	4258	Calaveras Blvd. Widening Project	0	0	0
240	4265	BART Extension Coordination and Planning	0	0	0
242	4267	Soundwall and Barrier Improvements	0	0	0
244	4274	I-880 Interchange Right-of-Way Closeout	0	0	0
246	4283	ADA Curb Ramp Transition Program	320,000	0	0
248	4288	Traffic Studies & Safety Improvements	0	0	0
250	4290	City Bridge Improvements	0	0	0
252	4293	Citywide Traffic Safety Assessment	0	0	0
254	4294	SR237 HOV Lane Improvements	0	0	0
256	4295	Street Pavement Restriping Program	300,000	0	0
258	4297	Citywide Traffic Modeling	0	0	0
260	4299	Bicycle Improvement Project	0	0	0
262	4303	Street Resurfacing Project 2021-22	0	0	0
264	4304	Street Resurfacing Project 2022-23	0	0	0
266	4305	Street Resurfacing Project 2023-24	0	0	0
268	4306	Bike and Pedestrian Outreach	0	0	0
270	Plan	Street Resurfacing Project 2024-25	0	0	0
272	Plan	Street Resurfacing Project 2025-26	0	0	0
274	Plan	Street Resurfacing Project 2026-27	0	0	0
276	Plan	Street Resurfacing Project 2027-28	0	0	0
278	New	Street Resurfacing Project 2028-29	0	0	0
280	New	Hammond Way Street Light Project	0	0	0
282	New	Calaveras Road Landslide Repair	0	0	0
Subtotal by Funding Source			2,730,000	400,000	98,400
Total			\$8,925,962		

Street Improvement Projects

Summary of Project Funding Sources FY 2024-25

[illegible]

Street Improvement Projects

Summary of Project Funding Sources FY 2025-26

Pg.	No.	Project Name	Gas Tax Fund	LLMD	Measure B
202	2001	Light Rail Median Landscaping	0	0	0
204	2008	Montague Pedestrian Overcrossing at Piper Dr.	0	0	0
206	2016	S. Milpitas Blvd. Vehicle Bridge at Penitencia	0	0	0
208	2018	Montague Ped. Overcrossing at Penitencia	0	0	0
210	2021	Costa Street Plan Line Study	0	0	0
212	3402	McCarthy Blvd. LLMD 95-1 Improvements	0	75,000	0
214	3411	Sinclair LLMD 98-1 Improvements	0	23,400	0
216	3425	Main St. Utility Undergrounding	0	0	0
218	3426	Annual Sidewalk Repair Program	890,000	0	0
220	3430	Main St. Street Light Project	0	0	0
222	3438	Annual Tree Replacement Program	0	0	0
224	3440	Streetlight, Signage, Traffic Signal Improvements	1,075,000	0	0
226	3449	Park & Street Landscape Irrigation Improvements	0	0	0
228	3454	Enhanced Crosswalk Striping and Beacons	0	0	0
230	3455	Pilot Street Sweeping Program	0	0	0
232	3458	Radar Speed Feedback Signage	0	0	0
234	3468	Median Conversion Project	0	0	0
236	3493	Milpitas SMART	0	0	0
238	4258	Calaveras Blvd. Widening Project	0	0	0
240	4265	BART Extension Coordination and Planning	0	0	0
242	4267	Soundwall and Barrier Improvements	0	0	0
244	4274	I-880 Interchange Right-of-Way Closeout	0	0	0
246	4283	ADA Curb Ramp Transition Program	220,000	0	0
248	4288	Traffic Studies & Safety Improvements	150,000	0	0
250	4290	City Bridge Improvements	460,000	0	0
252	4293	Citywide Traffic Safety Assessment	0	0	0
254	4294	SR237 HOV Lane Improvements	0	0	0
256	4295	Street Pavement Restriping Program	300,000	0	0
258	4297	Citywide Traffic Modeling	0	0	0
260	4299	Bicycle Improvement Project	0	0	0
262	4303	Street Resurfacing Project 2021-22	0	0	0
264	4304	Street Resurfacing Project 2022-23	0	0	0
266	4305	Street Resurfacing Project 2023-24	0	0	0
268	4306	Bike and Pedestrian Outreach	0	0	0
270	Plan	Street Resurfacing Project 2024-25	0	0	0
272	Plan	Street Resurfacing Project 2025-26	0	0	1,900,000
274	Plan	Street Resurfacing Project 2026-27	0	0	0
276	Plan	Street Resurfacing Project 2027-28	0	0	0
278	New	Street Resurfacing Project 2028-29	0	0	0
280	New	Hammond Way Street Light Project	0	0	0
282	New	Calaveras Road Landslide Repair	0	0	0
Subtotal by Funding Source			3,095,000	98,400	1,900,000
Total			\$15,803,400		

Street Improvement Projects

Summary of Project Funding Sources FY 2025-26

[illegible]

Street Improvement Projects

Summary of Project Funding Sources FY 2026-27

Pg.	No.	Project Name	Gas Tax Fund	LLMD
202	2001	Light Rail Median Landscaping	0	0
204	2008	Montague Pedestrian Overcrossing at Piper Dr.	0	0
206	2016	S. Milpitas Blvd. Vehicle Bridge at Penitencia	0	0
208	2018	Montague Ped. Overcrossing at Penitencia	0	0
210	2021	Costa Street Plan Line Study	0	0
212	3402	McCarthy Blvd. LLMD 95-1 Improvements	0	75,000
214	3411	Sinclair LLMD 98-1 Improvements	0	23,400
216	3425	Main St. Utility Undergrounding	0	0
218	3426	Annual Sidewalk Repair Program	890,000	0
220	3430	Main St. Street Light Project	0	0
222	3438	Annual Tree Replacement Program	0	0
224	3440	Streetlight, Signage, Traffic Signal Improvements	980,000	0
226	3449	Park & Street Landscape Irrigation Improvements	0	0
228	3454	Enhanced Crosswalk Striping and Beacons	0	0
230	3455	Pilot Street Sweeping Program	0	0
232	3458	Radar Speed Feedback Signage	0	0
234	3468	Median Conversion Project	0	0
236	3493	Milpitas SMART	0	0
238	4258	Calaveras Blvd. Widening Project	0	0
240	4265	BART Extension Coordination and Planning	0	0
242	4267	Soundwall and Barrier Improvements	0	0
244	4274	I-880 Interchange Right-of-Way Closeout	0	0
246	4283	ADA Curb Ramp Transition Program	220,000	0
248	4288	Traffic Studies & Safety Improvements	150,000	0
250	4290	City Bridge Improvements	150,000	0
252	4293	Citywide Traffic Safety Assessment	0	0
254	4294	SR237 HOV Lane Improvements	0	0
256	4295	Street Pavement Restriping Program	300,000	0
258	4297	Citywide Traffic Modeling	0	0
260	4299	Bicycle Improvement Project	0	0
262	4303	Street Resurfacing Project 2021-22	0	0
264	4304	Street Resurfacing Project 2022-23	0	0
266	4305	Street Resurfacing Project 2023-24	0	0
268	4306	Bike and Pedestrian Outreach	0	0
270	Plan	Street Resurfacing Project 2024-25	0	0
272	Plan	Street Resurfacing Project 2025-26	0	0
274	Plan	Street Resurfacing Project 2026-27	0	0
276	Plan	Street Resurfacing Project 2027-28	0	0
278	New	Street Resurfacing Project 2028-29	0	0
280	New	Hammond Way Street Light Project	0	0
282	New	Calaveras Road Landslide Repair	0	0
Subtotal by Funding Source			2,690,000	98,400
Total			\$12,098,400	

Street Improvement Projects

Summary of Project Funding Sources FY 2026-27

[illegible]

Street Improvement Projects

Summary of Project Funding Sources FY 2027-28

Pg.	No.	Project Name	Gas Tax Fund	LLMD
202	2001	Light Rail Median Landscaping	0	0
204	2008	Montague Pedestrian Overcrossing at Piper Dr.	0	0
206	2016	S. Milpitas Blvd. Vehicle Bridge at Penitencia	0	0
208	2018	Montague Ped. Overcrossing at Penitencia	0	0
210	2021	Costa Street Plan Line Study	0	0
212	3402	McCarthy Blvd. LLMD 95-1 Improvements	0	75,000
214	3411	Sinclair LLMD 98-1 Improvements	0	23,400
216	3425	Main St. Utility Undergrounding	0	0
218	3426	Annual Sidewalk Repair Program	600,000	0
220	3430	Main St. Street Light Project	0	0
222	3438	Annual Tree Replacement Program	0	0
224	3440	Streetlight, Signage, Traffic Signal Improvements	800,000	0
226	3449	Park & Street Landscape Irrigation Improvements	0	0
228	3454	Enhanced Crosswalk Striping and Beacons	0	0
230	3455	Pilot Street Sweeping Program	0	0
232	3458	Radar Speed Feedback Signage	0	0
234	3468	Median Conversion Project	0	0
236	3493	Milpitas SMART	0	0
238	4258	Calaveras Blvd. Widening Project	0	0
240	4265	BART Extension Coordination and Planning	0	0
242	4267	Soundwall and Barrier Improvements	0	0
244	4274	I-880 Interchange Right-of-Way Closeout	0	0
246	4283	ADA Curb Ramp Transition Program	220,000	0
248	4288	Traffic Studies & Safety Improvements	150,000	0
250	4290	City Bridge Improvements	150,000	0
252	4293	Citywide Traffic Safety Assessment	0	0
254	4294	SR237 HOV Lane Improvements	0	0
256	4295	Street Pavement Restriping Program	300,000	0
258	4297	Citywide Traffic Modeling	0	0
260	4299	Bicycle Improvement Project	0	0
262	4303	Street Resurfacing Project 2021-22	0	0
264	4304	Street Resurfacing Project 2022-23	0	0
266	4305	Street Resurfacing Project 2023-24	0	0
268	4306	Bike and Pedestrian Outreach	0	0
270	Plan	Street Resurfacing Project 2024-25	0	0
272	Plan	Street Resurfacing Project 2025-26	0	0
274	Plan	Street Resurfacing Project 2026-27	0	0
276	Plan	Street Resurfacing Project 2027-28	0	0
278	New	Street Resurfacing Project 2028-29	0	0
280	New	Hammond Way Street Light Project	0	0
282	New	Calaveras Road Landslide Repair	0	0
Subtotal by Funding Source			2,220,000	98,400
Total			\$29,578,400	

Street Improvement Projects

Summary of Project Funding Sources FY 2027-28

[illegible]

Street Improvement Projects

Summary of Project Funding Sources FY 2028-29

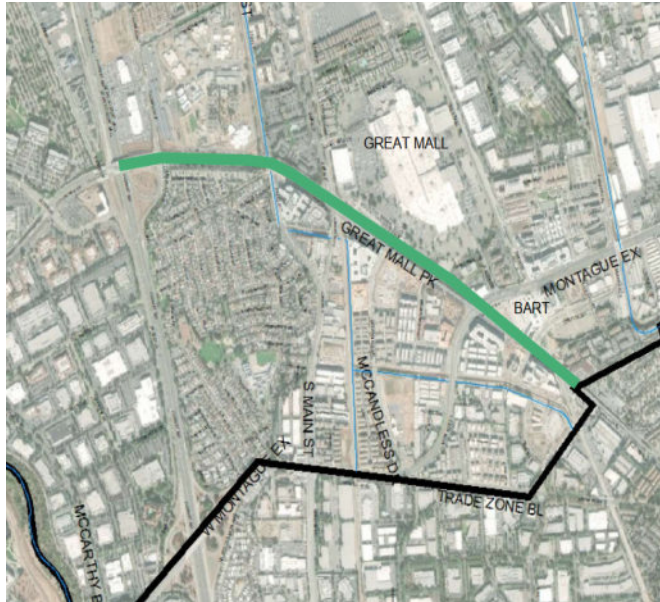
Pg.	No.	Project Name	Gas Tax Fund	LLMD
202	2001	Light Rail Median Landscaping	0	0
204	2008	Montague Pedestrian Overcrossing at Piper Dr.	0	0
206	2016	S. Milpitas Blvd. Vehicle Bridge at Penitencia	0	0
208	2018	Montague Ped. Overcrossing at Penitencia	0	0
210	2021	Costa Street Plan Line Study	0	0
212	3402	McCarthy Blvd. LLMD 95-1 Improvements	0	75,000
214	3411	Sinclair LLMD 98-1 Improvements	0	23,400
216	3425	Main St. Utility Undergrounding	0	0
218	3426	Annual Sidewalk Repair Program	600,000	0
220	3430	Main St. Street Light Project	0	0
222	3438	Annual Tree Replacement Program	0	0
224	3440	Streetlight, Signage, Traffic Signal Improvements	640,000	0
226	3449	Park & Street Landscape Irrigation Improvements	0	0
228	3454	Enhanced Crosswalk Striping and Beacons	0	0
230	3455	Pilot Street Sweeping Program	0	0
232	3458	Radar Speed Feedback Signage	0	0
234	3468	Median Conversion Project	0	0
236	3493	Milpitas SMART	0	0
238	4258	Calaveras Blvd. Widening Project	0	0
240	4265	BART Extension Coordination and Planning	0	0
242	4267	Soundwall and Barrier Improvements	0	0
244	4274	I-880 Interchange Right-of-Way Closeout	0	0
246	4283	ADA Curb Ramp Transition Program	220,000	0
248	4288	Traffic Studies & Safety Improvements	150,000	0
250	4290	City Bridge Improvements	150,000	0
252	4293	Citywide Traffic Safety Assessment	0	0
254	4294	SR237 HOV Lane Improvements	0	0
256	4295	Street Pavement Restriping Program	300,000	0
258	4297	Citywide Traffic Modeling	0	0
260	4299	Bicycle Improvement Project	0	0
262	4303	Street Resurfacing Project 2021-22	0	0
264	4304	Street Resurfacing Project 2022-23	0	0
266	4305	Street Resurfacing Project 2023-24	0	0
268	4306	Bike and Pedestrian Outreach	0	0
270	Plan	Street Resurfacing Project 2024-25	0	0
272	Plan	Street Resurfacing Project 2025-26	0	0
274	Plan	Street Resurfacing Project 2026-27	0	0
276	Plan	Street Resurfacing Project 2027-28	0	0
278	New	Street Resurfacing Project 2028-29	0	0
280	New	Hammond Way Street Light Project	0	0
282	New	Calaveras Road Landslide Repair	0	0
Subtotal by Funding Source			2,060,000	98,400
Total			\$9,618,400	

Street Improvement Projects

Summary of Project Funding Sources FY 2028-29

[illegible]

Light Rail Median Landscaping



Category:	Street Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Great Mall Parkway
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Planning
Estimated Schedule	
Design:	2026-2027
Construction:	2027-2028
Recurring Project:	No

Description

This project provides for the design and construction of median landscape improvements on Great Mall Parkway and N. Capital Ave. from I-880 to the southern City limits. There are eight median islands under the Light Rail Train viaduct structure that will be landscaped and irrigated by recycled water (which was part of a cooperative agreement with the Santa Clara Valley Transportation Authority). The project also included the construction of a recycled water main line along Great Mall Parkway for development in the Metro Specific Plan.

Notes

The recycle water main project along Great Mall Parkway was completed in 2012. Six of the eight medians, north of Montague Expressway, were completed in 2018. The remaining two medians are on E. Capital Avenue, south of Montague Expressway, and within the BART/MTA improvement area. The project improvements and schedule will be reevaluated after the adoption of Milpitas Metro Specific Plan Update (#2006), Metro Impact Nexus Study (#3469) and completion of median landscape standards (#3468). (TASP ID: DB#5)

Light Rail Median Landscaping

Project No. 2001

Uncommitted Balance as of 1/31/2024	Council Approval
\$2,049,000	7/1/2015

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	150,000	0	0	0	0	0	150,000
Administration	100,000	0	0	0	0	0	100,000
Inspection	75,000	0	0	0	0	0	75,000
Improvements	5,671,000	0	0	0	0	0	5,671,000
TOTAL	\$5,996,000	\$0	\$0	\$0	\$0	\$0	\$5,996,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Grants/Reimb./Developer Fees	1,800,000	0	0	0	0	0	1,800,000
Recycled Water Fund	1,300,000	0	0	0	0	0	1,300,000
RDA Fund	341,000	0	0	0	0	0	341,000
Street Improvement Fund	5,000	0	0	0	0	0	5,000
TASP Impact Fees	2,550,000	0	0	0	0	0	2,550,000
TOTAL	\$5,996,000	\$0	\$0	\$0	\$0	\$0	\$5,996,000

Finance Notes

Grants/Reimb./Develop Fees - Local funding of \$1.8M from VTA. Previously this was STIP grant funding earmarked for 237/I-880 interchange landscaping.

City Council 11/15/2011 - Budget Appropriation of \$5k from Street Improvement Fund.

Operating Impact Notes

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Montague Pedestrian Overcrossing at Piper Dr.



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Montague Expressway at Piper Drive
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Project Closeout
Estimated Schedule	
Design:	Completed
Construction:	Completed
Recurring Project:	No

Description

This project provides for the design and construction of a pedestrian overcrossing (POC) over Montague Expressway between Piper Drive and the BART Station. The POC is part of the Metro Area Specific Plan circulation infrastructure plan to provide safe and convenient pedestrian connectivity between the Milpitas BART station, Great Mall, and surrounding residential developments.

Notes

On 8/5/2021, City Council granted acceptance for Pedestrian Overcrossing. (TASP ID: DB#7)

Uncommitted Balance as of 1/31/2024	Council Approval
\$904,000	7/1/2019

Montague Pedestrian Overcrossing at Piper Dr.
Project No. 2008

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	900,000	0	0	0	0	0	900,000
Inspection	500,000	0	0	0	0	0	500,000
Improvements	7,350,000	0	0	0	0	0	7,350,000
TOTAL	\$8,750,000	\$0	\$0	\$0	\$0	\$0	\$8,750,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
TASP Impact Fees	8,750,000	0	0	0	0	0	8,750,000
TOTAL	\$8,750,000	\$0	\$0	\$0	\$0	\$0	\$8,750,000

Finance Notes

Transit Performance Initiative (TPI) Grant of \$2.7M.

One Bay Area (OBAG) Cycle 2 Grant of \$7.0M.

City Council 4/04/2017 – Mid-Year Budget Appropriation of \$1.5M from TASP Impact Fees.

VTA and the City entered into an agreement for VTA to administer the project under the VTA/Milpitas Master Agreement Amendment 10.

In FY2019-20, \$2.7M in prior year funding from TASP Impact Fees defunded to match the City's local funding share to VTA for project construction.

Operating Impact Notes

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

S. Milpitas Blvd. Vehicle Bridge at Penitencia



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	South Milpitas Blvd. Extension over Penitencia Creek
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Design
Estimated Schedule	
Design:	2021-2025
Construction:	2026-2030
Recurring Project:	No

Description

This project provides for the design and construction of a vehicular bridge over Penitencia Creek at the end of the new S. Milpitas Blvd. Extension and road network between the bridge, Sango Ct., and Tarob Ct. The vehicular bridge and road network are part of the Metro Area Specific Plan circulation infrastructure plan to provide safe and convenient bicycle, pedestrian, and vehicular connectivity between Metro's residential neighborhoods, parks, and schools; Milpitas BART Station, and The Great Mall.

Notes

The project includes the architectural enhancement of the vehicular bridge, demolition of the building and site at 1831 Tarob Court; potential purchase of land on 1901 Tarob Ct. and 0.45 acres property on Sango Ct. (APN 86-036-011) to complete the road network; and reimbursement to Lennar Homes for the design documents of the vehicular bridge. On 6/20/2023, City Council approved the fee reimbursement agreement with Sango Court L.P. of \$445k for constructing portion of the road network between Sango Ct. and Tarob Ct. along the frontage of 355 Sango project.

On X/X/2024, City Council approved the conceptual design of the bridge and road network, and adopted Initial Study/Mitigated Negative Declaration under CEQA. Workplan in FY2023-24 and FY2024-25 is to continue project administration, CEQA and NEPA clearances, permitting process and design. Construction is anticipated to start spring 2026 pending the approval of the joint use agreement with Valley Water, right-of-way acquisition, permits from regulatory agencies, and development of 1901 Tarob Ct.

The project was awarded \$3 million earmarked from the Federal Community Project Funding as part of the federal appropriations package signed by the President on March 11, 2022. The City must obligate the funds by 9/30/2025 and request reimbursement for expenditures by 9/30/2030. (TASP ID: DB#9)

Uncommitted Balance
as of 1/31/2024Council
Approval

\$3,795,000

7/1/2019

S. Milpitas Blvd. Vehicle Bridge at Penitencia

Project No. 2016

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	1,200,000	0	800,000	0	0	0	2,000,000
Administration	900,000	0	0	0	0	0	900,000
Inspection	0	0	100,000	0	0	0	100,000
Land	3,300,000	0	0	0	0	0	3,300,000
Improvements	1,000,000	0	5,400,000	0	0	0	6,400,000
TOTAL	\$6,400,000	\$0	\$6,300,000	\$0	\$0	\$0	\$12,700,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
TASP Impact Fees	6,400,000	0	6,300,000	0	0	0	12,700,000
TOTAL	\$6,400,000	\$0	\$6,300,000	\$0	\$0	\$0	\$12,700,000

Finance Notes**Operating Impact Notes**

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Montague Ped. Overcrossing at Penitencia



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Montague Expressway at Penitencia Creek
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Design
Estimated Schedule	
Design:	2021-2024
Construction:	TBD
Recurring Project:	No

Description

This project provides for the design and construction of a pedestrian overcrossing (POC) over Montague Expressway adjacent to east of Penitencia Creek channel. The POC is part of the Metro Area Specific Plan circulation infrastructure plan to provide safe and convenient bicycle, pedestrian, and vehicular connectivity between Metro's residential neighborhoods, parks, and schools; Milpitas BART Station, and The Great Mall.

Notes

The project includes design and installation of architectural enhancements, reimbursement to Lennar Homes for the design documents, undergrounding of PG&E overhead fiber optic wires in conflict, and retaining a consultant to manage the construction.

Engineering completed environmental review under CEQA in 2021 and will circulate it for public review prior to construction. Construction is anticipated to between 2026 to 2028 pending on available funding, permits from regulatory agencies, etc. Workplan in FY2023-24 is to continue administration, design, and permitting. PG&E completed undergrounding of overhead facilities in summer 2024. (TASP ID: DB#7)

Uncommitted Balance
as of 1/31/2024Council
Approval

\$1,174,000

7/1/2016

Montague Ped. Overcrossing at Penitencia

Project No. 2018

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	2,000,000	0	0	0	500,000	0	2,500,000
Administration	500,000	0	0	0	1,500,000	0	2,000,000
Inspection	0	0	0	0	300,000	0	300,000
Improvements	1,000,000	0	0	0	19,200,000	0	20,200,000
TOTAL	\$3,500,000	\$0	\$0	\$0	\$21,500,000	\$0	\$25,000,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
TASP Impact Fees	3,500,000	0	0	0	0	0	3,500,000
No Funding Source	0	0	0	0	21,500,000	0	21,500,000
TOTAL	\$3,500,000	\$0	\$0	\$0	\$21,500,000	\$0	\$25,000,000

Finance Notes**Operating Impact Notes**

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Costa Street Plan Line Study



Category: Street Improvement

City Council Priority: Transportation and Transit

Project Location: Costa Street

Managing Department: Public Works - Engineering

Contact Person: Matt Cano [3012]/
Roberto Alonzo [3316]

Project Stage: Project Closure

Estimated Schedule

Design: 2022-2024

Construction: —

Recurring Project: No

Description

This project provides for the preparation of a plan line study to evaluate the extension of Costa Street to connect to S. Main St. in the Metro Specific Plan area. The study will evaluate right-of-way, adjacent property access, emergency vehicle access, pedestrian circulation, and streetscape opportunities.

Notes

The extension of Costa Street was deemed to be infeasible due to entitled developments. (Not in TADIF)

Costa Street Plan Line Study

Project No. 2021

Uncommitted Balance as of 1/31/2024	Council Approval
\$125,000	7/1/2019

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	100,000	0	0	0	0	0	100,000
Administration	25,000	0	0	0	0	0	25,000
TOTAL	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
TASP Impact Fees	125,000	0	0	0	0	0	125,000
TOTAL	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000

Finance Notes

Operating Impact Notes

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Close at the end of Fiscal Year: June 30, 2024

McCarthy Blvd. LLMD 95-1 Improvements



Category:	Street Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	McCarthy Blvd. and Ranch Drive
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiimalu [2648]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for the design and construction of landscape and irrigation renovations on McCarthy Blvd. between State Route 237 and Dixon Landing Road and a portion of Ranch Drive. Work is part of the Lighting, Landscape, Maintenance, Assessment District (LLMD) 95-1.

Notes

Funding request in FY2024-25 is the annual contribution. Workplan in FY23-24 and FY24-25 is to replace the irrigation controllers, improve and upgrade the irrigation system, and removal and replanting of decaying vegetation.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$433,000

7/1/2011

McCarthy Blvd. LLMD 95-1 Improvements

Project No. 3402

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	85,000	0	0	0	0	0	85,000
Administration	70,000	0	0	0	0	0	70,000
Inspection	38,000	0	0	0	0	0	38,000
Improvements	905,756	75,000	75,000	75,000	75,000	75,000	1,280,756
TOTAL	\$1,098,756	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$1,473,756

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
LLMD	1,098,756	75,000	75,000	75,000	75,000	75,000	1,473,756
TOTAL	\$1,098,756	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$1,473,756

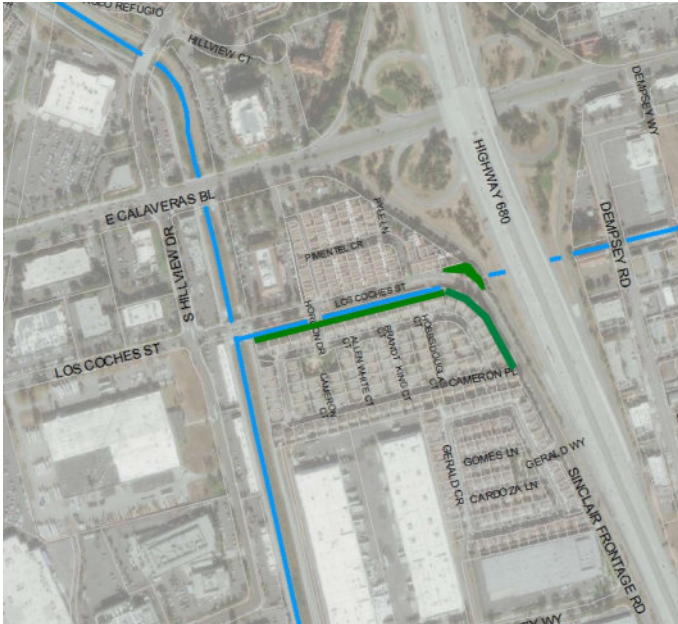
Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Sinclair LLMD 98-1 Improvements

PROJECT NO.

3411



Category:	Street Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Los Coches Street and Sinclair Frontage Road
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiumalu [2648]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for the design and construction of landscape and irrigation renovation along portions of Los Coches Street and Sinclair Frontage Road. Work is part of the Lighting, Landscape, Maintenance, Assessment District (LLMD) 98-1.

Notes

Funding request in FY2024-25 is the annual contribution. Workplan in FY23-24 and FY24-25 is to replace the irrigation controller, improve and upgrade the irrigation system, and removal and replanting of decaying vegetation.

Sinclair LLMD 98-1 Improvements

Project No. 3411

Uncommitted Balance as of 1/31/2024	Council Approval
\$98,000	7/1/2013

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	10,000	0	0	0	0	0	10,000
Administration	98,125	0	0	0	0	0	98,125
Inspection	6,000	0	0	0	0	0	6,000
Improvements	139,100	23,400	23,400	23,400	23,400	23,400	256,100
TOTAL	\$253,225	\$23,400	\$23,400	\$23,400	\$23,400	\$23,400	\$370,225

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Grants/Reimb./ Developer Fees	85,750	0	0	0	0	0	85,750
LLMD	167,475	23,400	23,400	23,400	23,400	23,400	284,475
TOTAL	\$253,225	\$23,400	\$23,400	\$23,400	\$23,400	\$23,400	\$370,225

Finance Notes

City Council 9/15/2020 - Approved settlement agreement of \$86,125 reimbursement from Valley Water District Kuskokwin Corporation, and Suulutaaq. Inc. for landscape repairs.

City Council 2/16/2021 - Mid-Year Budget Appropriation of \$86,125 reimbursement into the project.

City Council 2/21/2023 - Mid-Year Budget correction to reverse \$41,125 approved at Mid-Year Budget on 2/16/2021.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Main St. Utility Undergrounding



Category:	Street Improvement
City Council Priority:	Economic Development and Job Growth
Project Location:	South Main Street and Corning Avenue
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Michael Silveira [3303]
Project Stage:	Design
Estimated Schedule	
Design:	2024-2026
Construction:	2026-2027
Recurring Project:	No

Description

This project provides for preliminary engineering, public utility service easement acquisition, and City administration for the undergrounding of existing overhead electric and communication utilities by Pacific Gas & Electric Company (PG&E) on South Main Street between Corning Avenue to Curtis Avenue. The project is partially funded through the PG&E Rule 20A Program.

Notes

As of 12/31/2023, the City's account balance in PG&E Rule 20A Allocation and Work Credit program is approximately \$4.56M. On January 3, 2016, City Council adopted UUD #6 that included a portion of South Main Street from Corning Avenue to Curtis Avenue and Corning Avenue.

Funding request in FY2024-25 is for retaining a consultant to acquire and negotiate easements for necessary improvements. Planned funding request in FY2025-26 is for easement acquisition and in FY2026-27 is for the City's share of improvements. Project schedule is pending on funding, the adoption of Milpitas Gateway - Main Street Specific Update (#3437), and PG&E construction schedule which is to be determined. Costs associated with the underground infrastructure for new street lights will be funded by the Midtown Street Light Project (#3430).

Main St. Utility Undergrounding

Project No. 3425

Uncommitted Balance as of 1/31/2024	Council Approval
\$35,000	5/11/2015

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	130,613	0	0	0	0	0	130,613
Administration	50,000	100,000	0	100,000	0	0	250,000
Land	0	0	500,000	0	0	0	500,000
Improvements	0	0	0	1,400,000	0	0	1,400,000
TOTAL	\$180,613	\$100,000	\$500,000	\$1,500,000	\$0	\$0	\$2,280,613

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	180,613	100,000	0	0	0	0	280,613
No Funding Source	0	0	500,000	1,500,000	0	0	2,000,000
TOTAL	\$180,613	\$100,000	\$500,000	\$1,500,000	\$0	\$0	\$2,280,613

Finance Notes

City Council 6/4/2020 - \$69,387 in prior years funding from the General Government CIP Fund was defunded to address the projected shortfalls in the General Fund.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Annual Sidewalk Repair Program

PROJECT NO.

3426

Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiimalu [2648]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for repairs and replacement of citywide sidewalks, curb & gutter and curb ramps to address safety and trip hazards that may be caused by settlement, tree roots, and drainage issues. Prioritization of repairs and replacement are based on service requests from the public and suggested routes to school which will minimize the City's risk and liability.

Notes

Public Works completed repairs and replacement of greater than 2" at 125 locations in fall 2022 and 50 locations in spring 2023, and 600 panels of less than 2" in Fall 2023 along routes to school. Workplan in FY2023-24 includes the assessment of sidewalk trip hazards along routes to school and the annual repair and replacement contract. On 2/6/2024, City Council awarded a construction contract for sidewalk repairs and replacement at 110 locations which is anticipated to be completed by Fall 2024. Funding request in FY 2024-25 is to continue the assessment of sidewalk trip hazards along routes to school, the annual repair and replacement contract, and on-call service repair contracts.

Annual Sidewalk Repair Program

Project No. 3426

Uncommitted Balance as of 1/31/2024	Council Approval
\$841,000	7/1/2016

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	115,184	0	0	0	0	0	115,184
Improvements	3,171,656	890,000	890,000	890,000	600,000	600,000	7,041,656
TOTAL	\$3,286,840	\$890,000	\$890,000	\$890,000	\$600,000	\$600,000	\$7,156,840

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Gas Tax Fund	2,119,605	890,000	890,000	890,000	600,000	600,000	5,989,605
General Government CIP Fund	603,640	0	0	0	0	0	603,640
Sewer Fund	203,200	0	0	0	0	0	203,200
Sewer Infrastructure Fund	260,395	0	0	0	0	0	260,395
Water Fund	100,000	0	0	0	0	0	100,000
TOTAL	\$3,286,840	\$890,000	\$890,000	\$890,000	\$600,000	\$600,000	\$7,156,840

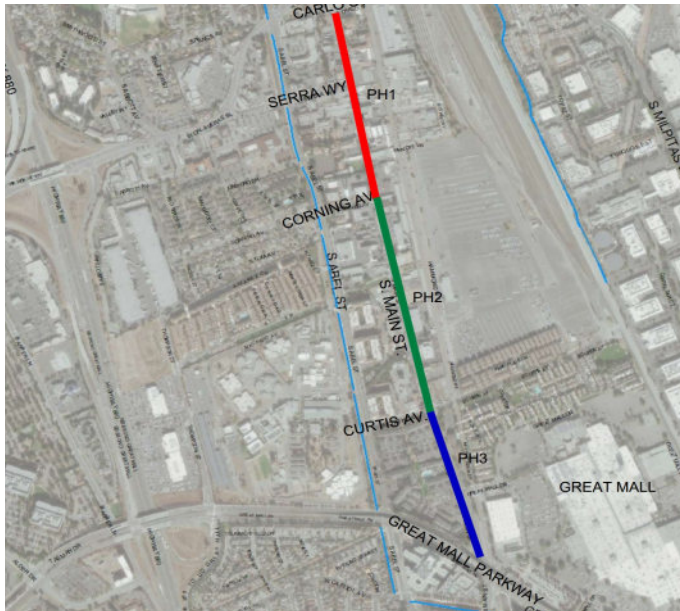
Finance Notes

In FY2019-20, \$300k in prior year funding from General Gov. CIP Fund revised to Gas Tax Fund.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Main St. Street Light Project



Category:	Street Improvement
City Council Priority:	Economic Development and Job Growth
Project Location:	South Main Street
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Michael Silveira [3303]
Project Stage:	Design
Estimated Schedule	
Design:	2025-2027
Construction:	2028-2029
Recurring Project:	No

Description

This project provides for the design and construction of Midtown decorative streetlights and signal improvements along South Main Street from Carlo Street to Great Mall Parkway. The project will be completed in three phases: (1) Carlo Street to Corning Ave., (2) Corning Ave. to Curtis Ave., and (3) Curtis Ave. to Great Mall Parkway.

Notes

The design of Phase 1 is completed and construction is pending on funding and adoption of the Milpitas Gateway - Main Street Specific Plan Update. Phase 1 construction is anticipated for FY2026-27. Phase 2 construction is anticipated to start in FY2028-29 after PG&E undergirds the existing overhead utilities between Corning Ave. and Curtis Ave. as part of Main St. Utility Undergrounding (#3425) project. Phase 3 is estimated at \$3M and schedule is to be determined. The project is not funded at this time.

Main St. Street Light Project

Project No. 3430

Uncommitted Balance as of 1/31/2024	Council Approval
\$35,000	5/17/2016

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	175,000	0	0	100,000	200,000	0	475,000
Administration	100,000	0	0	150,000	150,000	0	400,000
Inspection	25,000	0	0	50,000	0	50,000	125,000
Improvements	0	0	0	2,100,000	0	2,000,000	4,100,000
TOTAL	\$300,000	\$0	\$0	\$2,400,000	\$350,000	\$2,050,000	\$5,100,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	300,000	0	0	0	0	0	300,000
No Funding Source	0	0	0	2,400,000	350,000	2,050,000	4,800,000
TOTAL	\$300,000	\$0	\$0	\$2,400,000	\$350,000	\$2,050,000	\$5,100,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Annual Tree Replacement Program

PROJECT NO.

3438

Category:	Street Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiumalu [2648]
Project Stage:	Implementation
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for the replacement of aging City-owned trees as recommended by the Urban Forestry Management Plan (UFMP), dated March 2019. The program will enhance the City's urban forest inventory, which includes over 15,000 City-owned trees. Work may include minor tree maintenance, irrigation improvements, and utility relocations for proper tree sustainability.

Notes

The UFMP recommends replacing approximately 75 trees biannually. Workplan in FY2023-24 and FY2024-25 is for the ongoing replacement of City-owned trees that have been removed since the last major planting cycle. This project is only partially funded.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$209,000

7/1/2017

Annual Tree Replacement Program

Project No. 3438

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	125,000	0	0	0	0	0	125,000
Improvements	419,000	0	100,000	100,000	100,000	100,000	819,000
TOTAL	\$544,000	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$944,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	515,000	0	0	0	0	0	515,000
Grants/Reimb./ Developer Fees	29,000	0	0	0	0	0	29,000
No Funding Source	0	0	100,000	100,000	100,000	100,000	400,000
TOTAL	\$544,000	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$944,000

Finance Notes

In FY2019-20, \$29k reimbursement from PG&E.

City Council 6/4/2020 - \$200K in prior years funding from the General Government CIP Fund was defunded to address the projected shortfalls in the General Fund.

City Council 2/16/2021 - Mid-Year Budget Appropriation of \$60K from General Government CIP Fund in prior years was defunded for other projects.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Streetlight, Signage, Traffic Signal Improvements

PROJECT NO.

3440

Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiumalu [2648]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for repairs, replacement, and minor improvements of streetlights, street signage, and traffic signal control system. Work includes replacement of various type of streetlights, street signage, and illuminated overhead street signs; upgrades to traffic signal system including controllers & cabinets, detection cameras, cabinets, battery backup system and pedestrian safety devices; on-call service repair contracts; and related appurtenances.

Notes

On 11/7/2023, City Council approved the purchasing of Econolite traffic cameras and funding agreement with VTA for the installation of 4 traffic control cabinets along Great Mall Parkway corridor. In FY2022-23 and FY2023-24, Public Works completed the installation of 40 traffic controllers, detection cameras at 5 intersections, and illuminated overhead street signs, and improvements to the sign shop.

Workplan in FY2023-24 is to continue the replacement of various type of streetlights, street signage, and illuminated overhead street signs; and upgrades to traffic signal intersections including controllers, detection cameras, cabinets, and battery backup system. Funding request in FY2024-25 is for the annual on-call traffic light and signal repair contracts; ongoing replacement of street signs and streetlights; upgrades to traffic signal intersections including controllers, detection cameras, cabinets, and battery backup system; and replacement of intersection communication equipment at Public Works building. This project is only partially funded.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$362,000

7/1/2017

Streetlight, Signage, Traffic Signal Improvements

Project No. 3440

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	60,000	0	0	0	0	0	60,000
Improvements	1,940,000	1,220,000	1,075,000	980,000	800,000	640,000	6,655,000
Equipment	494,432	0	0	0	0	0	494,432
TOTAL	\$2,494,432	\$1,220,000	\$1,075,000	\$980,000	\$800,000	\$640,000	\$7,209,432

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Gas Tax Fund	1,994,432	1,220,000	1,075,000	980,000	800,000	640,000	6,709,432
General Government CIP Fund	500,000	0	0	0	0	0	500,000
TOTAL	\$2,494,432	\$1,220,000	\$1,075,000	\$980,000	\$800,000	\$640,000	\$7,209,432

Finance Notes

City Council 9/1/2020 - Budget Appropriation of \$264,432 from Vehicle Registration Fee.

City Council 4/6/2021 - \$264,432 in prior funding from Vehicle Registration Fee replaced with Gas Tax.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Park & Street Landscape Irrigation Improvements

PROJECT NO.

3449



Category:	Street Improvement
City Council Priority:	Community Wellness and Open Space
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiumalu [2648]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for repairs and improvements of citywide irrigation systems within parks, streetscape, and medians that have exceeded its service life. There are several systems that are inefficient, leaking, not well-documented, and do not provide suitable irrigation to support healthy landscape or comply with the current City landscape ordinance. Work may include restoration of landscaping, and repair and replacement of irrigation controllers, equipment, piping, and valves.

Notes

Workplan in FY2023-24 and FY2024-25 is for the annual on-call service repair contracts, and to continue upgrade and repair of the irrigation systems. Public Works started the citywide irrigation controller conversion project which will be phased over several years.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$536,000

7/1/2015

Park & Street Landscape Irrigation Improvements

Project No. 3449

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	100,000	0	0	0	0	0	100,000
Administration	41,000	0	0	0	0	0	41,000
Inspection	10,000	0	0	0	0	0	10,000
Improvements	655,000	0	320,000	320,000	320,000	320,000	1,935,000
TOTAL	\$806,000	\$0	\$320,000	\$320,000	\$320,000	\$320,000	\$2,086,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	806,000	0	0	0	0	0	806,000
No Funding Source	0	0	320,000	320,000	320,000	320,000	1,280,000
TOTAL	\$806,000	\$0	\$320,000	\$320,000	\$320,000	\$320,000	\$2,086,000

Finance Notes

City Council 6/4/2020 - \$174K in prior years funding from the General Government CIP Fund was defunded to address the projected shortfalls in the General Fund.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Enhanced Crosswalk Striping and Beacons



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Various Locations
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Project Closure
Estimated Schedule	
Design:	—
Construction:	—
Recurring Project:	No

Description

This project provides for the design and installation of high visibility crosswalk striping and pedestrian actuated flashing beacons to facilitate safer pedestrian crossings at high vehicle and pedestrian volume intersections. Anticipated locations will be along school routes.

Notes

Project will be coordinated with Radar Speed Feedback Signage project (#3458). On 8/5/2021, City Council granted acceptance of 16 beacons installed at Fanyon Street between Kennedy Dr. and Dennis Ave.; Kennedy Dr. at Simas Dr.; N. Abbott Ave. at Hall Memorial Park; Washington Dr. at Escuela Pkwy.; Yosemite Dr. between Carnegie Dr. and Roswell Dr.; Arizona Ave. at Rose Dr.; Roswell Dr. at Ashland Dr.; and Dixon Rd. near Conway St.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$225,000

7/1/2019

Enhanced Crosswalk Striping and Beacons

Project No. 3454

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	100,000	0	0	0	0	0	100,000
Administration	10,000	0	0	0	0	0	10,000
Inspection	10,000	0	0	0	0	0	10,000
Improvements	483,000	0	0	0	0	0	483,000
TOTAL	\$603,000	\$0	\$0	\$0	\$0	\$0	\$603,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	3,000	0	0	0	0	0	3,000
Street Improvement Fund	600,000	0	0	0	0	0	600,000
TOTAL	\$603,000	\$0	\$0	\$0	\$0	\$0	\$603,000

Finance Notes

City Council 6/2/2020 - \$497k in prior years funding from General Government CIP Fund was defunded to address the projected shortfalls in the General Fund.

City Council 2/20/2024 - Mid-Year Budget Appropriation of \$225k from Street Improvement Fund in prior years was defunded for other projects.

Operating Impact Notes

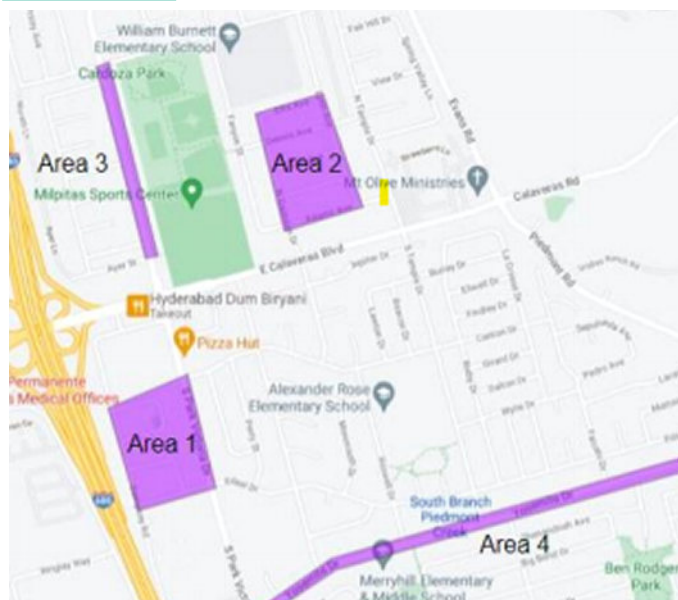
There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Close at the end of Fiscal Year: June 30, 2024

Pilot Street Sweeping Program

PROJECT NO.

3455



Category:	Street Improvement
City Council Priority:	Environment
Project Location:	Various Streets, East of I680
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
Project Stage:	Implementation
Estimated Schedule	
Design:	Completed
Construction:	Completed
Recurring Project:	No

Description

The project provides for a pilot street sweeping program to address residents' concerns about neighborhood beautification, as well as reducing litter impacts into nearby waterways. The program is to evaluate the effectiveness of street sweeping signage in residential areas, inform residents of when to move their vehicles off the street for street sweeper to access the street to the curb, and maximize the collection of litter and debris. Sweeping operations will be completed on one street side at a time on alternating days and within a shorter duration allowing residents to move vehicles from one side to the other to minimize parking impacts.

Notes

Based on the Trash Load Reduction Plan, City staff and Milpitas Sanitation, Inc. identified four areas for the one-year pilot program that concluded in March 2022. The areas were (1) Selwyn Dr. and Shirley Dr. neighborhood, (2) Gadsden Dr. neighborhood east of Cardoza Park, (3) Park Victoria Dr. from Yosemite Dr. to Kennedy Dr., and (4) Yosemite Dr. from Piedmont Rd. to South Park Victoria Dr.

Public Works presented findings of the pilot program to City Council on 6/14/2022 and presented alternative areas for expansion of the program on 3/7/2023 where City Council directed staff to continue the program development. Since this meeting, doorhangers were distributed to all potential expansion areas to survey residents support of street sweeping signage in their neighborhood. Staff will continue to track responses and perform additional outreach, as necessary, and report to City Council on results of the outreach in spring/summer 2024.

Pilot Street Sweeping Program

Project No. 3455

Uncommitted Balance as of 1/31/2024	Council Approval
\$583,000	7/1/2019

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	100,000	0	0	0	0	0	100,000
Inspection	20,000	0	0	0	0	0	20,000
Improvements	580,000	0	0	0	0	0	580,000
TOTAL	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	300,000	0	0	0	0	0	300,000
Street Improvement Fund	400,000	0	0	0	0	0	400,000
TOTAL	\$700,000	\$0	\$0	\$0	\$0	\$0	\$700,000

Finance Notes

City Council 6/4/2020 - \$100K in prior years funding from the General Government CIP Fund was defunded to address the projected shortfalls in the General Fund.

Operating Impact Notes

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Radar Speed Feedback Signage



Category: Street Improvement

City Council Priority: Transportation and Transit

Project Location: Various Locations

Managing Department: Public Works - Engineering

Contact Person: Matt Cano [3012]/
Roberto Alonzo [3316]

Project Stage: Project Closure

Estimated Schedule

Design: —

Construction: —

Recurring Project: No

Description

This project provides for the design and installation of radar speed feedback signage (RSFS). The signage is used as a traffic calming measure on various City streets to reduce vehicle speed and to improve safety for motorists, pedestrians, and cyclists.

Notes

Project will be coordinated with Enhanced Crosswalk Striping and Beacons project (#3454). On 8/5/2021, City Council granted acceptance of 11 RSFS installed at Dixon Rd. between Vegas Ave. and Conway St.; N. Abbott Ave. at Hall Memorial Park; S. Main St. near S. Abel St.; Temple Dr. between Wylie Dr. and Edsel Dr.; Yosemite Dr. between Tempe Dr. and Carnegie Dr.; and Washington Dr. between Arizona Ave. and Escuela Pkwy.

Radar Speed Feedback Signage

Project No. 3458

Uncommitted Balance as of 1/31/2024	Council Approval
\$194,000	7/1/2019

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	20,000	0	0	0	0	0	20,000
Improvements	380,000	0	0	0	0	0	380,000
TOTAL	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	200,000	0	0	0	0	0	200,000
Street Improvement Fund	200,000	0	0	0	0	0	200,000
TOTAL	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000

Finance Notes

City Council 2/20/2024 - Mid-Year Budget Appropriation of \$194k from Street improvement Fund in prior years was defunded for other projects.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Close at the end of Fiscal Year: June 30, 2024

Median Conversion Project



Category:	Street Improvement
City Council Priority:	Environment
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiimalu[2648]
Project Stage:	Design
Estimated Schedule	
Design:	2023-2024
Construction:	TBD
Recurring Project:	Yes

Description

This project provides for the conversion of landscaping and irrigation systems in street medians and landscape strips with drought tolerant plants that supports the State's drought emergency mandate and City's climate action goals. Work includes replacing a wide variety of existing vegetation species with standardized planting that is optimally suited for the environment and minimize the City's maintenance. It also includes converting non-functional turf irrigated by potable water to comply with the State's ongoing mandate. The project will be completed in several phases and will be prioritized based on available funding.

Notes

In FY2023-24, Public Works retained a landscape consultant to establish landscaping standards and prioritize and design the citywide median conversion project. Funding request in FY2024-25 is for the Calaveras Blvd. median conversion project.

Median Conversion Project

Project No. 3468

Uncommitted Balance as of 1/31/2024	Council Approval
\$268,000	7/1/2023

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000
TOTAL	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	300,000	300,000	0	0	0	0	600,000
No Funding Source	0	0	300,000	300,000	300,000	300,000	1,200,000
TOTAL	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000

Finance Notes**Operating Impact Notes**

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Milpitas SMART



Category: Street Improvement

City Council Priority: Transportation and Transit

Project Location: Citywide

Managing Department: Planning

Contact Person: Jay Lee [3077]

Project Stage: Implementation

Estimated Schedule

Design: 2022-2025

Construction: —

Recurring Project: No

Description

This project provides for a pilot program to provide micro-transit connection services throughout Milpitas. The demand-responsive micro transit service will operate as a “hub and spoke model”, an innovative service model that functions as a hybrid between first-last mile and point-to-point service. Riders will be able to book trips from any one of nearly a hundred virtual stops across the City to any of the “hub” locations. The demand-responsive micro transit service will operate as a point-to-point service, offering rides from any virtual stop to another virtual stop within Milpitas, similar to other rail-hailing services. Riders will be able to book trips from their home to anywhere within the City and vice versa.

Notes

City Council approved a funding agreement on 4/5/2022 and Amendment No. 1 on 8/8/2023 with the Santa Clara Valley Transportation Authority (VTA) for the 2016 Measure B Innovative Transit Service Models Program and subscription and service agreement with RideCo. On 9/5/2023, after the conclusion of the one-year pilot program (9/2022 to 9/2023), Planning Department presented findings and recommendations to City Council. In addition, City Council accepted state funding through the Budget Act of 2023 (AB 102) to continue operating the program for approximately a year.

Milpitas SMART

Project No. 3493

Uncommitted Balance as of 1/31/2024	Council Approval
\$1,600,000	4/5/2022

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	2,955,916	0	0	0	0	0	2,955,916
TOTAL	\$2,955,916	\$0	\$0	\$0	\$0	\$0	\$2,955,916

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	71,184	0	0	0	0	0	71,184
Grants/Reimb./ Developer Fees	1,800,000	0	0	0	0	0	1,800,000
Measure B	1,084,732	0	0	0	0	0	1,084,732
TOTAL	\$2,955,916	\$0	\$0	\$0	\$0	\$0	\$2,955,916

Finance Notes

City Council 4/5/2022 - Project created with Budget Appropriation of \$1,084,732 from Measure B Innovative Transit Service Models Program Funds, \$200,000 from Developer Fees and \$71,184 from General Government CIP Fund for a total of \$1,355,916. Developer Fees: contribution from Embarcadero Capital Partners and Bridge Development (235 N. McCarthy Blvd).

City Council 9/5/2023 - Budget Appropriation of \$1.6M from State's Budget Act of 2023 (AB 102).

Operating Impact Notes

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Calaveras Blvd. Widening Project



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	E. Calaveras Boulevard
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Planning
Estimated Schedule	
Design:	2022-2025
Construction:	TBD
Recurring Project:	No

Description

This project provides a minimum local match for the replacement of the existing roadway bridges, built in 1967, on Calaveras Boulevard between Milpitas Boulevard and Abel Street. The roadway is a State owned and operated highway (SR 237) that connects to I-680 and I-880 freeway through the City. It is a critical transportation artery that provides access to local streets for residents and businesses. The 6-lane roadway reduces to 4-lanes at the bridge structures creating traffic congestion. The Santa Clara Valley Transportation Authority (VTA) completed a project study report in 2009 and it was predicted that traffic congestion at the bridge structures would worsen as growth continues in the region. The widening of the bridge structures to 6-lanes was identified as a solution to provide traffic congestion relief in the area. The bridge will also include a 10-foot sidewalk and 6-foot bike lane in each direction.

Notes

The City is the local sponsor of this project and will provide local funding through impacts fees from development projects. City is to accumulate a minimum local match of 10% of the project estimate cost between \$150M to \$210M, approximately \$15M to \$21M, to meet federal and state transportation grant funding requirements. A fair share goal from TASP Impact Fee is \$6.8M. On 12/7/2021, the City Council approved a funding agreement with VTA to complete the first phase of the project which is Caltran's Project Approval and the Environmental Documentation (PA&ED). City funding provided will only be used to complete the PA&ED phase, and VTA will be responsible to administer the completion of this phase including obtaining required approvals from Caltrans. VTA is anticipating to complete the phase in FY2024-25. (TASP ID: DB#2)

Calaveras Blvd. Widening Project

Project No. 4258

Uncommitted Balance as of 1/31/2024	Council Approval
\$56,000	7/1/2004

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	5,106,960	0	0	0	0	0	5,106,960
TOTAL	\$5,106,960	\$0	\$0	\$0	\$0	\$0	\$5,106,960

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Grants/Reimb./ Developer Fees	877	0	0	0	0	0	877
TASP Impact Fees	3,500,000	0	0	0	0	0	3,500,000
Traffic Impact Fees	1,606,083	0	0	0	0	0	1,606,083
TOTAL	\$5,106,960	\$0	\$0	\$0	\$0	\$0	\$5,106,960

Finance Notes

City Council 2/1/2011 - Mid-Year Budget Appropriation of \$173,092 from Traffic Impact Fees.

City Council 2/7/2012 - Mid-Year Budget Appropriation of \$877 from Developer Contribution (D.R. Horton).

City Council 12/7/2021 - Budget Appropriation of \$3.5M from the TASP fund and \$1.433M from the Calaveras Boulevard Widening Traffic Impact Fee Fund 315.

Operating Impact Notes

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

BART Extension Coordination and Planning



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Milpitas BART
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Project Closeout
Estimated Schedule	
Design:	Completed
Construction:	Completed
Recurring Project:	No

Description

The BART extension from Fremont to San Jose will pass through Milpitas and includes a BART station in Milpitas. This project provides for coordination and planning with VTA for the design and construction of the BART extension and station within the City. Work includes review of proposals, plans, and engineering analysis of impacts to the City's utilities, right-of-way, and infrastructure.

Notes

VTA has completed construction and City Council initially accepted the improvements on December 3, 2019. City is anticipating to reimburse VTA in 2024 after right-of-way acquisition is completed.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$105,000

7/1/2006

BART Extension Coordination and Planning

Project No. 4265

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	50,000	0	0	0	0	0	50,000
Administration	2,305,956	0	0	0	0	0	2,305,956
Others	125,000	0	0	0	0	0	125,000
TOTAL	\$2,480,956	\$0	\$0	\$0	\$0	\$0	\$2,480,956

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Grants/Reimb./Developer Fees	2,401,896	0	0	0	0	0	2,401,896
RDA Fund	53,065	0	0	0	0	0	53,065
Sewer Fund	8,591	0	0	0	0	0	8,591
Street Improvement Fund	8,702	0	0	0	0	0	8,702
Water Fund	8,702	0	0	0	0	0	8,702
TOTAL	\$2,480,956	\$0	\$0	\$0	\$0	\$0	\$2,480,956

Finance Notes

City Council 2/7/2012 - Mid-Year Budget Appropriation of \$50k from the VTA reimbursement agreement.
City Council 2/21/2012 - Mid-Year Budget Appropriation of \$233,296 from the VTA reimbursement agreement.
City Council 9/18/2012 - Budget Appropriation of \$393,600 from the VTA reimbursement agreement.
City Council 10/15/2013 - Budget Appropriation of \$500k from the VTA reimbursement agreement.
City Council 6/17/2014 - Budget Appropriation of \$650k from the VTA reimbursement agreement.
City Council 9/15/2015 - Budget Appropriation of \$300k from the VTA reimbursement agreement.
City Council 12/6/2016 - Budget Appropriation of \$150k from the VTA reimbursement agreement.
City Council 8/17/2017 - Budget Appropriation of \$125k from the VTA reimbursement agreement.

Operating Impact Notes

There are no operating or maintenance expenses associated with this project.

Soundwall and Barrier Improvements



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiimalu [2648]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for the improvement and repair of City-owned sound walls, fences, and barriers within parks and along streets.

Notes

In FY2023-24, Public Works retained a structural engineer consultant to conduct an assessment of City-owned sound walls and barriers. Workplan in FY2023-24 and FY2024-25 is to continue ongoing maintenance and improvements based on the completed assessment.

Uncommitted Balance
as of 1/31/2024

\$436,000

Council
Approval

7/1/2009

Soundwall and Barrier Improvements

Project No. 4267

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	220,000	0	0	0	0	0	220,000
Administration	80,000	0	0	0	0	0	80,000
Inspection	75,000	0	0	0	0	0	75,000
Improvements	1,013,466	0	210,000	210,000	210,000	210,000	1,853,466
TOTAL	\$1,388,466	\$0	\$210,000	\$210,000	\$210,000	\$210,000	\$2,228,466

Funding Source

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	400,000	0	0	0	0	0	400,000
Street Improvement Fund	988,466	0	0	0	0	0	988,466
No Funding Source	0	0	210,000	210,000	210,000	210,000	840,000
TOTAL	\$1,388,466	\$0	\$210,000	\$210,000	\$210,000	\$210,000	\$2,228,466

Finance Notes

City Council 6/4/2020 - \$200K in prior years funding from the General Government CIP Fund was defunded to address the projected shortfalls in the General Fund.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

I-880 Interchange Right-of-Way Closeout



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	I-880 at Dixon Landing Rd, SR237, and Tasman Dr.
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	ROW Closeout
Estimated Schedule	
Design:	2023-2024
Construction:	—
Recurring Project:	No

Description

This project provides for the final closeout documentation and Right-of-Way transfer for three interchanges constructed along I-880 at Dixon Landing Road, State Route 237, and Tasman Drive.

Notes

The interchanges were constructed under three separate CIP projects. The City is working with Fremont, Caltrans and VTA through a cooperative cost share agreement to closeout these projects and ultimately transfer right-of-way and ownership to Caltrans.

Uncommitted Balance as of 1/31/2024	Council Approval
\$618,000	7/1/2014

I-880 Interchange Right-of-Way Closeout
Project No. 4274

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	727,181	0	0	0	0	0	727,181
TOTAL	\$727,181	\$0	\$0	\$0	\$0	\$0	\$727,181

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Developer Contributions	148,119	0	0	0	0	0	148,119
Street Improvement Fund	579,062	0	0	0	0	0	579,062
TOTAL	\$727,181	\$0	\$0	\$0	\$0	\$0	\$727,181

Finance Notes

Operating Impact Notes

There are no operating or maintenance expenses associated with this project.

ADA Curb Ramp Transition Program



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Citywide
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This mandatory program is for the replacement of existing curb ramps to comply with Americans with Disabilities Act (ADA) current standards. The project allows the City to be eligible for future Federal transportation aid funds such as TDA Article III. The curb ramp improvements will be coordinated and implemented with the annual Street Resurfacing project. Work also includes push button upgrades, crosswalk striping, signage, and sidewalk improvement associate with curb ramps. The target completion date for citywide ADA public street curb ramp compliance is 2040.

Notes

In 2023, 84 curb ramps were upgraded in conjunction with Street Resurfacing Project FY2022-23 (#4303 & 4304). In 2024, 17 curb ramps are planned to be upgraded in conjunction with Street Resurfacing Project FY2023-24 (#4304 & 4305). In 2025, 15 curb ramps are planned to be upgraded in conjunction with Street Resurfacing Project FY2024-25 (#4300 & 4305).

Uncommitted Balance as of 1/31/2024	Council Approval
\$400,000	7/1/2016

ADA Curb Ramp Transition Program

Project No. 4283

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	70,000	10,000	10,000	10,000	10,000	10,000	120,000
Administration	70,000	10,000	10,000	10,000	10,000	10,000	120,000
Inspection	150,000	0	0	0	0	0	150,000
Improvements	2,380,801	380,000	280,000	280,000	280,000	280,000	3,880,801
TOTAL	\$2,670,801	\$400,000	\$300,000	\$300,000	\$300,000	\$300,000	\$4,270,801

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Gas Tax Fund	2,200,000	320,000	220,000	220,000	220,000	220,000	3,400,000
Grants/Reimb./ Developer Fees	282,903	0	0	0	0	0	282,903
TDA Article III	187,898	80,000	80,000	80,000	80,000	80,000	587,898
TOTAL	\$2,670,801	\$400,000	\$300,000	\$300,000	\$300,000	\$300,000	\$4,270,801

Finance Notes

City Council 5/7/2019 - Adopted a resolution requesting allocation of \$84,296 for TDA Article 3 funding (Resolution No. 8869).

City Council 4/6/2021 - Budget Appropriation of \$155,316 in TDA Article 3 funding.

City Council 5/4/2021 - Budget Appropriation of \$127,586 in TDA Article 3 funding.

City Council 8/9/2022 - Budget Appropriation of \$103,602 in TDA Article 3 funding (Resolution No. 9143).

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Traffic Studies & Safety Improvements

PROJECT NO.

4288



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Citywide
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Planning
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for citywide traffic studies, safety and minor traffic improvements as described in the citywide Travel Safety Plan and from community service requests. Traffic studies may include, but are not limited to, data collection including vehicle, bicycle, and pedestrian counts, level of service analysis, speed surveys, traffic flow and safety assessment and Vehicle Miles Traveled Analysis.

Minor traffic and safety improvements may include, but are not limited to, traffic signal improvements including emergency vehicle preemption, pedestrian signals, signal cabinets and heads upgrades, and signal timing and phasing/turning movements; pedestrian improvements including bulb-outs, fencing, guardrails, intersection and crosswalk striping, and flashing beacons; roadway improvements including advanced stop bars, green bike and buffer lanes, high-friction pavement treatments, lighting, radar feedback signs, retroreflective signage, rumble strips, and striping and marking.

Notes

Funding request for FY2024-25 is for programing and planning of the traffic safety improvement as identified in the adopted Citywide Traffic Safety Plan dated December 2023.

Uncommitted Balance
as of 1/31/2024Council
Approval**Traffic Studies & Safety Improvements**

Project No. 4288

\$142,000**7/1/2015****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	40,000	200,000	50,000	50,000	50,000	50,000	440,000
Administration	20,000	0	0	0	0	0	20,000
Improvements	140,000	220,000	100,000	100,000	100,000	100,000	760,000
TOTAL	\$200,000	\$420,000	\$150,000	\$150,000	\$150,000	\$150,000	\$1,220,000

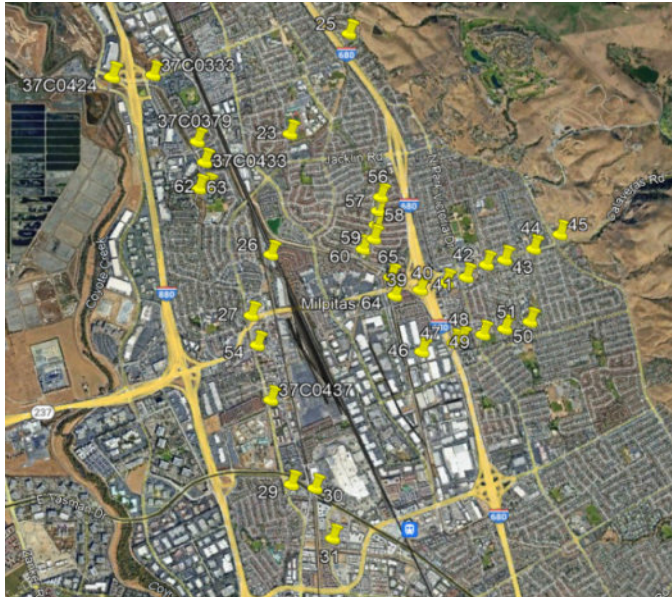
Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Gas Tax Fund	200,000	0	150,000	150,000	150,000	150,000	800,000
Street Improvement Fund	0	420,000	0	0	0	0	420,000
TOTAL	\$200,000	\$420,000	\$150,000	\$150,000	\$150,000	\$150,000	\$1,220,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

City Bridge Improvements



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Citywide Bridges
Managing Department:	Public Works/Engineering
Contact Person:	Christian Di Renzo [2602]/ Michael Silveira [3303]
Project Stage:	Planning
Estimated Schedule	
Design:	TBD
Construction:	TBD
Recurring Project:	Yes

Description

This project provides for improvements, repairs and rehabilitation of 65 City-owned bridges which consist of 9 pedestrian and 56 vehicular box culvert and span bridges. Work will be associated with the approach and roof slabs, barriers, crack sealing, coating, concrete spalling, deck surfaces, guard rails, fencing, headwall, and joint seal. Caltrans performs supplemental inspection for 24 City owned bridges which meet the minimum total length of 20 feet as defined by the Federal Highway Administration National Bridge Inspection Standards. These bridges are part of the National Bridge Inventory and are generally eligible for federal funding assistance under the Highway Bridge or Bridge Preventive Maintenance Programs which is administered by Caltrans.

Notes

Inspection of all vehicular box culverts and pedestrian bridges were completed in 2021. Planned funding request in FY 2025-26 is for bridge deck improvements at California Circle, Machado Ave., Milmont Dr., N. Abbott Ave., and N. McCarthy Blvd.

City Bridge Improvements

Project No. 4290

Uncommitted Balance as of 1/31/2024	Council Approval
\$88,000	7/1/2017

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	20,000	0	65,000	15,000	15,000	15,000	130,000
Administration	15,000	0	45,000	10,000	10,000	10,000	90,000
Improvements	215,000	0	350,000	125,000	125,000	125,000	940,000
TOTAL	\$250,000	\$0	\$460,000	\$150,000	\$150,000	\$150,000	\$1,160,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Gas Tax Fund	250,000	0	460,000	150,000	150,000	150,000	1,160,000
TOTAL	\$250,000	\$0	\$460,000	\$150,000	\$150,000	\$150,000	\$1,160,000

Finance Notes

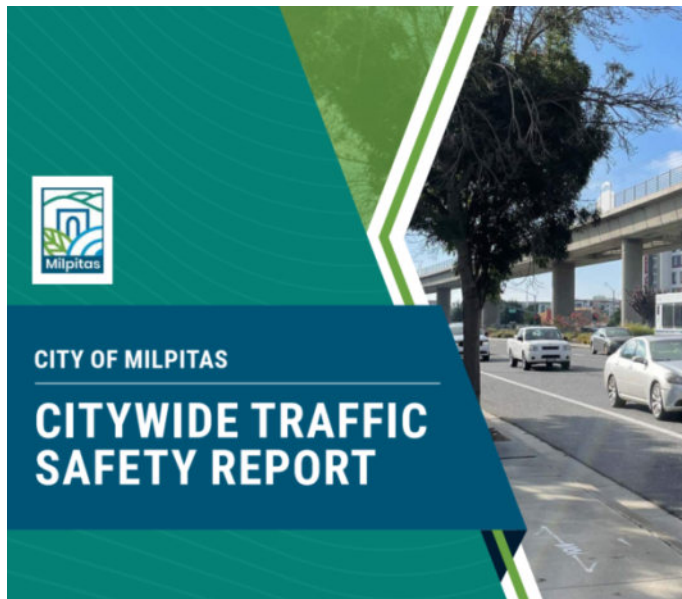
Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Citywide Traffic Safety Assessment

PROJECT NO.

4293



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Citywide
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Assessment
Estimated Schedule	
Design:	Completed
Construction:	—
Recurring Project:	No

Description

This project provides for a citywide traffic safety assessment to analyze and identify locations of concerns and provide a Citywide Travel Safety Plan. The plan summarizes the existing safety data based on crash records obtained from the California Highway Patrol Statewide Integrated Traffic Records System database, staff, stakeholders, and the community. The data was used to identify Citywide crash and safety trends, high-crash locations, and locations with unusual crash patterns or high-crash severities to determine traffic safety improvements. The plan will also provides a foundation for a decision-making framework so that it can identify, prioritize, and implement proven safety countermeasures from the City's toolbox in the following years and serve as an ongoing resource to identify and pursue funding through various programs to implement the identified safety improvements.

Notes

On 1/23/2024, City Council adopted the Citywide Travel Safety Plan.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$3,000

7/1/2019

Citywide Traffic Safety Assessment

Project No. 4293

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	390,000	0	0	0	0	0	390,000
Administration	10,000	0	0	0	0	0	10,000
TOTAL	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Gas Tax Fund	400,000	0	0	0	0	0	400,000
TOTAL	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000

Finance Notes

Operating Impact Notes

There are no operating or maintenance expenses associated with this project.

Close at the end of Fiscal Year: June 30, 2024

SR237 HOV Lane Improvements



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	State Route 237 at McCarthy Blvd.
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Construction
Estimated Schedule	
Design:	2021-2024
Construction:	2024-2025
Recurring Project:	No

Description

This project provides for traffic flow improvements on State Route 237 including Calaveras Boulevard. On December 5, 2017, the City Council adopted Resolution No. 8729 declaring SR237 improvements as the highest priority transportation projects for the City of Milpitas. Improvements include construction of a high-occupancy vehicle (HOV) lane on westbound Calaveras Boulevard between I-880 southbound off-ramp, SR237 freeway on-ramp, and westbound Calaveras Boulevard across McCarthy Boulevard freeway overpass. The resolution also included the completion of a SR237 corridor study that will identify other transit, pedestrian, bicycle, and roadway infrastructure and operational improvements within the City of Milpitas between I-880 and I-680.

Notes

Santa Clara Valley Transportation Authority (VTA) allocated FY2018-19 Measure B funding for SR237 improvement projects. On 10/15/2019, the City Council approved a funding agreement with VTA to complete the design, construction, reporting, administrative roles and responsibilities of the project. On 1/11/2022 City Council approved an amendment to the funding agreement for unanticipated roadway features. On 1/23/2024 City Council approved budget appropriation for additional local matching funding and authorized the City Manager to execute future amendment to the funding agreement. VTA will administrate the project and the City will provide 10% local match. VTA anticipates completing the project in 2025.

SR237 HOV Lane Improvements
Project No. 4294

Uncommitted Balance as of 1/31/2024	Council Approval
\$0	7/1/2019

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	300,000	0	0	0	0	0	300,000
TOTAL	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Gas Tax Fund	300,000	0	0	0	0	0	300,000
TOTAL	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000

Finance Notes

City Council 1/23/2024 - Budget appropriation of \$250k from the Gas Tax Fund.

Operating Impact Notes

There are no operating or maintenance expenses associated with this project.

Street Pavement Restriping Program

PROJECT NO.

4295



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Samu Tiumalu [2648]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for the improvement, restriping, and replacement of pavement markings on City's paved roadways in accordance with California Manual on Uniform Traffic Control Devices (MUTCD). The program will provide guidance and information, and improve roadway safety for motorists, bicyclists, and pedestrians. Work includes minor repairs to asphalt pavement; restriping of existing pavement legends, lane lines, and crosswalks; placement of markers; and respond to public requests through MyMilpitas App.

Notes

In FY2022-23, Public Works completed restriping of school zones in the Manor area. Workplan in FY2023-24 is to restripe school zones in the Sunnyhills area including Milpitas High, Pomeroy, and Russell Schools. Funding request in FY2024-25 is for on-call service repair contracts; restriping in school zones, high traffic areas and main thorough-fares; minor repairs to asphalt pavement; and responding to public requests received through the MyMilpitas App.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$224,000

7/1/2019

Street Pavement Restriping Program

Project No. 4295

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	40,000	0	0	0	0	0	40,000
Improvements	560,000	300,000	300,000	300,000	300,000	300,000	2,060,000
TOTAL	\$600,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$2,100,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Gas Tax Fund	600,000	300,000	300,000	300,000	300,000	300,000	2,100,000
TOTAL	\$600,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$2,100,000

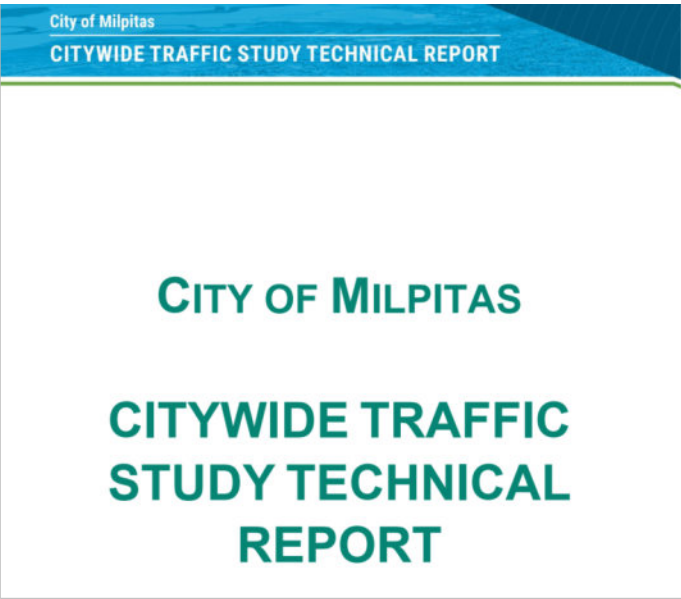
Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Citywide Traffic Modeling

PROJECT NO.

4297

	Category:	Street Improvement
	City Council Priority:	Transportation and Transit
	Project Location:	Citywide
	Managing Department:	Public Works - Engineering
	Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
	Project Stage:	Assessment
	Estimated Schedule	
	Design:	Completed
	Construction:	—
	Recurring Project:	No

Description

This project provides for a citywide intersection geometric improvement analysis. The goal of the proposed project is to identify intersection geometric improvements for major signalized intersections throughout the City that may reduce queuing and congestion based on planned growth. This report summarizes the baseline intersection deficiencies based on intersection level of service (LOS) and queuing, the recommended operational improvements identified, and the rough order of magnitude (ROM) planning level opinion of probable costs (OPC) for the proposed intersection improvements.

Notes

The modeling was completed in spring 2024.

Citywide Traffic Modeling

Project No. 4297

Uncommitted Balance as of 1/31/2024	Council Approval
\$0	7/1/2019

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	390,000	0	0	0	0	0	390,000
Administration	10,000	0	0	0	0	0	10,000
TOTAL	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Gas Tax Fund	400,000	0	0	0	0	0	400,000
TOTAL	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000

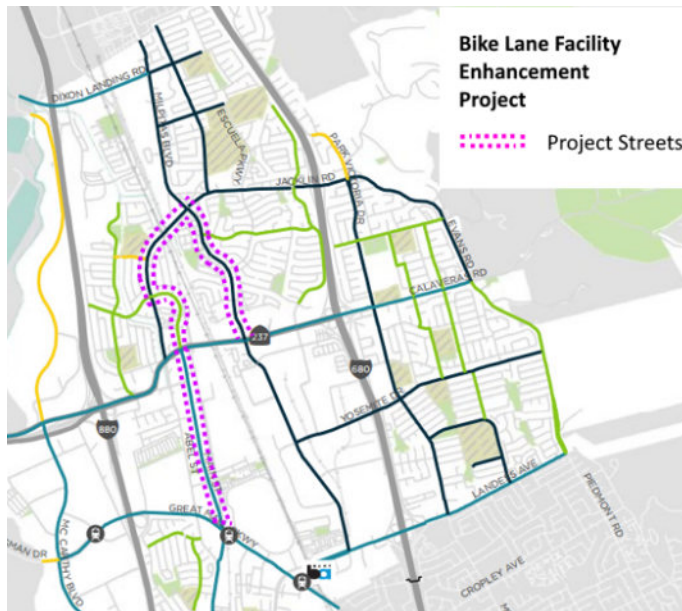
Finance Notes

Operating Impact Notes

There are no operating or maintenance expenses associated with this project.

Close at the end of Fiscal Year: June 30, 2024

Bicycle Improvement Project



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Able St., Main St., Marylinn Dr., S. Milpitas Blvd.
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Design
Estimated Schedule	
Design:	2024-2025
Construction:	2025
Recurring Project:	No

Description

This project provides for the design and construction of bicycle facilities improvements to upgrade existing facilities and improve safety, reduce traffic stress for users, and promote use by eliminating facility gaps. The project will focus on Abel Street, Main Street, and Milpitas Boulevard corridors as identified as high priority routes in the adopted 2022 Trail, Pedestrian and Bicycle Master Plan to connect to historical downtown on Main Street, schools, and a key routes that crosses railroad tracks and creeks. Work includes buffered bike lane (Class IIB), bike route (Class III), cycle track (Class IV), green bike lane at bicycle and vehicular conflict zones, pavement markings and striping, and installation of signage.

Notes

On 1/23/2024, City Council approved the fund transfer agreement with Caltrans to receive Caltrans 2022 Priority Legislative Budget Project Earmarked funding of \$1.0M for bicycle facility improvements. On 9/19/23, City Council approved bike enhancements along Abel St. from Milpitas Blvd. to Redwood Ave. and Marylinn Dr. to Redwood Ave.; Marylinn Dr. from Abel St. to Weller Ln.; Main St. from Weller Ln. to Great Mall Pkwy; and Milpitas Blvd. from Abel St. to Calaveras Blvd. Workplan in FY2023-24 is to start the design in spring 2024 and construction is anticipated to start in summer 2025.

Bicycle Improvement Project

Project No. 4299

Uncommitted Balance as of 1/31/2024	Council Approval
\$1,000,000	7/1/2023

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	125,000	0	0	0	0	0	125,000
Administration	50,000	0	0	0	0	0	50,000
Inspection	25,000	0	0	0	0	0	25,000
Improvements	800,000	0	0	0	0	0	800,000
TOTAL	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Grants/Reimb./ Developer Fees	1,000,000	0	0	0	0	0	1,000,000
TOTAL	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000

Finance Notes

City Council 1/23/2024 - Approved a Fund Transfer Agreement for Caltrans 2022 Priority Legislative Budget Project Earmarked funding of \$1M.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Street Resurfacing Project 2021-22

PROJECT NO.

4303

Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Various Streets
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Project Closeout
Estimated Schedule	
Design:	Completed
Construction:	Completed
Recurring Project:	No

Description

This project provides for the repair, rehabilitation, and/or reconstruction of roadway pavement. Streets are selected for improvement based on a Pavement Management System to optimize the pavement condition rating and use of funding. Locations and streets may vary dependent on the City's needs and funding. There are currently 129 center lane miles of streets that are owned by the City. The project will include replacement and upgrade of curb, gutter, driveway, sidewalk, installation of ADA ramps, and installation of Class II bike lanes and Class III bike route facilities as described in the 2022 Trail, Pedestrian and Bicycle Master Plan.

Notes

On 5/2/2023, City Council granted acceptance for street resurfacing at S. Abbott Ave. from southern end to E. Calaveras Blvd.; Traughber St. from N. Park Victoria Dr. to eastern end; Prada Dr.; Prada Ct.; Stemel Way; Santos Ct.; Stemel Ct.; Michael St.; Michael Ct.; Brian Ct.; Topham Ct.; Simas Dr.; Quail Dr.; Ramos Ct.; Serpa Dr.; Old Evans Rd.; Kennedy Dr. from Fanyon St. to Evans Rd.; Fanyon St.; Gadsden Dr. from Ellis Ave. to E. Calaveras Blvd.; Lynn Ave.; N. Temple Dr. from Kennedy Dr. to E. Calaveras Blvd.; Fairhill Dr.; Spring Valley Ln.; Golden Hills Dr.; Arana Ct.; View Dr.; Dennis Ave.; Ellis Ave.; Carl Ave.; Braly Ave.; and Adams Ave. Also, the installation of flashing beacons at the intersections of Fanyon St. and Kennedy Dr.; S. Park Victoria Dr. and Mt. Shasta Ave.; N. Park Victoria Dr. and Kennedy Dr.; and video detection at the intersections of E. Calaveras Blvd and Gadsden Dr. and E. Calaveras Blvd at Temple Dr.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$39,000

7/1/2017

Street Resurfacing Project 2021-22

Project No. 4303

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	237,276	0	0	0	0	0	237,276
Administration	75,000	0	0	0	0	0	75,000
Inspection	75,000	0	0	0	0	0	75,000
Improvements	3,950,000	0	0	0	0	0	3,950,000
TOTAL	\$4,337,276	\$0	\$0	\$0	\$0	\$0	\$4,337,276

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Gas Tax Fund	91,054	0	0	0	0	0	91,054
Measure B	1,877,344	0	0	0	0	0	1,877,344
SB1 RMRA	1,604,446	0	0	0	0	0	1,604,446
Vehicle Registration Fee	764,432	0	0	0	0	0	764,432
TOTAL	\$4,337,276	\$0	\$0	\$0	\$0	\$0	\$4,337,276

Finance Notes

In FY2021-22, this project received \$1,877,344 from Measure B funding. Measure B grant funding is distributed on a reimbursement basis. City funds must be expended on eligible projects prior to any reimbursement requests.

In FY 2021-22, this project received \$1,664,446 from SB1 RMRA funding. SB1 RMRA is distributed on an allocation basis.

City Council 5/17/2022 - Budget Change amending funding amounts of Gas Tax fund decrease by \$894,514, Measure B fund increase by \$1,377,344, and SBI RMRA fund increase by \$67,170.

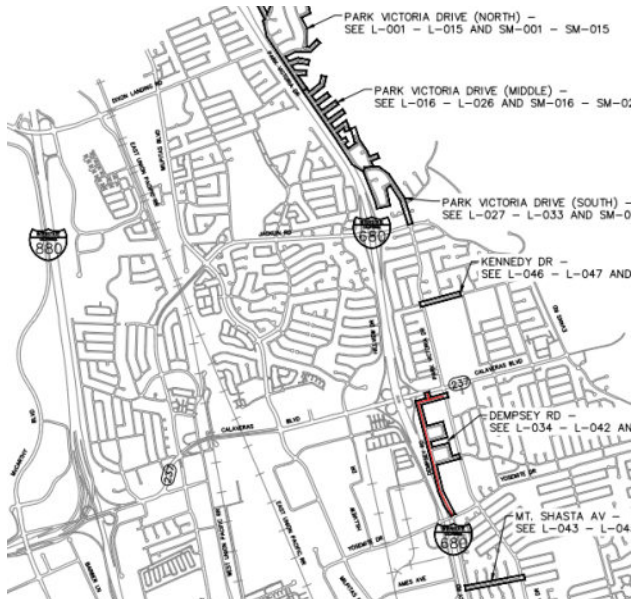
City Council 6/6/2023 - Budget Change amending funding amounts of SBI RMRA fund increase by \$37,276.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Street Resurfacing Project 2022-23

PROJECT NO.

4304

Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Various Streets
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Project Closeout
Estimated Schedule	
Design:	Completed
Construction:	Completed
Recurring Project:	No

Description

This project provides for the repair, rehabilitation, and/or reconstruction of roadway pavement. Streets are selected for improvement based on a Pavement Management System to optimize the pavement condition rating and use of funding. Locations and streets may vary dependent on the City's needs and funding. There are currently 129 center lane miles of streets that are owned by the City. The project will include replacement and upgrade of curb, gutter, driveway, sidewalk, installation of ADA ramps, and installation of Class II bike lanes and Class III bike route facilities as described in the 2022 Trail, Pedestrian and Bicycle Master Plan.

Notes

On X/XX/2024, City Council granted acceptance for the street resurfacing at N. Park Victoria Dr. from Bolton Dr. to Jacklin Rd., Bolton Dr., Churchill Dr., Wellington Dr., Stratford Dr., Devon Pl., Sussex Pl., Kirkwall Pl., Stirling Dr., London Dr., Hastings Dr., Inverness Dr., Berkshire Pl., Baron Pl., Wessex Pl., Canterbury Pl., Cardiff Pl., Ann Pl., Princess Pl., Hampton Ct., Carson Way, El Camion Higuera, Zamora Ct., Nicklaus Ave., Berg Ct., Ranklin Dr., Creed St., Selwyn Dr., Shirley Dr., Edsel Dr., Kennedy Dr. from N. Park Victoria Dr. to Fanyon St., Mt. Shasta Ave. from Dempsey Rd. to S. Park Victoria Dr.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$2,260,000

7/1/2018

Street Resurfacing Project 2022-23

Project No. 4304

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	584,325	0	0	0	0	0	584,325
Administration	100,000	0	0	0	0	0	100,000
Inspection	50,000	0	0	0	0	0	50,000
Improvements	3,600,000	0	0	0	0	0	3,600,000
TOTAL	\$4,334,325	\$0	\$0	\$0	\$0	\$0	\$4,334,325

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Gas Tax Fund	378,026	0	0	0	0	0	378,026
Measure B	1,677,560	0	0	0	0	0	1,677,560
SB1 RMRA	1,778,739	0	0	0	0	0	1,778,739
Vehicle Registration Fee	500,000	0	0	0	0	0	500,000
TOTAL	\$4,334,325	\$0	\$0	\$0	\$0	\$0	\$4,334,325

Finance Notes

In FY2022-23, this project received \$1,677,560 from Measure B funding. Measure B grant funding is distributed on a reimbursement basis. City funds must be expended on eligible projects prior to any reimbursement requests.

In FY 2022-23, this project received \$1,778,739 from SB1 RMRA funding. SB1 RMRA is distributed on an allocation basis.

City Council 6/6/2023 - Budget Change amending funding amounts of SBI RMRA fund increased by \$334,325.

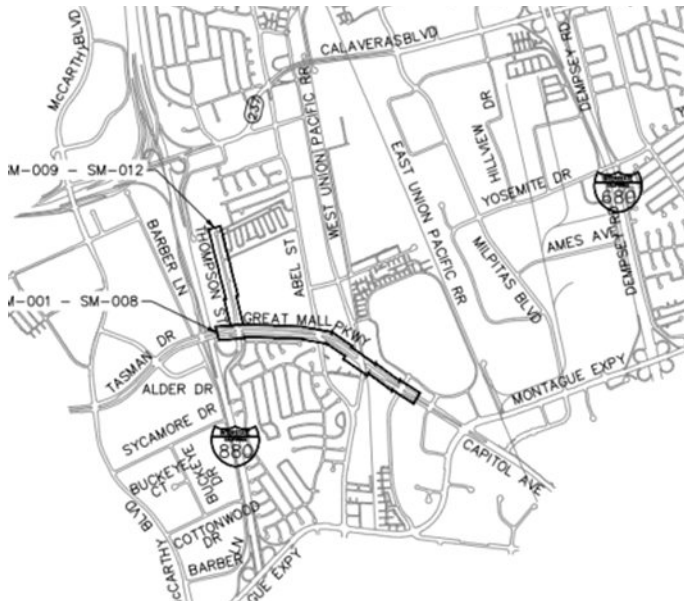
City Council X/X/2024 - Budget Change amending funding amounts of SBI RMRA fund increased by \$51,609 and Vehicle Registration Fee decreased by \$33,850.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Street Resurfacing Project 2023-24

PROJECT NO.

4305

Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Various Streets
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Construction
Estimated Schedule	
Design:	2023-2024
Construction:	2024
Recurring Project:	No

Estimated Schedule

Description

This project provides for the repair, rehabilitation, and/or reconstruction of roadway pavement. Streets are selected for improvement based on a Pavement Management System to optimize the pavement condition rating and use of funding. Locations and streets may vary dependent on the City's needs and funding. There are currently 129 center lane miles of streets that are owned by the City. The project will include replacement and upgrade of curb, gutter, driveway, sidewalk, installation of ADA ramps, and installation of Class II bike lanes and Class III bike route facilities as described in the 2022 Trail, Pedestrian and Bicycle Master Plan.

Notes

On X/X/2024, City Council awarded a construction contract for the street resurfacing of Great Mall Parkway from I-880 to McCandless Dr. and Thompson St. and Ct., north of Great Mall Parkway.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$3,995,000

7/1/2019

Street Resurfacing Project 2023-24

Project No. 4305

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	250,000	0	0	0	0	0	250,000
Administration	100,000	0	0	0	0	0	100,000
Inspection	50,000	0	0	0	0	0	50,000
Improvements	3,600,000	0	0	0	0	0	3,600,000
TOTAL	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Gas Tax Fund	300,000	0	0	0	0	0	300,000
Measure B	1,700,000	0	0	0	0	0	1,700,000
SB1 RMRA	1,500,000	0	0	0	0	0	1,500,000
Vehicle Registration Fee	500,000	0	0	0	0	0	500,000
TOTAL	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000

Finance Notes

In FY2023-24, this project will be eligible for estimated \$2,017,862 from Measure B funding. Measure B grant funding is distributed on a reimbursement basis. City funds must be expended on eligible projects prior to any reimbursement requests.

In FY 2023-24, this project will be eligible for estimated \$1,987,328 from SB1 RMRA funding. SB1 RMRA is distributed on an allocation basis.

City Council X/X/2024 - Budget Change amending funding amounts of Measure B fund increased by \$317,862, SBI RMRA fund increased by \$487,328, and Vehicle Registration Fee increased by \$100,150.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Bike and Pedestrian Outreach



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Bike and Pedestrian Routes
Managing Department:	Communication CMO
Contact Person:	Charmaine Angelo [3055]
Project Stage:	Implementation
Estimated Schedule	
Design:	2021-2024
Construction:	—
Recurring Project:	No

Description

This project provides for the public outreach activities to promote, educate, and encourage bicycling and walking in support of the circulation policy goals of the City's 2040 General Plan and Trail, Pedestrian, and Bicycle Master Plan. The Valley Transportation Authority (VTA) adopted and established a 2016 Measure B Bike and Pedestrian Education and Encouragement Program. They distributed based funding on a population-based formula to eligible cities that encourages the use of bicycles and walking for transportation rather than motorized vehicles.

Notes

On 6/1/2021, City Council approved a Master Agreement with VTA for the 2016 Measure B Bike and Pedestrian Education and Encouragement Program. In FY2022-23, staff completed a parent survey regarding the Safe Route to Schools program, contracted a production company to develop educational shareable videos, and reached out to local businesses to gauge their interest in the program. Workplan in FY2023-24 is to continue coordination with the Silicon Valley Bicycle Coalition and Steering Committee to develop the program, update the City's bike and pedestrian map, complete the development of educational shareable videos, develop and offer classes and workshops, and continue outreach through community events.

Bike and Pedestrian Outreach

Project No. 4306

Uncommitted Balance as of 1/31/2024	Council Approval
\$55,000	6/1/2021

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	129,000	0	0	0	0	0	129,000
TOTAL	\$129,000	\$0	\$0	\$0	\$0	\$0	\$129,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Measure B	129,000	0	0	0	0	0	129,000
TOTAL	\$129,000	\$0	\$0	\$0	\$0	\$0	\$129,000

Finance Notes

City Council 6/1/2021 - Project created with Budget Appropriation of \$45k from Measure B.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Street Resurfacing Project 2024-25

PROJECT NO.
Plan



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Various Streets
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Design
Estimated Schedule	
Design:	2024-2025
Construction:	2025
Recurring Project:	No

Description

This project provides for the repair, rehabilitation, and/or reconstruction of roadway pavement. Streets are selected for improvement based on a Pavement Management System to optimize the pavement condition rating and use of funding. Locations and streets may vary dependent on the City’s needs and funding. There are currently 129 center lane miles of streets that are owned by the City. The project will include replacement and upgrade of curb, gutter, driveway, sidewalk, installation of ADA ramps, and installation of Class II bike lanes and Class III bike route facilities as described in the 2022 Trail, Pedestrian and Bicycle Master Plan.

Notes

Planned streets for resurfacing includes Tasman Drive from Alder Dr. to I-880, Great Mall Parkway from McCandless Dr. to Montague Expy., and Alder Dr. from Tasman Dr. to Barber Ln.

Uncommitted Balance
as of 1/31/2024Council
Approval**Street Resurfacing Project 2024-25**

Project No. Plan

\$0**7/1/2020****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	250,000	0	0	0	0	250,000
Administration	0	150,000	0	0	0	0	150,000
Inspection	0	100,000	0	0	0	0	100,000
Improvements	0	4,097,562	0	0	0	0	4,097,562
TOTAL	\$0	\$4,597,562	\$0	\$0	\$0	\$0	\$4,597,562

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Measure B	0	2,097,562	0	0	0	0	2,097,562
SB1 RMRA	0	2,000,000	0	0	0	0	2,000,000
Vehicle Registration Fee	0	500,000	0	0	0	0	500,000
TOTAL	\$0	\$4,597,562	\$0	\$0	\$0	\$0	\$4,597,562

Finance Notes

In FY2024-25, this project will be eligible for \$2,097,562 from Measure B funding. Measure B grant funding is distributed on a reimbursement basis. City funds must be expended on eligible projects prior to any reimbursement requests.

In FY 2024-25, this project will be eligible for estimated \$2,000,000 from SB1 RMRA funding. SB1 RMRA is distributed on an allocation basis.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Street Resurfacing Project 2025-26

PROJECT NO.
Plan



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Various Streets
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Planning
Estimated Schedule	
Design:	2025-2026
Construction:	2026
Recurring Project:	No

Description

This project provides for the repair, rehabilitation, and/or reconstruction of roadway pavement. Streets are selected for improvement based on a Pavement Management System to optimize the pavement condition rating and use of funding. Locations and streets may vary dependent on the City’s needs and funding. There are currently 129 center lane miles of streets that are owned by the City. The project will include replacement and upgrade of curb, gutter, driveway, sidewalk, installation of ADA ramps, and installation of Class II bike lanes and Class III bike route facilities as described in the 2022 Trail, Pedestrian and Bicycle Master Plan.

Notes

Planned street for resurfacing includes Dempsey Road.

Uncommitted Balance
as of 1/31/2024Council
Approval**Street Resurfacing Project 2025-26**

Project No. Plan

\$0**7/1/2021****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	0	250,000	0	0	0	250,000
Administration	0	0	150,000	0	0	0	150,000
Inspection	0	0	100,000	0	0	0	100,000
Improvements	0	0	3,900,000	0	0	0	3,900,000
TOTAL	\$0	\$0	\$4,400,000	\$0	\$0	\$0	\$4,400,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Measure B	0	0	1,900,000	0	0	0	1,900,000
SB1 RMRA	0	0	2,000,000	0	0	0	2,000,000
Vehicle Registration Fee	0	0	500,000	0	0	0	500,000
TOTAL	\$0	\$0	\$4,400,000	\$0	\$0	\$0	\$4,400,000

Finance Notes

In FY2025-26, this project will be eligible for estimated \$1,900,000 from Measure B funding. Measure B grant funding is distributed on a reimbursement basis. City funds must be expended on eligible projects prior to any reimbursement requests.

In FY 2025-26, this project will be eligible for estimated \$2,000,000 from SB1 RMRA funding. SB1 RMRA is distributed on an allocation basis.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Street Resurfacing Project 2026-27

PROJECT NO.

Plan

Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Various Streets
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Planning
Estimated Schedule	
Design:	2026-2027
Construction:	2027
Recurring Project:	No

Description

This project provides for the repair, rehabilitation, and/or reconstruction of roadway pavement. Streets are selected for improvement based on a Pavement Management System to optimize the pavement condition rating and use of funding. Locations and streets may vary dependent on the City's needs and funding. There are currently 129 center lane miles of streets that are owned by the City. The project will include replacement and upgrade of curb, gutter, driveway, sidewalk, installation of ADA ramps, and installation of Class II bike lanes and Class III bike route facilities as described in the 2022 Trail, Pedestrian and Bicycle Master Plan.

Notes

Uncommitted Balance
as of 1/31/2024Council
Approval

\$0

7/1/2022

Street Resurfacing Project 2026-27

Project No. Plan

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	0	0	250,000	0	0	250,000
Administration	0	0	0	150,000	0	0	150,000
Inspection	0	0	0	100,000	0	0	100,000
Improvements	0	0	0	3,900,000	0	0	3,900,000
TOTAL	\$0	\$0	\$0	\$4,400,000	\$0	\$0	\$4,400,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Measure B	0	0	0	1,900,000	0	0	1,900,000
SB1 RMRA	0	0	0	2,000,000	0	0	2,000,000
Vehicle Registration Fee	0	0	0	500,000	0	0	500,000
TOTAL	\$0	\$0	\$0	\$4,400,000	\$0	\$0	\$4,400,000

Finance Notes

In FY2026-27, this project will be eligible for estimated \$1,900,000 from Measure B funding. Measure B grant funding is distributed on a reimbursement basis. City funds must be expended on eligible projects prior to any reimbursement requests.

In FY 2026-27, this project will be eligible for estimated \$2,000,000 from SB1 RMRA funding. SB1 RMRA is distributed on an allocation basis.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Street Resurfacing Project 2027-28

PROJECT NO.

Plan

Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Various Streets
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Planning
Estimated Schedule	
Design:	2027-2028
Construction:	2028
Recurring Project:	No

Description

This project provides for the repair, rehabilitation, and/or reconstruction of roadway pavement. Streets are selected for improvement based on a Pavement Management System to optimize the pavement condition rating and use of funding. Locations and streets may vary dependent on the City's needs and funding. There are currently 129 center lane miles of streets that are owned by the City. The project will include replacement and upgrade of curb, gutter, driveway, sidewalk, installation of ADA ramps, and installation of Class II bike lanes and Class III bike route facilities as described in the 2022 Trail, Pedestrian and Bicycle Master Plan.

Notes

Uncommitted Balance
as of 1/31/2024Council
Approval

\$0

7/1/2023

Street Resurfacing Project 2027-28

Project No. Plan

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	0	0	0	250,000	0	250,000
Administration	0	0	0	0	150,000	0	150,000
Inspection	0	0	0	0	100,000	0	100,000
Improvements	0	0	0	0	3,900,000	0	3,900,000
TOTAL	\$0	\$0	\$0	\$0	\$4,400,000	\$0	\$4,400,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Measure B	0	0	0	0	1,900,000	0	1,900,000
SB1 RMRA	0	0	0	0	2,000,000	0	2,000,000
Vehicle Registration Fee	0	0	0	0	500,000	0	500,000
TOTAL	\$0	\$0	\$0	\$0	\$4,400,000	\$0	\$4,400,000

Finance Notes

In FY2027-28, this project will be eligible for estimated \$1,900,000 from Measure B funding. Measure B grant funding is distributed on a reimbursement basis. City funds must be expended on eligible projects prior to any reimbursement requests.

In FY 2027-28, this project will be eligible for estimated \$2,000,000 from SB1 RMRA funding. SB1 RMRA is distributed on an allocation basis.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Street Resurfacing Project 2028-29

PROJECT NO.

New

Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Various Streets
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Planning
Estimated Schedule	
Design:	2028-2029
Construction:	2029
Recurring Project:	No

Description

This project provides for the repair, rehabilitation, and/or reconstruction of roadway pavement. Streets are selected for improvement based on a Pavement Management System to optimize the pavement condition rating and use of funding. Locations and streets may vary dependent on the City's needs and funding. There are currently 129 center lane miles of streets that are owned by the City. The project will include replacement and upgrade of curb, gutter, driveway, sidewalk, installation of ADA ramps, and installation of Class II bike lanes and Class III bike route facilities as described in the 2022 Trail, Pedestrian and Bicycle Master Plan.

Notes

Uncommitted Balance
as of 1/31/2024Council
Approval

\$0

7/1/2024

Street Resurfacing Project 2028-29

Project No. New

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	0	0	0	0	250,000	250,000
Administration	0	0	0	0	0	150,000	150,000
Inspection	0	0	0	0	0	100,000	100,000
Improvements	0	0	0	0	0	3,900,000	3,900,000
TOTAL	\$0	\$0	\$0	\$0	\$0	\$4,400,000	\$4,400,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Measure B	0	0	0	0	0	1,900,000	1,900,000
SB1 RMRA	0	0	0	0	0	2,000,000	2,000,000
Vehicle Registration Fee	0	0	0	0	0	500,000	500,000
TOTAL	\$0	\$0	\$0	\$0	\$0	\$4,400,000	\$4,400,000

Finance Notes

In FY2028-29, this project will be eligible for estimated \$1,900,000 from Measure B funding. Measure B grant funding is distributed on a reimbursement basis. City funds must be expended on eligible projects prior to any reimbursement requests.

In FY 2028-29, this project will be eligible for estimated \$2,000,000 from SB1 RMRA funding. SB1 RMRA is distributed on an allocation basis.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Hammond Way Street Light Project

PROJECT NO.

New



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Hammond Way
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Planning
Estimated Schedule	
Design:	2024-2025
Construction:	2025
Recurring Project:	No

Description

This project provides for the design and construction of extending the street light system on Hammond Way from Parc Place Dr. for approximately 1,000 feet north. The of lack of street lighting along this portion of the Hammond Way has become a public safety hazard to the surrounding neighborhood community. Work includes installation of 6 city standard street lights, electrical wiring conduit trenching, and PG&E coordination.

Notes

Funding request in FY2024-25 is for the design of the street light system. Planned funding request in FY2025-26 is for the construction, pending on available funding.

Uncommitted Balance
as of 1/31/2024Council
Approval**Hammond Way Street Light Project**

Project No. New

\$0**7/1/2024****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	80,000	0	0	0	0	80,000
Administration	0	20,000	0	0	0	0	20,000
Inspection	0	0	10,000	0	0	0	10,000
Improvements	0	0	390,000	0	0	0	390,000
TOTAL	\$0	\$100,000	\$400,000	\$0	\$0	\$0	\$500,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Street Improvement Fund	0	100,000	0	0	0	0	100,000
No Funding Source	0	0	400,000	0	0	0	400,000
TOTAL	\$0	\$100,000	\$400,000	\$0	\$0	\$0	\$500,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

PROJECT NO.

New

Calaveras Road Landslide Repair



Category:	Street Improvement
City Council Priority:	Transportation and Transit
Project Location:	Calaveras Road
Managing Department:	Public Works - Engineering
Contact Person:	Christian Di Renzo [2602]/ Michael Silveira [3303]
Project Stage:	Planning
Estimated Schedule	
Design:	2024-2026
Construction:	2026-2028
Recurring Project:	No

Description

This project provides for the assessment, design, improvements, and repairs of portion of the city owned segment of Calaveras Road approximately 1,500 feet east of the Evans/Piedmont Road and Calaveras Road intersection. The heavy rain storm event that occurred on 12/31/2022 triggered a renewed ground movement downslope of the existing soldier beam that was installed in 2017 on the southside of road. In 1992, the City constructed three Mechanically Stabilized Earth retaining walls and reconstructed the roadway due to slope and roadway failures caused by ground movement. Since then, the City has repaired several failures such as roadway, slope and retaining wall. Per Geotechnical & Geologic engineer preliminary assessment, it was observed that the existing retaining walls and roadway appears to be in a current state of failure due to the active historic ground movement.

Notes

In spring 2023, Public Works retained the services of a Geotechnical & Geologic engineering firm to provide an assessment and investigation report of the latest slope failure that accompanied a submittal for federal-aid through the Federal Highway Administration Emergency Relief Program for reconstruction of the roadway. Funding request in FY2024-25 is to retain a firm to design the immediate slope failure repair and prepare a design and cost analysis to reconstruct the existing retaining wall and roadway due to its state of failure condition.

Calaveras Road Landslide Repair
Project No. New

Uncommitted Balance as of 1/31/2024	Council Approval
\$0	7/1/2024

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	400,000	0	0	0	0	400,000
Administration	0	100,000	0	0	0	0	100,000
TOTAL	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Street Improvement Fund	0	500,000	0	0	0	0	500,000
TOTAL	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000

Finance Notes

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.



WATER IMPROVEMENT PROJECTS

2025-29 Summary of Estimated Costs

Pg.	No.	Project Name	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total Cost
292	2002	2nd SCVWD Water Reservoir & Pump Station	200,000	0	0	0	3,800,000	9,800,000	13,800,000
294	2009	SCVWD Second Water Supply Turnout	100,000	0	0	0	0	532,000	632,000
296	2019	(Rmb) Metro Recycled Water Distribution	500,391	0	0	0	0	800,000	1,300,391
298	2020	SCVWD Zone 1 Pressure Red. Valve	100,000	0	0	0	0	430,000	530,000
300	7076	Well Upgrade Project	14,490,000	1,500,000	0	2,000,000	0	0	17,990,000
302	7100	Aging Water System/Seismic Improvements	4,382,781	0	0	0	0	0	4,382,781
304	7110	Hydrant Replacement Program	656,360	180,000	180,000	180,000	180,000	180,000	1,556,360
306	7112	Reservoir Cleaning Program	240,000	600,000	0	0	0	100,000	940,000
308	7118	Dempsey Road Water Line Replacement	7,857,772	0	0	0	0	0	7,857,772
310	7121	Automated Meter Replacement Program	14,047,700	0	0	0	0	0	14,047,700
312	7125	BART Project - Water Improvements	2,503,920	0	0	0	0	0	2,503,920
314	7126	Water Conservation Program	1,785,000	0	200,000	200,000	200,000	200,000	2,585,000
316	7127	Water Supervisory Control & Data Acquisition	6,516,600	0	0	0	0	0	6,516,600
318	7133	Minor Water Projects	3,446,000	0	0	90,000	90,000	90,000	3,716,000
320	7135	Water Leak Detection & Condition Assessment Program	631,474	0	0	100,000	100,000	100,000	931,474
322	7136	Water Master Plan Update	650,000	0	0	0	0	0	650,000
324	7137	On-Call Water Maintenance & Repair Services	1,225,000	350,000	350,000	350,000	350,000	350,000	2,975,000
326	7140	Cross Connection Control Program	750,000	0	0	0	0	0	750,000
328	Plan	Asset Renewal and Replacement Program	0	500,000	1,685,000	1,685,000	1,685,000	1,685,000	7,240,000
330	Plan	Water Meter Test Program	0	0	100,000	0	0	0	100,000
332	Plan	Risk and Resiliency Improvements	0	0	135,000	0	2,000,000	0	2,135,000
334	Plan	Pipeline & Facility Condition Assessment	0	0	2,740,000	0	0	0	2,740,000
336	Plan	Fire Flow Pipeline Improvements	0	0	2,755,000	1,340,000	1,470,000	0	5,565,000
338	Plan	Fire Flow Interconnection Improvements	0	0	0	972,000	0	0	972,000
340	Plan	Lower Berryessa Creek Water Line	0	0	0	0	0	1,025,000	1,025,000
342	New	Pinewood Well Facility Rehabilitation Project	0	500,000	1,500,000	0	0	0	2,000,000
344	New	Pressure Reducing Valve Station Relocation Project	0	465,000	1,580,000	0	0	0	2,045,000
346	New	Sunnyhills Turnout Rehabilitation Project	0	1,165,000	0	0	0	0	1,165,000
Funding Subtotal			60,082,998	5,260,000	11,225,000	6,917,000	9,875,000	15,292,000	108,651,998
Total Cost			\$60,082,998	\$5,260,000	\$11,225,000	\$6,917,000	\$9,875,000	\$15,292,000	\$108,651,998

Funding Summary

TASP Impact Fees	0	0	0	3,800,000	11,562,000
Water Capital Surcharge	5,080,000	11,045,000	6,737,000	5,895,000	3,550,000
Water Line Extension Fund	180,000	180,000	180,000	180,000	180,000
Total Financing Available	5,260,000	11,225,000	6,917,000	9,875,000	15,292,000
Total	\$5,260,000	\$11,225,000	\$6,917,000	\$9,875,000	\$15,292,000

Summary of Project Funding Sources FY 2024-25

Pg.	No.	Project Name	Water Capital Surcharge	Water Line Extension Fund
292	2002	2nd SCVWD Water Reservoir & Pump Station	0	0
294	2009	SCVWD Second Water Supply Turnout	0	0
296	2019	(Rmb) Metro Recycled Water Distribution	0	0
298	2020	SCVWD Zone 1 Pressure Red. Valve	0	0
300	7076	Well Upgrade Project	1,500,000	0
302	7100	Aging Water System/Seismic Improvements	0	0
304	7110	Hydrant Replacement Program	0	180,000
306	7112	Reservoir Cleaning Program	600,000	0
308	7118	Dempsey Road Water Line Replacement	0	0
310	7121	Automated Meter Replacement Program	0	0
312	7125	BART Project - Water Improvements	0	0
314	7126	Water Conservation Program	0	0
316	7127	Water Supervisory Control & Data Acquisition	0	0
318	7133	Minor Water Projects	0	0
320	7135	Water Leak Detection & Condition Assessment Program	0	0
322	7136	Water Master Plan Update	0	0
324	7137	On-Call Water Maintenance & Repair Services	350,000	0
326	7140	Cross Connection Control Program	0	0
328	Plan	Asset Renewal and Replacement Program	500,000	0
330	Plan	Water Meter Test Program	0	0
332	Plan	Risk and Resiliency Improvements	0	0
334	Plan	Pipeline & Facility Condition Assessment	0	0
336	Plan	Fire Flow Pipeline Improvements	0	0
338	Plan	Fire Flow Interconnection Improvements	0	0
340	Plan	Lower Berryessa Creek Water Line	0	0
342	New	Pinewood Well Facility Rehabilitation Project	500,000	0
344	New	Pressure Reducing Valve Station Relocation Project	465,000	0
346	New	Sunnyhills Turnout Rehabilitation Project	1,165,000	0
Subtotal by Funding Source			5,080,000	180,000
Total			\$5,260,000	

Summary of Project Funding Sources FY 2025-26

Pg.	No.	Project Name	Water Capital Surcharge	Water Line Extension Fund
292	2002	2nd SCVWD Water Reservoir & Pump Station	0	0
294	2009	SCVWD Second Water Supply Turnout	0	0
296	2019	(Rmb) Metro Recycled Water Distribution	0	0
298	2020	SCVWD Zone 1 Pressure Red. Valve	0	0
300	7076	Well Upgrade Project	0	0
302	7100	Aging Water System/Seismic Improvements	0	0
304	7110	Hydrant Replacement Program	0	180,000
306	7112	Reservoir Cleaning Program	0	0
308	7118	Dempsey Road Water Line Replacement	0	0
310	7121	Automated Meter Replacement Program	0	0
312	7125	BART Project - Water Improvements	0	0
314	7126	Water Conservation Program	200,000	0
316	7127	Water Supervisory Control & Data Acquisition	0	0
318	7133	Minor Water Projects	0	0
320	7135	Water Leak Detection & Condition Assessment Program	0	0
322	7136	Water Master Plan Update	0	0
324	7137	On-Call Water Maintenance & Repair Services	350,000	0
326	7140	Cross Connection Control Program	0	0
328	Plan	Asset Renewal and Replacement Program	1,685,000	0
330	Plan	Water Meter Test Program	100,000	0
332	Plan	Risk and Resiliency Improvements	135,000	0
334	Plan	Pipeline & Facility Condition Assessment	2,740,000	0
336	Plan	Fire Flow Pipeline Improvements	2,755,000	0
338	Plan	Fire Flow Interconnection Improvements	0	0
340	Plan	Lower Berryessa Creek Water Line	0	0
342	New	Pinewood Well Facility Rehabilitation Project	1,500,000	0
344	New	Pressure Reducing Valve Station Relocation Project	1,580,000	0
346	New	Sunnyhills Turnout Rehabilitation Project	0	0
Subtotal by Funding Source			11,045,000	180,000
Total			\$11,225,000	

Summary of Project Funding Sources FY 2026-27

Pg.	No.	Project Name	Water Capital Surcharge	Water Line Extension Fund
292	2002	2nd SCVWD Water Reservoir & Pump Station	0	0
294	2009	SCVWD Second Water Supply Turnout	0	0
296	2019	(Rmb) Metro Recycled Water Distribution	0	0
298	2020	SCVWD Zone 1 Pressure Red. Valve	0	0
300	7076	Well Upgrade Project	2,000,000	0
302	7100	Aging Water System/Seismic Improvements	0	0
304	7110	Hydrant Replacement Program	0	180,000
306	7112	Reservoir Cleaning Program	0	0
308	7118	Dempsey Road Water Line Replacement	0	0
310	7121	Automated Meter Replacement Program	0	0
312	7125	BART Project - Water Improvements	0	0
314	7126	Water Conservation Program	200,000	0
316	7127	Water Supervisory Control & Data Acquisition	0	0
318	7133	Minor Water Projects	90,000	0
320	7135	Water Leak Detection & Condition Assessment Program	100,000	0
322	7136	Water Master Plan Update	0	0
324	7137	On-Call Water Maintenance & Repair Services	350,000	0
326	7140	Cross Connection Control Program	0	0
328	Plan	Asset Renewal and Replacement Program	1,685,000	0
330	Plan	Water Meter Test Program	0	0
332	Plan	Risk and Resiliency Improvements	0	0
334	Plan	Pipeline & Facility Condition Assessment	0	0
336	Plan	Fire Flow Pipeline Improvements	1,340,000	0
338	Plan	Fire Flow Interconnection Improvements	972,000	0
340	Plan	Lower Berryessa Creek Water Line	0	0
342	New	Pinewood Well Facility Rehabilitation Project	0	0
344	New	Pressure Reducing Valve Station Relocation Project	0	0
346	New	Sunnyhills Turnout Rehabilitation Project	0	0
Subtotal by Funding Source			6,737,000	180,000
Total			\$6,917,000	

Summary of Project Funding Sources FY 2027-28

Pg.	No.	Project Name	TASP Impact Fees	Water Capital Surcharge	Water Line Extension Fund
292	2002	2nd SCVWD Water Reservoir & Pump Station	3,800,000	0	0
294	2009	SCVWD Second Water Supply Turnout	0	0	0
296	2019	(Rmb) Metro Recycled Water Distribution	0	0	0
298	2020	SCVWD Zone 1 Pressure Red. Valve	0	0	0
300	7076	Well Upgrade Project	0	0	0
302	7100	Aging Water System/Seismic Improvements	0	0	0
304	7110	Hydrant Replacement Program	0	0	180,000
306	7112	Reservoir Cleaning Program	0	0	0
308	7118	Dempsey Road Water Line Replacement	0	0	0
310	7121	Automated Meter Replacement Program	0	0	0
312	7125	BART Project - Water Improvements	0	0	0
314	7126	Water Conservation Program	0	200,000	0
316	7127	Water Supervisory Control & Data Acquisition	0	0	0
318	7133	Minor Water Projects	0	90,000	0
320	7135	Water Leak Detection & Condition Assessment Program	0	100,000	0
322	7136	Water Master Plan Update	0	0	0
324	7137	On-Call Water Maintenance & Repair Services	0	350,000	0
326	7140	Cross Connection Control Program	0	0	0
328	Plan	Asset Renewal and Replacement Program	0	1,685,000	0
330	Plan	Water Meter Test Program	0	0	0
332	Plan	Risk and Resiliency Improvements	0	2,000,000	0
334	Plan	Pipeline & Facility Condition Assessment	0	0	0
336	Plan	Fire Flow Pipeline Improvements	0	1,470,000	0
338	Plan	Fire Flow Interconnection Improvements	0	0	0
340	Plan	Lower Berryessa Creek Water Line	0	0	0
342	New	Pinewood Well Facility Rehabilitation Project	0	0	0
344	New	Pressure Reducing Valve Station Relocation Project	0	0	0
346	New	Sunnyhills Turnout Rehabilitation Project	0	0	0
Subtotal by Funding Source			3,800,000	5,895,000	180,000
Total			\$9,875,000		

Summary of Project Funding Sources FY 2028-29

Pg.	No.	Project Name	TASP Impact Fees	Water Capital Surcharge	Water Line Extension Fund
292	2002	2nd SCVWD Water Reservoir & Pump Station	9,800,000	0	0
294	2009	SCVWD Second Water Supply Turnout	532,000	0	0
296	2019	(Rmb) Metro Recycled Water Distribution	800,000	0	0
298	2020	SCVWD Zone 1 Pressure Red. Valve	430,000	0	0
300	7076	Well Upgrade Project	0	0	0
302	7100	Aging Water System/Seismic Improvements	0	0	0
304	7110	Hydrant Replacement Program	0	0	180,000
306	7112	Reservoir Cleaning Program	0	100,000	0
308	7118	Dempsey Road Water Line Replacement	0	0	0
310	7121	Automated Meter Replacement Program	0	0	0
312	7125	BART Project - Water Improvements	0	0	0
314	7126	Water Conservation Program	0	200,000	0
316	7127	Water Supervisory Control & Data Acquisition	0	0	0
318	7133	Minor Water Projects	0	90,000	0
320	7135	Water Leak Detection & Condition Assessment Program	0	100,000	0
322	7136	Water Master Plan Update	0	0	0
324	7137	On-Call Water Maintenance & Repair Services	0	350,000	0
326	7140	Cross Connection Control Program	0	0	0
328	Plan	Asset Renewal and Replacement Program	0	1,685,000	0
330	Plan	Water Meter Test Program	0	0	0
332	Plan	Risk and Resiliency Improvements	0	0	0
334	Plan	Pipeline & Facility Condition Assessment	0	0	0
336	Plan	Fire Flow Pipeline Improvements	0	0	0
338	Plan	Fire Flow Interconnection Improvements	0	0	0
340	Plan	Lower Berryessa Creek Water Line	0	1,025,000	0
342	New	Pinewood Well Facility Rehabilitation Project	0	0	0
344	New	Pressure Reducing Valve Station Relocation Project	0	0	0
346	New	Sunnyhills Turnout Rehabilitation Project	0	0	0
Subtotal by Funding Source			11,562,000	3,550,000	180,000
Total			\$15,292,000		

2nd SCVWD Water Reservoir & Pump Station



Category:	Water Improvement
City Council Priority:	Economic Development and Job Growth
Project Location:	Milpitas Metro Specific Plan
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Planning
Estimated Schedule	
Design:	2030-2032
Construction:	2033-2035
Recurring Project:	No

Description

This project provides for the design and construction of a 2.0 MG potable water storage reservoir including pump station with a capacity of 4,000 gpm to serve Valley Water service area as recommended in the adopted Water Master Plan, dated June 2021. This facility is necessary to meet recommended performance and operational criteria to serve future developments in Milpitas Gateway-Main Street and Metro Specific Plan areas. The facility will include an aboveground steel tank storage reservoir, enclosed pump station, site piping, earthwork, paving, instrumentation, and related site improvement.

Notes

The project schedule is anticipated between 2030-2035, but it is pending the City's acquisition of approximately 3 acres of land near or within the Metro area. The project ID number in the Master Plan for the reservoir and pump station is BCIP-S-01 and BCIP-PS-01, respectively. The project will be coordinated with SCVWD Zone 1 Pressure Reducing Valve (Project #2020) and SCVWD Second Water Supply Turnout (Project #2009) projects. (TASP ID: DB#19/20)

Uncommitted Balance
as of 1/31/2024Council
Approval

\$197,000

7/1/2010

2nd SCVWD Water Reservoir & Pump Station

Project No. 2002

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	150,000	0	0	0	0	1,000,000	1,150,000
Administration	50,000	0	0	0	0	1,700,000	1,750,000
Inspection	0	0	0	0	0	300,000	300,000
Land	0	0	0	0	3,800,000	0	3,800,000
Improvements	0	0	0	0	0	6,800,000	6,800,000
TOTAL	\$200,000	\$0	\$0	\$0	\$3,800,000	\$9,800,000	\$13,800,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
TASP Impact Fees	200,000	0	0	0	3,800,000	9,800,000	13,800,000
TOTAL	\$200,000	\$0	\$0	\$0	\$3,800,000	\$9,800,000	\$13,800,000

Finance Notes**Operating Impact Notes**

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

SCVWD Second Water Supply Turnout



Category:	Water Improvement
City Council Priority:	Economic Development and Job Growth
Project Location:	Milpitas Metro Specific Plan
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Planning
Estimated Schedule	
Design:	2030-2032
Construction:	2033-2035
Recurring Project:	No

Description

This project provides for the design and construction of a second turnout with a capacity of 10,000 gpm to serve Valley Water's service area as recommended in the adopted Water Master Plan, dated June 2021. This facility is necessary to address the firm supply capacity deficiency and provide a supply redundancy to serve future developments in Milpitas Gateway-Main Street and Metro Specific Plan areas. The facility will include control valves, a concrete utility vault, site piping, earthwork, paving, SCADA, and related site improvements.

Notes

A potential location for the turnout is within a public service utility easement near the intersection of Piper Drive and Garden Street. The project schedule is anticipated between 2030-2035, but is pending the City's acquisition of land near or within the Metro area for the new water reservoir and pump station facility. The project ID number in the Master Plan for the turnout is BCIP-TO-01. The project will be coordinated with 2nd SCVWD Water Reservoir and Pump Station (Project #2002) and SCVWD Zone 1 Pressure Reducing Valve (Project #2020) projects. (TASP ID: DB#18)

Uncommitted Balance
as of 1/31/2024Council
Approval

\$99,000

7/1/2008

SCVWD Second Water Supply Turnout

Project No. 2009

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	100,000	0	0	0	0	532,000	632,000
TOTAL	\$100,000	\$0	\$0	\$0	\$0	\$532,000	\$632,000

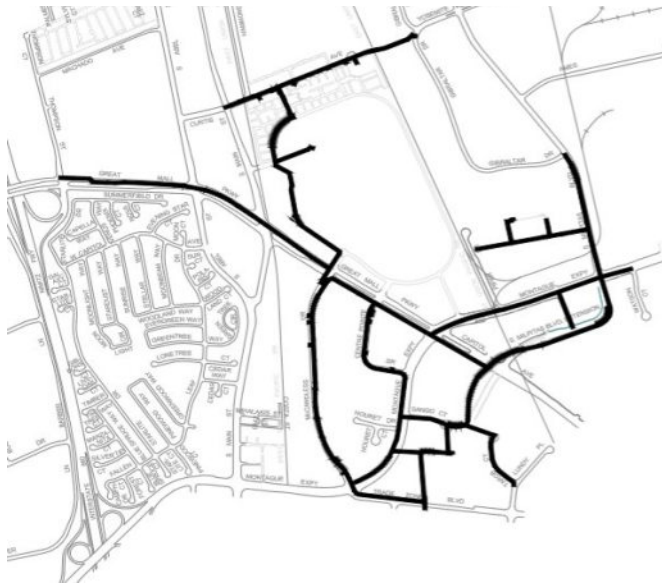
Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
TASP Impact Fees	100,000	0	0	0	0	532,000	632,000
TOTAL	\$100,000	\$0	\$0	\$0	\$0	\$532,000	\$632,000

Finance Notes**Operating Impact Notes**

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

(Rmb) Metro Recycled Water Distribution



Category: Water Improvement

City Council Priority: Environment

Project Location: Milpitas Metro Specific Plan

Managing Department: Public Works - Engineering

Contact Person: Matt Cano [3012]/
Roberto Alonzo [3316]

Project Stage: Planning

Estimated Schedule

Design: Ongoing

Construction: Ongoing

Recurring Project: No

Description

This project provides for the reimbursement to developers for the construction of recycled water system extension in the Metro Specific Plan area beyond their project frontage. This project is the City's effort to diversify the water supply system and offset the use of potable water with recycled water mainly for irrigation purposes. New mains will be installed along Great Mall Pkwy., E. Capitol Ave., Montague Expy., S. Milpitas Blvd., Main St., McCandless Dr., Sango Ct., Tarob Ct., and Piper/Montague subdistrict.

Notes

City reimbursed Lennar \$599,609 for 1,500 feet of recycled water line on Great Mall Parkway in 2019. On 6/20/2023, City Council approved a fee reimbursement of \$605k to Sango Court, L.P. for the construction of 8" recycled water main on Sango Ct. from the Cul-De-Sac to Montague Expressway at 355 Sango Ct. project. Potential future reimbursement for plan segments include (1) 350 feet on Montague Expy between Houret Dr. and McCandless Dr.; (2) 3,000 feet on Main St. between Montague Expy. and Great Mall Pky.; and (3) 200 feet on Montague Expy. between Pecten Ct. and Watson Ct. (TASP ID: DB#21)

Uncommitted Balance
as of 1/31/2024Council
Approval**(Rmb) Metro Recycled Water Distribution**

Project No. 2019

\$0**7/1/2019****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	500,391	0	0	0	0	800,000	1,300,391
TOTAL	\$500,391	\$0	\$0	\$0	\$0	\$800,000	\$1,300,391

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
TASP Impact Fees	500,391	0	0	0	0	800,000	1,300,391
TOTAL	\$500,391	\$0	\$0	\$0	\$0	\$800,000	\$1,300,391

Finance Notes

City Council 2/16/2021 - Mid-Year Budget Appropriation accounting correction of \$599,609 from TASP Impact Fees.
 City Council 6/20/2023 - Budget Appropriation of \$104,609 from TASP Impact Fees.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

SCVWD Zone 1 Pressure Red. Valve



Category:	Water Improvement
City Council Priority:	Economic Development and Job Growth
Project Location:	Milpitas Metro Specific Plan
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Planning
Estimated Schedule	
Design:	2031-2035
Construction:	2031-2035
Recurring Project:	No

Description

This project provides for the design and construction of a Pressure Reducing Valve (PRV) within the Metro Specific Plan area to ensure water system operational redundancy. The location of the additional SCVWD PRV is to be determine and will be based on the adopted Water Master Plan and Urban Water Management Plan. There are two pressure reducing valves within the Metro area regulating water pressure from the SCVWD Zone 2 (Curtis PRV) into Zone 1 (Capitol PRV) service area.

Notes

The project will be coordinated with the 2nd SCVWD Water Reservoir & Pump Station (Project #2002) and SCVWD Second Water Supply Turnout (Project #2009) projects. The project schedule is anticipated between 2030-2035, but it is pending the City's acquisition of land near or within the Metro area for the new water reservoir and pump station facility. (Not in TADIF)

Uncommitted Balance
as of 1/31/2024Council
Approval**SCVWD Zone 1 Pressure Red. Valve**

Project No. 2020

\$100,000**7/1/2017****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	80,000	0	0	0	0	70,000	150,000
Administration	20,000	0	0	0	0	20,000	40,000
Inspection	0	0	0	0	0	20,000	20,000
Improvements	0	0	0	0	0	320,000	320,000
TOTAL	\$100,000	\$0	\$0	\$0	\$0	\$430,000	\$530,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
TASP Impact Fees	100,000	0	0	0	0	430,000	530,000
TOTAL	\$100,000	\$0	\$0	\$0	\$0	\$430,000	\$530,000

Finance Notes**Operating Impact Notes**

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Well Upgrade Project

PROJECT NO.
7076



Category:	Water Improvement
City Council Priority:	Economic Development and Job Growth
Project Location:	Delano Manongs Park
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Design
Estimated Schedule	
Design:	2023-2024
Construction:	2025-2026
Recurring Project:	Yes

Description

This project provides for the design and construction of a new Well including pump station and treatment facility at Delano Manongs Park to serve the Midtown and Metro Specific Plan areas as recommended by the Water Supply Augmentation Feasibility Report and Water Master Plan.

Notes

Engineering completed the underground casing of the Well in 2020. Funding request in FY2024-25 is to retain a construction manager and escalation cost of construction. The design of above-ground facility is anticipated to be completed in fall 2024 and construction is anticipated to start in spring 2025. (Not in 2014 TADIF)

Well Upgrade Project

Project No. 7076

Uncommitted Balance as of 1/31/2024	Council Approval
\$7,220,000	7/1/2002

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	3,858,200	0	0	0	0	0	3,858,200
Administration	1,172,800	0	0	0	0	0	1,172,800
Surveying	3,000	0	0	0	0	0	3,000
Inspection	685,800	0	0	0	0	0	685,800
Land	2,980,000	0	0	0	0	0	2,980,000
Improvements	5,790,200	1,500,000	0	2,000,000	0	0	9,290,200
TOTAL	\$14,490,000	\$1,500,000	\$0	\$2,000,000	\$0	\$0	\$17,990,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Grants/Reimb./Developer Fees	140,000	0	0	0	0	0	140,000
RDA Fund	1,100,000	0	0	0	0	0	1,100,000
TASP Impact Fees	4,405,000	0	0	0	0	0	4,405,000
Water Bonds	2,000,000	0	0	0	0	0	2,000,000
Water Capital Surcharge	3,515,000	1,500,000	0	2,000,000	0	0	7,015,000
Water Fund	935,000	0	0	0	0	0	935,000
Water Line Extension Fund	2,395,000	0	0	0	0	0	2,395,000
TOTAL	\$14,490,000	\$1,500,000	\$0	\$2,000,000	\$0	\$0	\$17,990,000

Finance Notes

Reimbursement to VTA: \$140k for requested modifications due to BART Transit Station.

City Council 11/17/2020: Budget Appropriation of \$3M in prior years funding from Water Bond was defunded for Automated Meter Replacement Program, Project No. 7121.

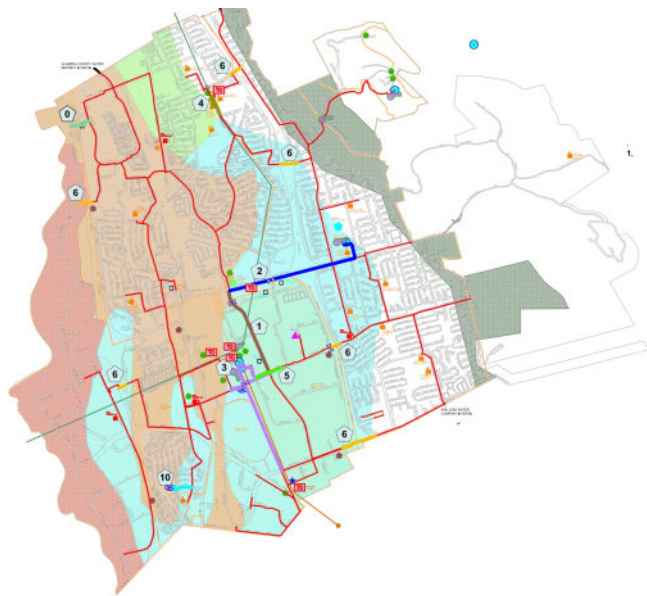
City Council 2/16/2021: Mid-Year Budget Appropriation of \$1.5M in prior year funding from Water Bond was replaced with Water Capital Surcharge.

Operating Impact Notes

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Aging Water System/ Seismic Improvements

PROJECT NO.
7100



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Dempsey Road
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Design
Estimated Schedule	
Design:	2024
Construction:	2024-2025
Recurring Project:	No

Description

This project provides for seismic improvements and upgrades to the City’s “back-bone” water system as defined in the Water System Seismic Improvement Strategic Plan and Water Master Plan.

Notes

This project will be coordinated with Dempsey Road Water Line Replacement (Project #7118).

Uncommitted Balance
as of 1/31/2024Council
Approval

\$3,408,000

7/1/2003

Aging Water System/Seismic Improvements

Project No. 7100

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	624,830	0	0	0	0	0	624,830
Administration	233,000	0	0	0	0	0	233,000
Surveying	25,000	0	0	0	0	0	25,000
Inspection	312,000	0	0	0	0	0	312,000
Improvements	3,187,951	0	0	0	0	0	3,187,951
TOTAL	\$4,382,781	\$0	\$0	\$0	\$0	\$0	\$4,382,781

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	1,100,000	0	0	0	0	0	1,100,000
Water Fund	1,587,951	0	0	0	0	0	1,587,951
Water Line Extension Fund	1,694,830	0	0	0	0	0	1,694,830
TOTAL	\$4,382,781	\$0	\$0	\$0	\$0	\$0	\$4,382,781

Finance Notes

City Council 8/15/2023 - \$505,170 in prior year funding from Water Line Extension Fund was defunded for (RMB) SCVWD Creek Projects, No. 3452.

Operating Impact Notes

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Hydrant Replacement Program



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for replacement of citywide hydrants and related infrastructure as recommended in the 2021 Water Master Plan. The City maintains approximately 2,900 fire hydrants which typically have a service life of 30 years.

Notes

Public Works to complete a minimum of 30 hydrant replacements annually. On 4/18/2023, City Council authorized the purchase of hydrants and valves. Workplan in FY2023-24 is to replace approximately 20 hydrants by City staff. Funding request in FY2024-25 is for the purchase and replacement of 30 hydrants and valves.

Hydrant Replacement Program

Project No. 7110

Uncommitted Balance as of 1/31/2024	Council Approval
\$92,000	7/1/2009

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	10,000	0	0	0	0	0	10,000
Administration	5,000	0	0	0	0	0	5,000
Inspection	10,000	0	0	0	0	0	10,000
Improvements	631,360	180,000	180,000	180,000	180,000	180,000	1,531,360
TOTAL	\$656,360	\$180,000	\$180,000	\$180,000	\$180,000	\$180,000	\$1,556,360

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	344,260	0	0	0	0	0	344,260
Water Line Extension Fund	312,100	180,000	180,000	180,000	180,000	180,000	1,212,100
TOTAL	\$656,360	\$180,000	\$180,000	\$180,000	\$180,000	\$180,000	\$1,556,360

Finance Notes

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Reservoir Cleaning Program



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	City Reservoirs
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
Project Stage:	Inspection/Cleaning
Estimated Schedule	
Design:	—
Construction:	2023-2025
Recurring Project:	Yes

Description

This project provides for the exterior and interior cleaning, inspections, and repairs of City's potable water reservoirs and storage tanks. Regular inspection and cleaning help to maintain recommended chlorine residual levels and high-water quality for the City's potable water system. Cleaning and inspection are programmed between three to five years.

Notes

Workplan in FY2023-24 is to inspect, clean, and repair all reservoirs and storage tanks which was last completed in 2019. Funding request in FY2024-25 is for the interior/exterior coating inspection and recoating of the steel tanks as necessary.

Uncommitted Balance as of 1/31/2024	Council Approval
\$109,000	7/1/2011

Reservoir Cleaning Program

Project No. 7112

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	0	600,000	0	0	0	100,000	700,000
Equipment	240,000	0	0	0	0	0	240,000
TOTAL	\$240,000	\$600,000	\$0	\$0	\$0	\$100,000	\$940,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	240,000	600,000	0	0	0	100,000	940,000
TOTAL	\$240,000	\$600,000	\$0	\$0	\$0	\$100,000	\$940,000

Finance Notes

City Council 6/4/2020 - \$170K in prior years funding from Water Fund (\$150k) and Water Capital Surcharge Fund (\$20k) were defunded for other projects in FY 2020-21.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

PROJECT NO.
7118

Dempsey Road Water Line Replacement



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Dempsey Road
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Design
Estimated Schedule	
Design:	2024
Construction:	2025-2026
Recurring Project:	No

Description

This project provides for the design and construction to replace approximately 5,400 feet of 12" diameter cast iron pipe with PVC pipe in Dempsey Rd. from N. Park Victory Drive to north of Yosemite Dr. intersection, Dempsey Way, and Yosemite Dr. The pipe segment was installed in the 1970s and has reached the end of its service life. The pipeline has experienced excessive corrosion which is causing several line breaks. Replacement must occur to minimize impacts to surrounding customers.

Notes

The design started in January 2024 and construction is anticipated to start by spring 2025.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$5,843,000

7/1/2013

Dempsey Road Water Line Replacement

Project No. 7118

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	1,407,792	0	0	0	0	0	1,407,792
Administration	250,000	0	0	0	0	0	250,000
Inspection	80,000	0	0	0	0	0	80,000
Land	100,000	0	0	0	0	0	100,000
Improvements	6,019,980	0	0	0	0	0	6,019,980
TOTAL	\$7,857,772	\$0	\$0	\$0	\$0	\$0	\$7,857,772

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	3,250,000	0	0	0	0	0	3,250,000
Water Fund	4,607,772	0	0	0	0	0	4,607,772
TOTAL	\$7,857,772	\$0	\$0	\$0	\$0	\$0	\$7,857,772

Finance Notes

City Council 12/16/2014 - Budget Appropriation of \$575,000 from Water Fund.

City Council 6/2/2015 - Budget Appropriation of \$49,980 from Water Fund.

City Council 6/16/2015 - Budget Appropriation of \$482,792 from Water Fund.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Automated Meter Replacement Program

PROJECT NO.
7121



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
Project Stage:	Project Closeout
Estimated Schedule	
Design:	Completed
Construction:	Completed
Recurring Project:	No

Description

The project provides for the replacement of all City manual read water meters with automated remote reading water meters to improve the reading accuracy and allow for more frequent and remote data collection. There are approximately 17,000 water accounts.

Notes

On 11/17/2020, City Council approved an agreement with Engie Service Inc. for the implementation of energy and water conservation measures. Engie completed the meter replacement in 2024.

Uncommitted Balance
as of 1/31/2024Council
Approval**Automated Meter Replacement Program**

Project No. 7121

\$658,000**7/1/2014****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	40,000	0	0	0	0	0	40,000
Inspection	30,000	0	0	0	0	0	30,000
Improvements	12,925,412	0	0	0	0	0	12,925,412
Equipment	1,052,288	0	0	0	0	0	1,052,288
TOTAL	\$14,047,700	\$0	\$0	\$0	\$0	\$0	\$14,047,700

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Bonds	11,846,000	0	0	0	0	0	11,846,000
Water Capital Surcharge	1,156,700	0	0	0	0	0	1,156,700
Water Line Extension Fund	1,045,000	0	0	0	0	0	1,045,000
TOTAL	\$14,047,700	\$0	\$0	\$0	\$0	\$0	\$14,047,700

Finance Notes

City Council 11/17/2020: Budget Appropriation of \$6,146,000 from Water Bond.

City Council 2/16/2021 - Mid-Year Budget Appropriation of \$2.8M in prior year funding from Water Capital Surface was replaced with Water Bond.

Operating Impact Notes

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

BART Project - Water Improvements



Category:	Water Improvement
City Council Priority:	Transportation and Transit
Project Location:	Milpitas BART
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Project Closeout
Estimated Schedule	
Design:	Completed
Construction:	Completed
Recurring Project:	No

Description

The BART project will provide for the relocation of existing water pipelines and utilities along the BART corridor which will be completed by VTA's contractor at its own expense. The City has identified additional water system improvements to be completed as part of the BART utility relocation work. The additional improvements include the upgrade of water crossing at Montague Expressway and Capitol Ave. and pipelines near Piper Drive, installation of two water crossings south of Montague Expressway; and installation of recycle and water system as part of the adjacent Montague Widening Project (#4179). These additional improvements to be reimbursed by the City.

Notes

VTA has completed construction and City Council initially accepted the improvements on December 3, 2019. City is anticipating to reimburse VTA in 2024 after right-of-way acquisition is completed.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$683,000

7/1/2011

BART Project - Water Improvements

Project No. 7125

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	2,503,920	0	0	0	0	0	2,503,920
TOTAL	\$2,503,920	\$0	\$0	\$0	\$0	\$0	\$2,503,920

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Grants/Reimb./ Developer Fees	184,563	0	0	0	0	0	184,563
TASP Impact Fees	719,357	0	0	0	0	0	719,357
Water Fund	1,600,000	0	0	0	0	0	1,600,000
TOTAL	\$2,503,920	\$0	\$0	\$0	\$0	\$0	\$2,503,920

Finance Notes

City Council 12/6/2016 - Mid-Year Budget Appropriation of \$1.2M from TASP Impact Fees, \$184,563 from Developers, and \$1.6M from Water Fund for a total of \$2,984,563.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Water Conservation Program

PROJECT NO.

7126

Category:	Water Improvement
City Council Priority:	Environment
Project Location:	Public Works Department
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
Project Stage:	Implementation
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for the development, implementation, and management of the Water Conservation Program. The program includes staff response to water waste complaints, implementation of new State mandates, community outreach and education, and managing of Citywide water rationing and conservation plan. It also assists with converting privately-owned potable irrigation facilities to recycled water, if feasible, and funds the cost share agreement with Valley Water for the landscape rebate program and lawn conversion pilot.

Notes

While California's water and snowpack conditions have vastly improved due to significant rainfall and storms in the winter of 2023, California continues to encourage and emphasize efficient use and management of water resources. Existing water efficiency legislation (AB 1668 and SB 606) establish guidelines for efficient water use and a framework for the implementation and oversight of the new water efficiency standards that local water retailers must meet over the next five years and beyond.

Workplan in FY2023-24 and FY2024-25 is to continue Valley Water Cost Share Agreement for landscape rebate, customer portal/water use reports, Our City Forest Lawn Conversion pilot, WaterSmart customer portal, community outreach and education, and Public Works management of the project. On 11/7/2023, City Council approved an amendment to the agreement with Valley Water District for "Our City Forest" to continue administering the Lawn Bust Milpitas pilot program.

Water Conservation Program

Project No. 7126

Uncommitted Balance as of 1/31/2024	Council Approval
\$329,000	6/16/2015

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	360,000	0	0	0	0	0	360,000
Administration	895,000	0	35,000	35,000	35,000	35,000	1,035,000
Inspection	50,000	0	0	0	0	0	50,000
Improvements	480,000	0	165,000	165,000	165,000	165,000	1,140,000
TOTAL	\$1,785,000	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$2,585,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Park Fund	400,000	0	0	0	0	0	400,000
Water Capital Surcharge	385,000	0	200,000	200,000	200,000	200,000	1,185,000
Water Fund	1,000,000	0	0	0	0	0	1,000,000
TOTAL	\$1,785,000	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$2,585,000

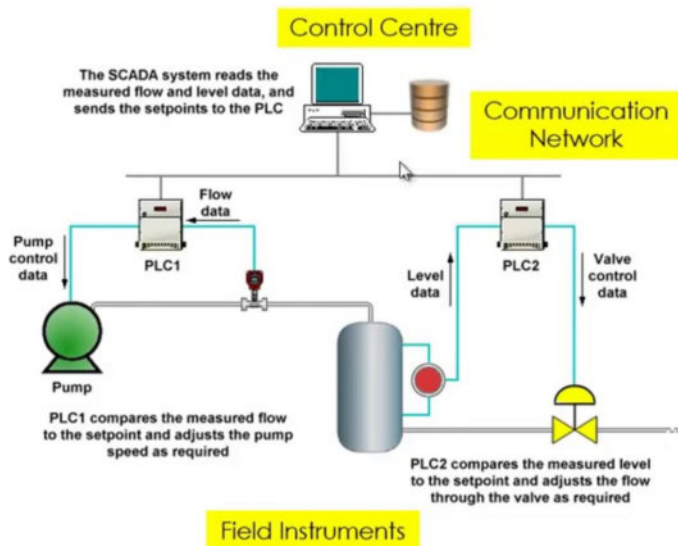
Finance Notes

City Council 6/16/2015 - Project created with Budget Appropriation of \$600k from Water Fund and \$200k from Park Fund.

Operating Impact Notes

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Water Supervisory Control & Data Acquisition



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
Project Stage:	Project Closeout
Estimated Schedule	
Design:	Completed
Construction:	Completed
Recurring Project:	No

Description

This project provides for the installation of Supervisory Control and Data Acquisition (SCADA) to the City's water infrastructure. Currently, Public Works relies on unsophisticated alarms at limited locations and customer complaints to become aware of water system issues. City staff then must investigate the issues at the location and implement corrective action which may prolong a system shutdown. SCADA allows operations to control, monitor, and maintain the water system more efficiently to help with making decisions and mitigate downtime. It provides for real-time data of water tank levels, pump operational status, system pressure, and flow rates. This information can be used to identify operational problems, such as high velocities, low pressures, and pressure spikes which are indicators of pipe breaks. It also allows for remote monitoring to interact with sensors, valves, pumps, and motors to implement corrective actions when there is a system problem.

Notes

On 11/17/2020, City Council approved an agreement with Engie Service Inc. for the implementation of energy and water conservation measures. The project is anticipated to be completed in 2024.

Uncommitted Balance
as of 1/31/2024Council
Approval**Water Supervisory Control & Data Acquisition**

Project No. 7127

\$0**5/14/2013****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	750,000	0	0	0	0	0	750,000
Administration	125,000	0	0	0	0	0	125,000
Improvements	5,641,600	0	0	0	0	0	5,641,600
TOTAL	\$6,516,600	\$0	\$0	\$0	\$0	\$0	\$6,516,600

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Bonds	6,466,600	0	0	0	0	0	6,466,600
Water Fund	50,000	0	0	0	0	0	50,000
TOTAL	\$6,516,600	\$0	\$0	\$0	\$0	\$0	\$6,516,600

Finance Notes

City Council 6/16/2015 - Project created with Budget Appropriation of \$50k from Water Fund.

City Council 11/17/2020: Budget Appropriation of \$33,400 in prior years funding from Water Bond was defunded.

Operating Impact Notes

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Minor Water Projects



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for the design and construction of minor improvements to the City's water system. Work may include improvements, repairs, or replacement to equipment, generators, PRVs, pumps, security at facilities, vaults, valves, and water lines.

Notes

In FY2022-23, Public Works completed fence repair at Minnis Reservoir and installation of a fence and concrete pad at Capital PRV. On 5/2/2023, City Council authorized the purchase of valves for the emergency repair at Fire Station 1 pressure reducing station.

Workplan in FY2023-24 and FY2024-25 is to replace the check valves on Yosemite Dr. and Ames Ave. at S. Milpitas Blvd.; rehabilitate the vault, replace the VFD, and design the replacement of booster pump suction piping at Gibraltar Reservoir; upgrade the security gate, and replace the surge tank controls and VDFs at Ayer Reservoir; improve the building and concrete at Minnis Reservoir; replace the hatch, repair the pavement, and paint the building at Tularcitos/Country Club Reservoir; and improve Fire Station 1 pressure reducing valve station. Workplan in FY2025-26 is to replace booster pump suction piping at Gibraltar Reservoir.

Minor Water Projects

Project No. 7133

Uncommitted Balance as of 1/31/2024	Council Approval
\$2,370,000	7/1/2013

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	335,000	0	0	0	0	0	335,000
Administration	547,000	0	0	0	0	0	547,000
Improvements	2,564,000	0	0	90,000	90,000	90,000	2,834,000
TOTAL	\$3,446,000	\$0	\$0	\$90,000	\$90,000	\$90,000	\$3,716,000

Funding Source

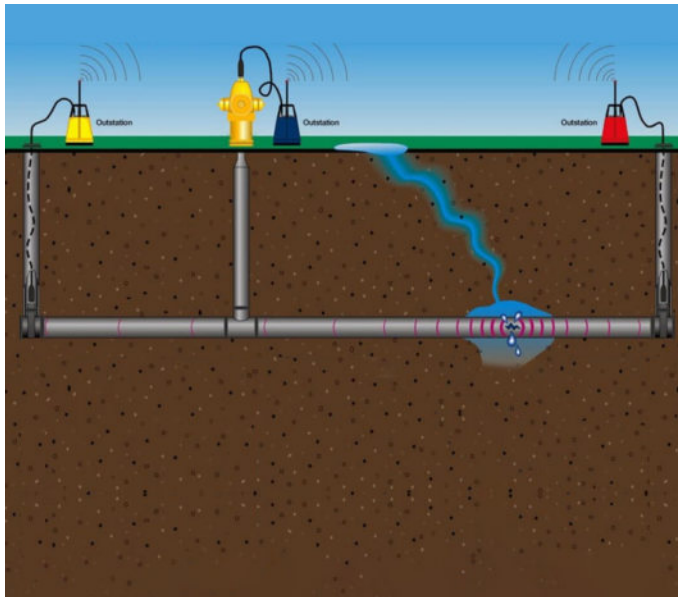
	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	3,396,000	0	0	90,000	90,000	90,000	3,666,000
Water Line Extension Fund	50,000	0	0	0	0	0	50,000
TOTAL	\$3,446,000	\$0	\$0	\$90,000	\$90,000	\$90,000	\$3,716,000

Finance Notes

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Water Leak Detection & Condition Assessment Program



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Implementation
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for the leak detection and condition assessment program to comply with State Water Resources and Control Board requirement of managing and reducing water loss within the City's potable water system which is a component of the City's Urban Water Management Plan. Work includes performing assessments to evaluate pipeline condition, identify critical segments of the water system, identify system leaks to determine the volume of water lost, and monitoring of leaks in real-time through the deployment of acoustic loggers and pressure transients. This work is necessary to minimize health and safety concerns and ensure an adequate supply of water.

Notes

Workplan in FY2023-24 and FY2024-25 is to continue with BAWSCA Water Loss Program, meter testing program, and water audit, and conduct the annual Non-destructive pipe assessment to identify potential leaks. On 5/3/2022, City Council accepted a grant from the Bureau of Reclamation WaterSmart Small-Scale Water Efficiency Project (SWEP) grant program for the installation of 32 water pressure data loggers.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$334,000

7/1/2018

Water Leak Detection & Condition Assessment Program

Project No. 7135

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	631,474	0	0	100,000	100,000	100,000	931,474
TOTAL	\$631,474	\$0	\$0	\$100,000	\$100,000	\$100,000	\$931,474

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Grants/Reimb./ Developer Fees	31,474	0	0	0	0	0	31,474
Water Capital Surcharge	600,000	0	0	100,000	100,000	100,000	900,000
TOTAL	\$631,474	\$0	\$0	\$100,000	\$100,000	\$100,000	\$931,474

Finance Notes

City Council 5/3/2022: Accepted a grant of \$31,474 from Bureau of Reclamation WaterSmart Small-Scale Water Efficiency Project (SWEP) grant program.

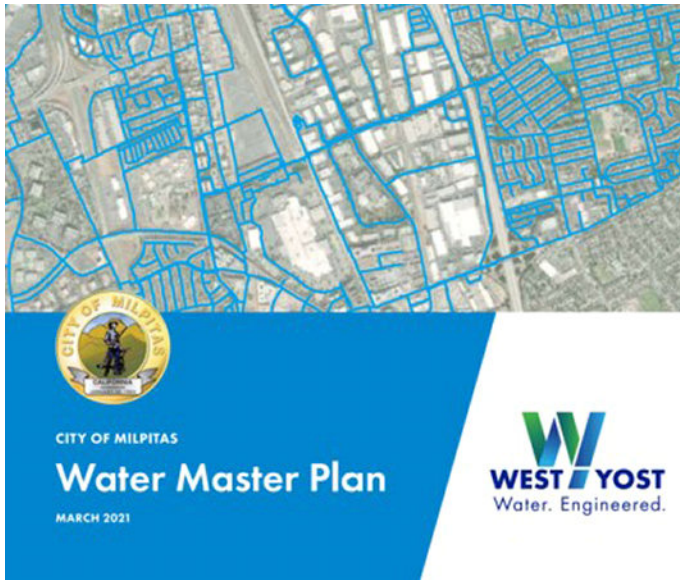
Operating Impact Notes

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Water Master Plan Update

PROJECT NO.

7136



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Public Works Department
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Project Closure
Estimated Schedule	
Design:	Completed
Construction:	—
Recurring Project:	No

Description

This project provides for the evaluation, study, and preparation of the City's Water Master Plan document. The plan is a comprehensive study that defines the City's strategy for providing a reliable and sustainable water supply for the present and future. The document will guide the City's decisions on water infrastructure investments over the next 20 years and incorporate miscellaneous general plan amendments, Midtown Specific Plan and Milpitas Metro Specific Plan needs. It also identifies deficiencies in the water system, recommends corrective actions, prioritizes improvements, and provides budgetary cost estimates.

Notes

On 8/9/2022, City Council adopted Water Master Plan, dated June 2021.

Water Master Plan Update

Project No. 7136

Uncommitted Balance as of 1/31/2024	Council Approval
\$0	7/1/2018

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	560,000	0	0	0	0	0	560,000
Administration	90,000	0	0	0	0	0	90,000
TOTAL	\$650,000	\$0	\$0	\$0	\$0	\$0	\$650,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	450,000	0	0	0	0	0	450,000
Water Line Extension Fund	200,000	0	0	0	0	0	200,000
TOTAL	\$650,000	\$0	\$0	\$0	\$0	\$0	\$650,000

Finance Notes**Operating Impact Notes**

This project may impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Close at the end of Fiscal Year: June 30, 2024

On-Call Water Maintenance & Repair Services

PROJECT NO.
7137



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for on-call maintenance and repair services of the City's water infrastructure. Work may include, but is not limited to, the repair and replacement of electrical and mechanical systems (VFD & generators), motors and pumps, pipelines, meters, aboveground/underground storage tanks, and other related improvements. All work will be performed on a priority and funding availability basis.

Notes

Funding request in FY2024-25 is for on-call maintenance and repair contracts related to the City's water infrastructure.

Uncommitted Balance
as of 1/31/2024Council
Approval**On-Call Water Maintenance & Repair Services**

Project No. 7137

\$237,000**7/1/2020****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	1,225,000	350,000	350,000	350,000	350,000	350,000	2,975,000
TOTAL	\$1,225,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$2,975,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	997,000	350,000	350,000	350,000	350,000	350,000	2,747,000
Water Line Extension Fund	228,000	0	0	0	0	0	228,000
TOTAL	\$1,225,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$2,975,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Cross Connection Control Program

PROJECT NO.

7140

Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Implementation
Estimated Schedule	
Design:	2024-2026
Construction:	—
Recurring Project:	No

Description

This project provides for the implementation of a cross-connection control program to protect the City water supply from contamination, which is required by section 7584, chapter 5, title 17 of the California Code of Regulations. Work includes conducting surveys to identify water user premises where cross-connections are likely to occur and identify provisions of backflow protection by the water user at the connection.

Notes

Public Works received a letter from the State Water Resources Control Board, Division of Drinking Water in November 2022 requesting the submittal of a comprehensive plan detailing how the City will achieve compliance with State code. Workplan in FY23-24 is to start the cross-connection program and is anticipated to be completed in 2026.

Uncommitted Balance as of 1/31/2024	Council Approval
\$750,000	7/1/2023

Cross Connection Control Program
Project No. 7140

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	750,000	0	0	0	0	0	750,000
TOTAL	\$750,000	\$0	\$0	\$0	\$0	\$0	\$750,000

Funding Source

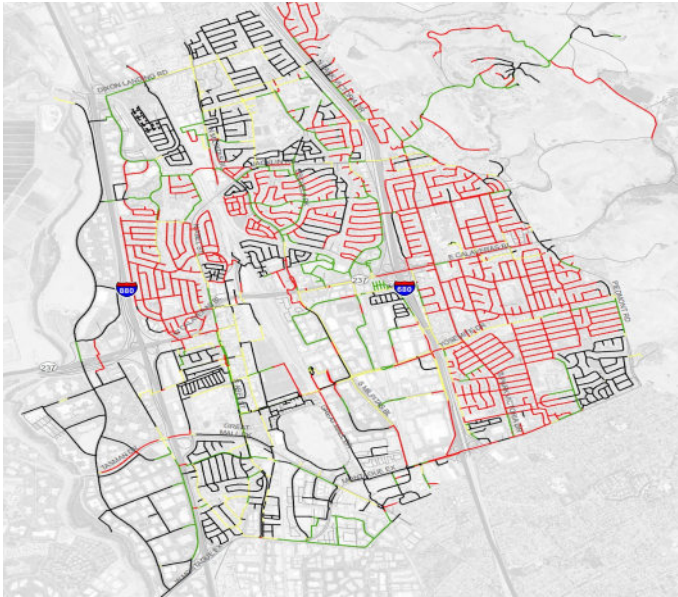
	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	750,000	0	0	0	0	0	750,000
TOTAL	\$750,000	\$0	\$0	\$0	\$0	\$0	\$750,000

Finance Notes

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Asset Renewal and Replacement Program



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Implementation
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for assessment, renewal, improvement, or replacement of the City's aging water infrastructure as recommended per the adopted Water Master Plan Update, dated June 2021. The Master Plan developed a forecast of asset replacement to establish a baseline order of magnitude estimate for fiscal planning which is based on asset age and the risk prioritization of likelihood of failure and consequence of failure. Projects will be prioritized per the Master Plan but are subject to change pending findings from the detailed condition assessments.

Notes

Funding request in FY2024-25 is for the repair of the 12" water main on Topaz St. and Los Coches St.

Uncommitted Balance
as of 1/31/2024Council
Approval**Asset Renewal and Replacement Program**

Project No. Plan

\$0**7/1/2023****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	0	500,000	1,685,000	1,685,000	1,685,000	1,685,000	7,240,000
TOTAL	\$0	\$500,000	\$1,685,000	\$1,685,000	\$1,685,000	\$1,685,000	\$7,240,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	0	500,000	1,685,000	1,685,000	1,685,000	1,685,000	7,240,000
TOTAL	\$0	\$500,000	\$1,685,000	\$1,685,000	\$1,685,000	\$1,685,000	\$7,240,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Water Meter Test Program

PROJECT NO.
Plan



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Planning
Estimated Schedule	
Design:	2025-2026
Construction:	—
Recurring Project:	No

Description

This project provides for the development of a water meter testing program as recommended per the adopted Water Master Plan Update, dated June 2021. The American Water Works Association (AWWA) recommends testing water meters once every 20 years, at a minimum. The program will establish criteria to measure the performance and determine the useful life and replacement of the meter.

Notes

Planned funding request in FY2025-26 is for the development of the program.

Water Meter Test Program

Project No. Plan

Uncommitted Balance as of 1/31/2024	Council Approval
\$0	7/1/2023

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	0	0	100,000	0	0	0	100,000
TOTAL	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000

Funding Source

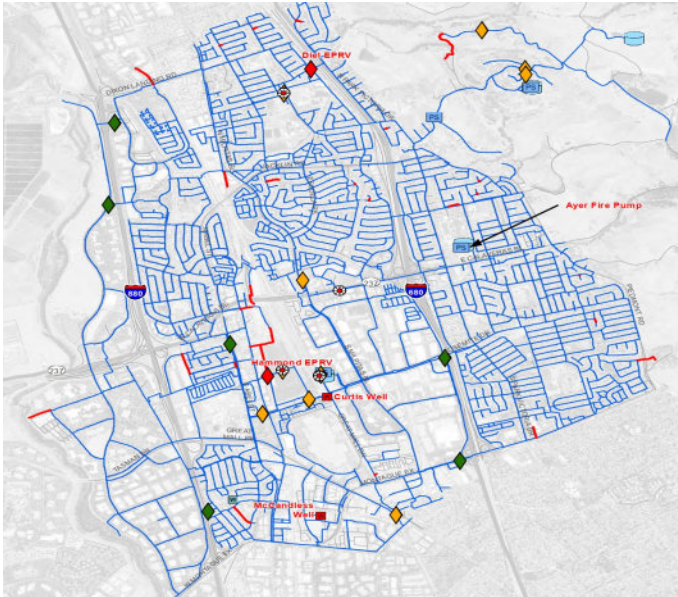
	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	0	0	100,000	0	0	0	100,000
TOTAL	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Risk and Resiliency Improvements

Plan



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Planning
Estimated Schedule	
Design:	2025-2028
Construction:	2026-2029
Recurring Project:	No

Description

This project provides for security enhancements of the City's critical water infrastructure as recommended per the adopted Water Master Plan Update, dated June 2021. The project is mandated by America's Water Infrastructure Act of 2018 (AWIA) to improve drinking water and water quality and enhance public health and quality of life. Work includes physical security to prohibit malicious activity; develop site security protocols; harden critical transmission mains against earthquakes by replacing isolation valves that cross faults; participating in ShakeAlert program to minimize risk to personnel, property, community, and the environment; and increase water system resiliency in the event of an emergency.

Notes

Planned funding request in FY2025-26 is for the installation of secured fencing at the City's water facilities, developing site security protocols, and participate in ShakeAlert program. Planned funding request in FY2027-28 is for the replacement of isolation valves that will strengthen the City's water system in the event of an earthquake.

Uncommitted Balance
as of 1/31/2024

Council
Approval

Risk and Resiliency Improvements

Project No. Plan

\$0

7/1/2023

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	0	0	135,000	0	2,000,000	0	2,135,000
TOTAL	\$0	\$0	\$135,000	\$0	\$2,000,000	\$0	\$2,135,000

Funding Source

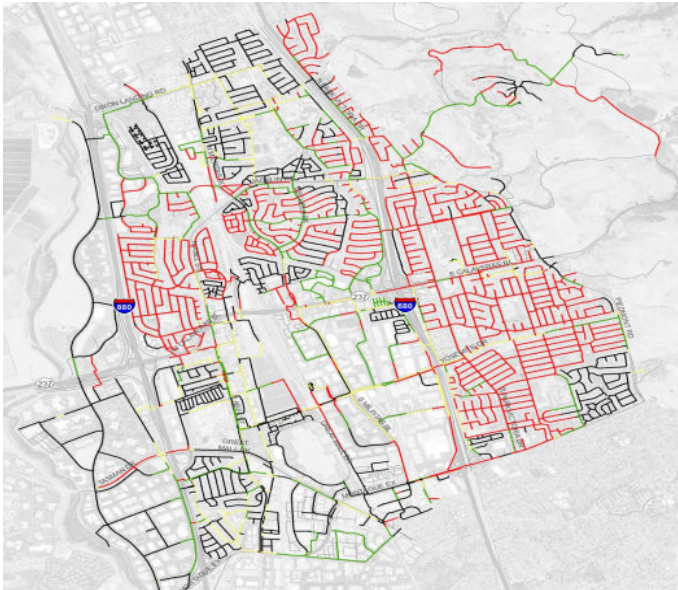
	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	0	0	135,000	0	2,000,000	0	2,135,000
TOTAL	\$0	\$0	\$135,000	\$0	\$2,000,000	\$0	\$2,135,000

Finance Notes

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Pipeline & Facility Condition Assessment



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Assessment
Estimated Schedule	
Design:	2025-2026
Construction:	—
Recurring Project:	No

Description

This project provides for a condition assessment of the City's water facilities and pipeline distribution system to manage infrastructure risk before failure as recommended per the adopted Water Master Plan Update, dated June 2021. The assessment for pipelines will focus on metallic and asbestos cement material segments including appurtenances such as air valves, blow off assemblies, fire hydrants, and valves to document estimate remaining useful life; and, for facilities will focus on interties, PRVs, pumping stations, reservoirs, turnouts, and wells that are identified as Level B and C facilities.

Notes

Planned funding request in FY2025-26 is to start the assessment of pipelines and facilities.

Uncommitted Balance
as of 1/31/2024Council
Approval**Pipeline & Facility Condition Assessment**

Project No. Plan

\$0**7/1/2023****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Administration	0	0	2,740,000	0	0	0	2,740,000
TOTAL	\$0	\$0	\$2,740,000	\$0	\$0	\$0	\$2,740,000

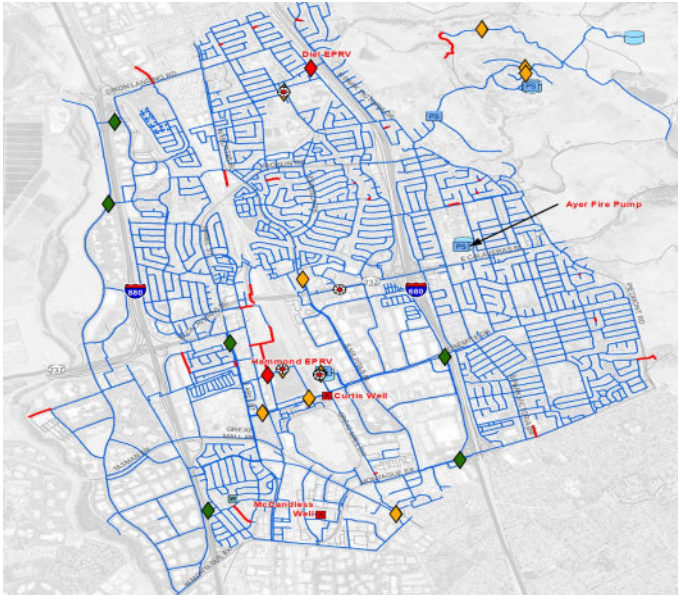
Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	0	0	2,740,000	0	0	0	2,740,000
TOTAL	\$0	\$0	\$2,740,000	\$0	\$0	\$0	\$2,740,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Fire Flow Pipeline Improvements



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Planning
Estimated Schedule	
Design:	2025-2031
Construction:	2026-2032
Recurring Project:	No

Description

This project provides for the design and construction of upsizing several water mains to deliver the recommended fire flow at surrounding fire hydrants as recommended per the adopted Water Master Plan Update, dated June 2021. According to the City's potable water design guidelines and the State's recommendations, the City's water system shall provide minimum standard fire flow rate for a required duration while maintaining at least 20 pounds per square inch (psi) residual pressure during a fire flow event.

Notes

Planned funding request in FY2025-26 is to upsized water mains as identified in the Master Plan as ID ECIP-PI-05, 06, 07, 08, 10, 11, 16. Planned funding request in FY2026-27 is to upsized water mains as identified in the Master Plan as ID ECIP-PI-21, 23, 25, 26. Planned funding request in FY2027-28 is to upsized water mains as identified in the Master Plan as ID ECIP-PI-01 & 04.

Fire Flow Pipeline Improvements

Project No. Plan

Uncommitted Balance as of 1/31/2024	Council Approval
\$0	7/1/2023

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	0	300,000	140,000	170,000	0	610,000
Administration	0	0	450,000	220,000	270,000	0	940,000
Inspection	0	0	55,000	30,000	30,000	0	115,000
Improvements	0	0	1,950,000	950,000	1,000,000	0	3,900,000
TOTAL	\$0	\$0	\$2,755,000	\$1,340,000	\$1,470,000	\$0	\$5,565,000

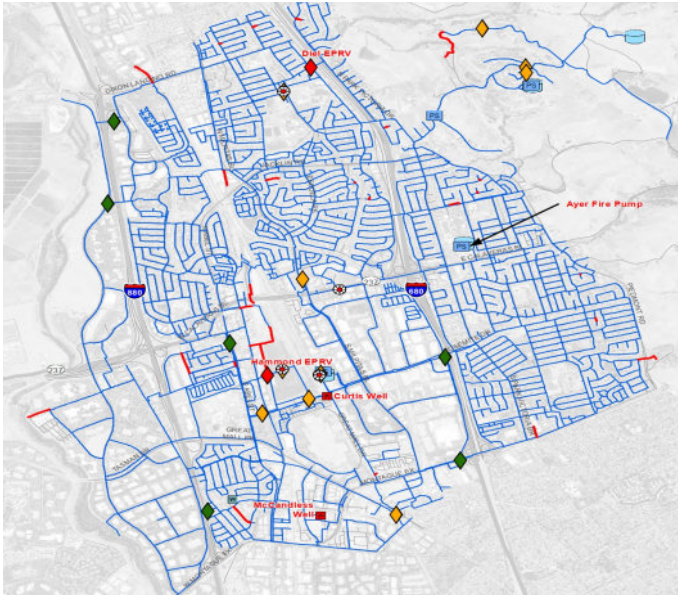
Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	0	0	2,755,000	1,340,000	1,470,000	0	5,565,000
TOTAL	\$0	\$0	\$2,755,000	\$1,340,000	\$1,470,000	\$0	\$5,565,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Fire Flow Interconnection Improvements



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Planning
Estimated Schedule	
Design:	2026-2027
Construction:	2027-2028
Recurring Project:	No

Description

This project provides for the design and installation of new emergency PRVs as recommended per the adopted Water Master Plan Update, dated June 2021. There are several locations where fire hydrants cannot deliver the recommended fire flow while maintaining a 20 psi residual system pressure. Installation of PRVs will improve fire flows under normal operations and provide redundancy.

Notes

Planned funding request in FY2026-27 is for the replacement of Hammond PRV (ECIP-V-01) and Cedar PRV (BCIP-V-01), and installation of new PRV at the end of Corning Ave (ECIP-V-02) as identified in Master Plan.

Uncommitted Balance
as of 1/31/2024Council
Approval**Fire Flow Interconnection Improvements**

Project No. Plan

\$0**7/1/2023****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	0	0	100,000	0	0	100,000
Administration	0	0	0	160,000	0	0	160,000
Inspection	0	0	0	20,000	0	0	20,000
Improvements	0	0	0	692,000	0	0	692,000
TOTAL	\$0	\$0	\$0	\$972,000	\$0	\$0	\$972,000

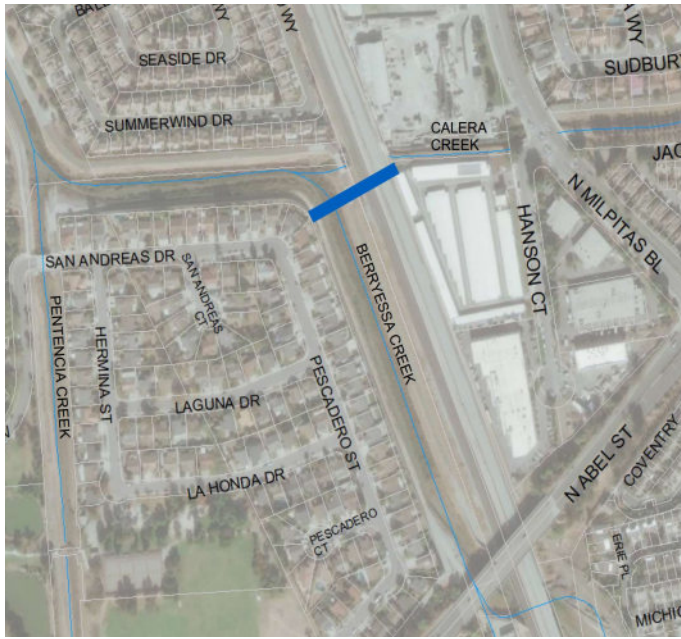
Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	0	0	0	972,000	0	0	972,000
TOTAL	\$0	\$0	\$0	\$972,000	\$0	\$0	\$972,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Lower Berryessa Creek Water Line



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Berryessa Creek between Hanson Ct. and San Andreas Drive
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Planning
Estimated Schedule	
Design:	TBD
Construction:	TBD
Recurring Project:	No

Description

This project provides for the design and replacement of an existing 14-inch diameter water line beneath Lower Berryessa Creek to accommodate future improvements within the existing creek corridor. This pipeline was installed in the 1950s and has reached the end of its service life.

Notes

During construction of the Berryessa Creek Levee Improvements work in 2015, the pipeline was damaged and repaired by Santa Clara Valley Water District.

Uncommitted Balance
as of 1/31/2024Council
Approval**Lower Berryessa Creek Water Line**

Project No. Plan

\$0**7/1/2016****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	0	0	0	0	150,000	150,000
Administration	0	0	0	0	0	75,000	75,000
Improvements	0	0	0	0	0	800,000	800,000
TOTAL	\$0	\$0	\$0	\$0	\$0	\$1,025,000	\$1,025,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	0	0	0	0	0	1,025,000	1,025,000
TOTAL	\$0	\$0	\$0	\$0	\$0	\$1,025,000	\$1,025,000

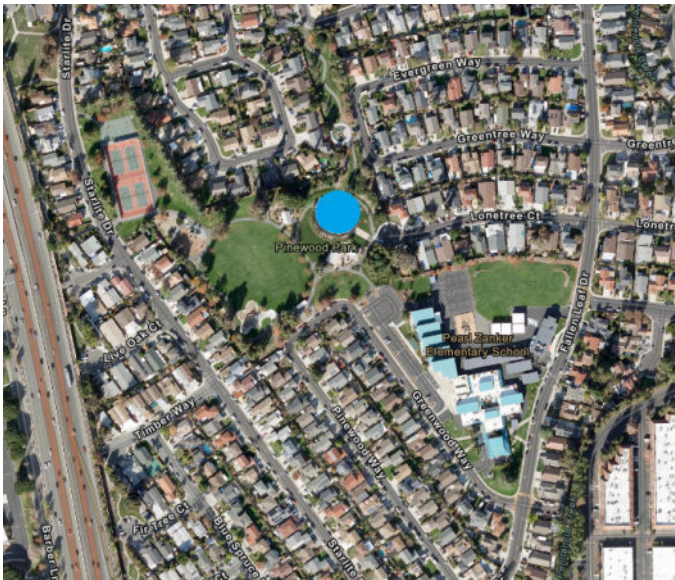
Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

PROJECT NO.

New

Pinewood Well Facility Rehabilitation Project



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Pinewood Park
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Planning
Estimated Schedule	
Design:	2023-2024
Construction:	2025-2026
Recurring Project:	No

Description

This project provides for the assessment, design, and improvements to Pinewood Well Facility as recommended by the Water Supply Augmentation Feasibility Report and Water Master Plan, dated June 2021.

Notes

In FY2023-24, Public Works is assessing if the emergency well can be converted to a production well and determine necessary improvements and upgrades for a conversion, if feasible. Funding request in FY2024-25 is for the design of the improvements at the facility based on the assessment. Planned funding request in FY2025-26 is for construction of the improvements determined by the assessment.

Uncommitted Balance
as of 1/31/2024Council
Approval**Pinewood Well Facility Rehabilitation Project**

Project No. New

\$0**7/1/2024****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	400,000	0	0	0	0	400,000
Administration	0	100,000	0	0	0	0	100,000
Inspection	0	0	50,000	0	0	0	50,000
Improvements	0	0	1,450,000	0	0	0	1,450,000
TOTAL	\$0	\$500,000	\$1,500,000	\$0	\$0	\$0	\$2,000,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	0	500,000	1,500,000	0	0	0	2,000,000
TOTAL	\$0	\$500,000	\$1,500,000	\$0	\$0	\$0	\$2,000,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

PROJECT NO.

New

Pressure Reducing Valve Station Relocation Project



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	California Circle, McCarthy, Junipero, Montague, and Live Oak
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Planning
Estimated Schedule	
Design:	2024-2025
Construction:	2025-2026
Recurring Project:	No

Description

This project provides for the design and construction of pressure reducing valve station relocation at California Circle, McCarthy, Junipero, Montague, and Live Oak which has exceeded their service life.

Notes

Funding request in FY2024-25 is for the design of the PRVs. Planned funding request in FY2025-26 is for the construction of the PRVs.

Uncommitted Balance
as of 1/31/2024Council
Approval**Pressure Reducing Valve Station Relocation Project**

Project No. New

\$0**7/1/2024****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	415,000	0	0	0	0	415,000
Administration	0	50,000	0	0	0	0	50,000
Inspection	0	0	50,000	0	0	0	50,000
Improvements	0	0	1,530,000	0	0	0	1,530,000
TOTAL	\$0	\$465,000	\$1,580,000	\$0	\$0	\$0	\$2,045,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	0	465,000	1,580,000	0	0	0	2,045,000
TOTAL	\$0	\$465,000	\$1,580,000	\$0	\$0	\$0	\$2,045,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

PROJECT NO.

New

Sunnyhills Turnout Rehabilitation Project



Category:	Water Improvement
City Council Priority:	Governance and Administration
Project Location:	Washington Dr.
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Planning
Estimated Schedule	
Design:	2023-2024
Construction:	2024-2025
Recurring Project:	No

Description

This project provides for the design and rehabilitation of the Sunnyhills turnout that has exceeded its service life.

Notes

Funding request in FY2024-25 is for the design and rehabilitation of the turnout.

Uncommitted Balance
as of 1/31/2024Council
Approval**Sunnyhills Turnout Rehabilitation Project**

Project No. New

\$0**7/1/2024****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	196,000	0	0	0	0	196,000
Administration	0	0	0	0	0	0	0
Inspection	0	0	0	0	0	0	0
Improvements	0	969,000	0	0	0	0	969,000
TOTAL	\$0	\$1,165,000	\$0	\$0	\$0	\$0	\$1,165,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Water Capital Surcharge	0	1,165,000	0	0	0	0	1,165,000
TOTAL	\$0	\$1,165,000	\$0	\$0	\$0	\$0	\$1,165,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.



SEWER IMPROVEMENT PROJECTS

2025-29 Summary of Estimated Costs

Pg.	No.	Project Name	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total Cost
356	6118	SJ/SC Regional Waste Water Facility	93,822,245	6,886,000	4,587,000	9,151,000	16,434,000	1,516,000	132,396,245
358	6121	BART Project - Sewer Improvements	243,323	0	0	0	0	0	243,323
360	6124	Sewer Pump Station Rehabilitation Program	1,127,000	925,000	500,000	695,000	0	0	3,247,000
362	6126	Minor Sewer Projects	263,000	50,000	50,000	50,000	50,000	50,000	513,000
364	6127	Sanitary Supervisory Control & Data Acquisition	316,600	0	0	0	0	0	316,600
366	6130	Main Lift Station Odor Emissions Control	2,450,000	0	0	0	0	0	2,450,000
368	6134	On-Call Sewer Maintenance & Repair Services	265,000	100,000	100,000	100,000	100,000	100,000	765,000
370	6135	Sanitary Sewer CCTV Inspections & Improvements	533,000	433,000	433,000	333,000	333,000	333,000	2,398,000
372	6137	Forcemain "A" Project	2,000,000	940,000	23,200,000	0	0	0	26,140,000
374	Plan	Sanitary Sewer Pipeline Improvements	0	0	996,000	1,417,000	2,912,000	1,365,000	6,690,000
Total Cost			\$101,020,168	\$9,334,000	\$29,866,000	\$11,746,000	\$19,829,000	\$3,364,000	\$175,159,168

Funding Summary

Sewer Infrastructure Fund	7,485,000	9,866,000	11,746,000	19,829,000	3,364,000
Sewer Treatment Fund	1,849,000	0	0	0	0
Wastewater Revenue Bonds	0	20,000,000	0	0	0
Total Financing Available	9,334,000	29,866,000	11,746,000	19,829,000	3,364,000
No Funding Source	0	0	0	0	0
Total	\$9,334,000	\$29,866,000	\$11,746,000	\$19,829,000	\$3,364,000

Summary of Project Funding Sources FY 2024-25

Pg.	No.	Project Name	Sewer Infrastructure Fund	Sewer Treatment Fund
356	6118	SJ/SC Regional Waste Water Facility	5,037,000	1,849,000
358	6121	BART Project - Sewer Improvements	0	0
360	6124	Sewer Pump Station Rehabilitation Program	925,000	0
362	6126	Minor Sewer Projects	50,000	0
364	6127	Sanitary Supervisory Control & Data Acquisition	0	0
366	6130	Main Lift Station Odor Emissions Control	0	0
368	6134	On-Call Sewer Maintenance & Repair Services	100,000	0
370	6135	Sanitary Sewer CCTV Inspections & Improvements	433,000	0
372	6137	Forcemain "A" Project	940,000	0
374	Plan	Sanitary Sewer Pipeline Improvements	0	0
Subtotal by Funding Source			7,485,000	1,849,000
Total			\$9,334,000	

Sewer Improvement Projects

Summary of Project Funding Sources FY 2025-26

Pg.	No.	Project Name	Sewer Infrastructure Fund	Wastewater Revenue Bonds
356	6118	SJ/SC Regional Waste Water Facility	4,587,000	0
358	6121	BART Project - Sewer Improvements	0	0
360	6124	Sewer Pump Station Rehabilitation Program	500,000	0
362	6126	Minor Sewer Projects	50,000	0
364	6127	Sanitary Supervisory Control & Data Acquisition	0	0
366	6130	Main Lift Station Odor Emissions Control	0	0
368	6134	On-Call Sewer Maintenance & Repair Services	100,000	0
370	6135	Sanitary Sewer CCTV Inspections & Improvements	433,000	0
372	6137	Forcemain "A" Project	3,200,000	20,000,000
374	Plan	Sanitary Sewer Pipeline Improvements	996,000	0
Subtotal by Funding Source			9,866,000	20,000,000
Total			\$29,866,000	

Summary of Project Funding Sources FY 2026-27

Pg.	No.	Project Name	Sewer Infrastructure Fund
356	6118	SJ/SC Regional Waste Water Facility	9,151,000
358	6121	BART Project - Sewer Improvements	0
360	6124	Sewer Pump Station Rehabilitation Program	695,000
362	6126	Minor Sewer Projects	50,000
364	6127	Sanitary Supervisory Control & Data Acquisition	0
366	6130	Main Lift Station Odor Emissions Control	0
368	6134	On-Call Sewer Maintenance & Repair Services	100,000
370	6135	Sanitary Sewer CCTV Inspections & Improvements	333,000
372	6137	Forcemain "A" Project	0
374	Plan	Sanitary Sewer Pipeline Improvements	1,417,000
Subtotal by Funding Source			11,746,000
Total			\$11,746,000

Sewer Improvement Projects

Summary of Project Funding Sources FY 2027-28

Pg.	No.	Project Name	Sewer Infrastructure Fund
356	6118	SJ/SC Regional Waste Water Facility	16,434,000
358	6121	BART Project - Sewer Improvements	0
360	6124	Sewer Pump Station Rehabilitation Program	0
362	6126	Minor Sewer Projects	50,000
364	6127	Sanitary Supervisory Control & Data Acquisition	0
366	6130	Main Lift Station Odor Emissions Control	0
368	6134	On-Call Sewer Maintenance & Repair Services	100,000
370	6135	Sanitary Sewer CCTV Inspections & Improvements	333,000
372	6137	Forcemain "A" Project	0
374	Plan	Sanitary Sewer Pipeline Improvements	2,912,000
Subtotal by Funding Source			19,829,000
Total			\$19,829,000

Summary of Project Funding Sources FY 2028-29

Pg.	No.	Project Name	Sewer Infrastructure Fund
356	6118	SJ/SC Regional Waste Water Facility	1,516,000
358	6121	BART Project - Sewer Improvements	0
360	6124	Sewer Pump Station Rehabilitation Program	0
362	6126	Minor Sewer Projects	50,000
364	6127	Sanitary Supervisory Control & Data Acquisition	0
366	6130	Main Lift Station Odor Emissions Control	0
368	6134	On-Call Sewer Maintenance & Repair Services	100,000
370	6135	Sanitary Sewer CCTV Inspections & Improvements	333,000
372	6137	Forcemain "A" Project	0
374	Plan	Sanitary Sewer Pipeline Improvements	1,365,000
Subtotal by Funding Source			3,364,000
Total			\$3,364,000

SJ/SC Regional Waste Water Facility

PROJECT NO.

6118

Category:	Sewer Improvement
City Council Priority:	Governance and Administration
Project Location:	San Jose/Santa Clara Regional Waste Water Facility
Managing Department:	Public Works - Engineering
Contact Person:	Christian Di Renzo [2602]/ Harris Siddiqui [3358]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

The City pumps sewage to the San Jose/Santa Clara Regional Waste Water Facility for waste water treatment before it can be discharged into the San Francisco Bay. The facility was originally constructed in 1956 and is reaching the end of its useful life. The City of San Jose, who operates the facility, is undergoing an estimated \$2 billion rehabilitation project to completely overhaul the facility over the next 30 years. The City of Milpitas uses approximately 7%, which equals to approximately \$140 million of the cost of improvements over the next 30 years. This project funds Milpitas' share of the rehabilitation costs.

Notes

The project costs were increased from anticipated debt service payments to "pay-as-go" total costs. Staff pursuing long term financing with other tributary agencies. Budget amounts are based on Water Pollution Control 2023-2027 Approved Capital Improvement Program.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$6,734,000

7/1/2013

SJ/SC Regional Waste Water Facility

Project No. 6118

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	93,822,245	6,886,000	4,587,000	9,151,000	16,434,000	1,516,000	132,396,245
TOTAL	\$93,822,245	\$6,886,000	\$4,587,000	\$9,151,000	\$16,434,000	\$1,516,000	\$132,396,245

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Sewer Fund	21,765,000	0	0	0	0	0	21,765,000
Sewer Infrastructure Fund	17,007,245	5,037,000	4,587,000	9,151,000	16,434,000	1,516,000	53,732,245
Sewer Treatment Fund	19,550,000	1,849,000	0	0	0	0	21,399,000
Wastewater Revenue Bonds	35,500,000	0	0	0	0	0	35,500,000
TOTAL	\$93,822,245	\$6,886,000	\$4,587,000	\$9,151,000	\$16,434,000	\$1,516,000	\$132,396,245

Finance Notes

City Council 2/15/2022 - Mid-Year Budget Appropriation of \$4.2M from Sewer Infrastructure Fund.

Operating Impact Notes

There are no operating or maintenance expenses associated with this project.

BART Project - Sewer Improvements



Category:	Sewer Improvement
City Council Priority:	Transportation and Transit
Project Location:	Milpitas BART
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Roberto Alonzo [3316]
Project Stage:	Project Closeout
Estimated Schedule	
Design:	Completed
Construction:	Completed
Recurring Project:	No

Description

The BART project will provide for the relocation of existing sewer pipelines and utilities along the BART corridor. The work to be completed by VTA's contractor. The City has identified additional sewer pipeline improvements based on the City's Sewer Master Plan to be completed as part of the BART utility relocation work. These additional improvements to be reimbursed by the City.

Notes

VTA has completed construction and City Council initially accepted the improvements on December 3, 2019. City is anticipating to reimburse VTA in 2024 after right-of-way acquisition is completed.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$13,000

7/1/2011

BART Project - Sewer Improvements

Project No. 6121

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	243,323	0	0	0	0	0	243,323
TOTAL	\$243,323	\$0	\$0	\$0	\$0	\$0	\$243,323

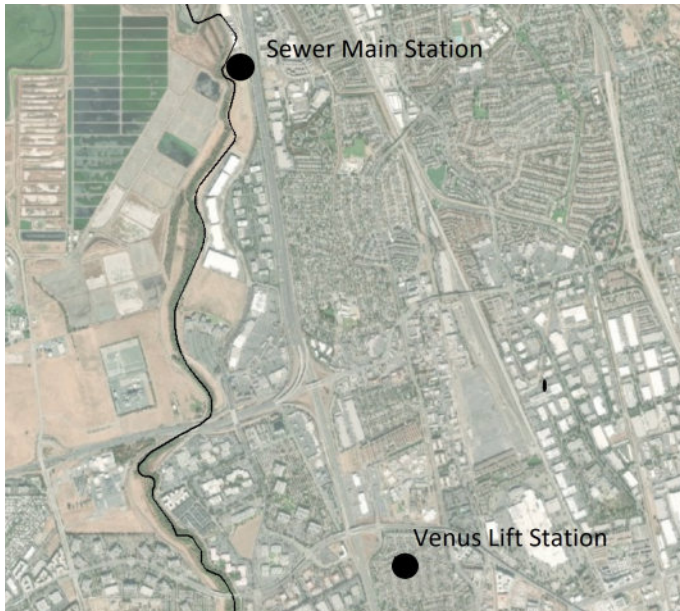
Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Sewer Fund	243,323	0	0	0	0	0	243,323
TOTAL	\$243,323	\$0	\$0	\$0	\$0	\$0	\$243,323

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Sewer Pump Station Rehabilitation Program



Category:	Sewer Improvement
City Council Priority:	Governance and Administration
Project Location:	Main and Venus Wastewater Lift Stations
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for rehabilitation, repairs, or replacement of wastewater pumps at Main and Venus Wastewater Lift Stations to improve the resiliency of the system and ensure that sewage will continue to be pumped out of the City. Work may include rotational assessment of the City's six wastewater pumps and peripheral equipment rehabilitation, and replacement of electrical control, flow equipment, variable frequency drives (VFD), and grinders.

Notes

In FY2022-23, Public Works completed the repair of VDF#3 and rebuilt the Pump#4 at the Main Lift Station. Workplan in FY2023-24 is to replace grinders and VFDs, design the replacement of the air vact system and magnetic flow meter and Wet Well Grease Management Project at the Main Lift Station.

Funding request in FY2024-25 is for the annual replacement of grinders and VFDs, preparation of a technical memo for Vactor Truck Disposal Facility project, and construction of magnetic flow meter and Wet Well Grease Management Project at the Main Lift Station. Planned funding request in FY2025-26 and FY 2026-27 is for the annual replacement of grinders and VFDs, and the design and construction of Vactor Truck Disposal Facility project at the Main Lift Station.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$709,000

7/1/2017

Sewer Pump Station Rehabilitation Program

Project No. 6124

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	100,000	100,000	120,000	0	0	320,000
Administration	175,000	0	0	0	0	0	175,000
Improvements	852,000	825,000	400,000	575,000	0	0	2,652,000
Equipment	100,000	0	0	0	0	0	100,000
TOTAL	\$1,127,000	\$925,000	\$500,000	\$695,000	\$0	\$0	\$3,247,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Sewer Infrastructure Fund	1,127,000	925,000	500,000	695,000	0	0	3,247,000
TOTAL	\$1,127,000	\$925,000	\$500,000	\$695,000	\$0	\$0	\$3,247,000

Finance Notes

City Council 6/4/2020 - \$148K in prior years funding from Sewer Infrastructure Fund was defunded for other projects in FY 2020-21.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Minor Sewer Projects



Category:	Sewer Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for the ongoing assessment, design, and construction of various minor modifications and improvements to existing City's sanitary sewer infrastructure.

Notes

In FY 2022-23, Public Works completed the replacements of siphons at Santa Rita, raised the manholes to grade at the intersection of Montague Expressway and S. Main St., and reformed the manhole concrete channel on Sylvia Ct. and Petaluma Ct. Workplan in FY2023-24 is to connect the sewer main to the manhole at the intersection of Conway St. and Greathouse Dr. and pavement restoration at Main Lift Station. Funding request in FY2024-25 is for the site improvements at north yard dump and ongoing minor repairs.

Minor Sewer Projects

Project No. 6126

Uncommitted Balance as of 1/31/2024	Council Approval
\$118,000	7/1/2013

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	13,000	0	0	0	0	0	13,000
Improvements	250,000	50,000	50,000	50,000	50,000	50,000	500,000
TOTAL	\$263,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$513,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Sewer Fund	100,000	0	0	0	0	0	100,000
Sewer Infrastructure Fund	163,000	50,000	50,000	50,000	50,000	50,000	413,000
TOTAL	\$263,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$513,000

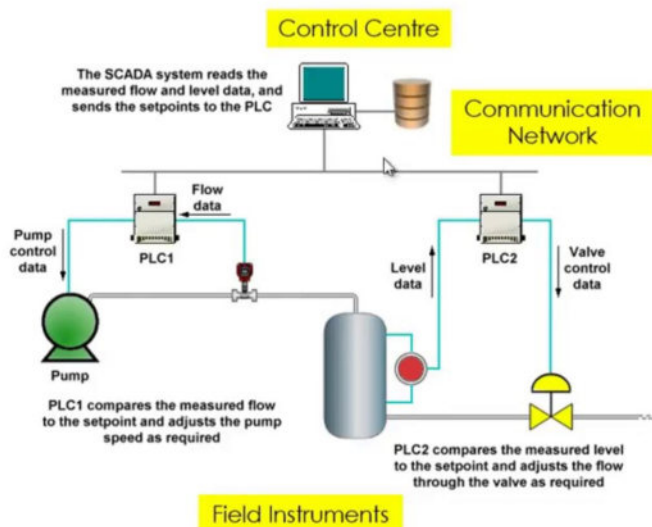
Finance Notes

City Council 6/4/2020 - \$37K in prior years funding from Sewer Infrastructure Fund was defunded for other projects in FY 2020-21.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Sanitary Supervisory Control & Data Acquisition



Category:	Sewer Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
Project Stage:	Project Closeout
Estimated Schedule	
Design:	Completed
Construction:	Completed
Recurring Project:	No

Description

This project provides for the installation of Supervisory Control and Data Acquisition (SCADA) to the City's sanitary sewer infrastructure. Currently, Public Works relies on unsophisticated alarms at limited locations and customer complaints to become aware of sanitary sewer system issues. City staff then must investigate the issues at the location and implement corrective action which may prolong a system shutdown. SCADA allows operations to control, monitor, and maintain the sanitary sewer system more efficiently to help with making decisions and mitigate downtime. It provides for real-time data of wet well levels and pump operational status to be used to identify operational problems. It also allows for remote monitoring to interact with sensors, valves, pumps, and motors to implement corrective actions when there is a system problem.

Notes

On 11/17/2020, City Council approved an agreement with Engie Service Inc. for the implementation of energy and water conservation measures. The project was completed in 2024.

Uncommitted Balance
as of 1/31/2024Council
Approval

Sanitary Supervisory Control & Data Acquisition

Project No. 6127

\$0

7/1/2013

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	241,600	0	0	0	0	0	241,600
Administration	75,000	0	0	0	0	0	75,000
TOTAL	\$316,600	\$0	\$0	\$0	\$0	\$0	\$316,600

Funding Source

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Sewer Fund	316,600	0	0	0	0	0	316,600
TOTAL	\$316,600	\$0	\$0	\$0	\$0	\$0	\$316,600

Finance Notes

City Council 11/17/2020: Budget Appropriation of \$133,400 in prior years funding from Sewer Fund was defunded.

Operating Impact Notes

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

Main Lift Station Odor Emissions Control



Category:	Sewer Improvement
City Council Priority:	Governance and Administration
Project Location:	Main Wastewater Lift Station
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
Project Stage:	Project Closeout
Estimated Schedule	
Design:	Completed
Construction:	Completed
Recurring Project:	No

Description

This project provides for the design and installation of odor emission controls at the Main Lift Station to address concerns regarding elevated levels of hydrogen sulfide and other odorous compounds at the facility.

Notes

On 6/15/2021, City Council awarded a construction contract which was completed in 2024.

Uncommitted Balance
as of 1/31/2024Council
Approval**Main Lift Station Odor Emissions Control**

Project No. 6130

\$610,000**7/1/2018****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	225,000	0	0	0	0	0	225,000
Administration	75,000	0	0	0	0	0	75,000
Improvements	2,150,000	0	0	0	0	0	2,150,000
TOTAL	\$2,450,000	\$0	\$0	\$0	\$0	\$0	\$2,450,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Sewer Infrastructure Fund	1,050,000	0	0	0	0	0	1,050,000
Sewer Treatment Fund	1,400,000	0	0	0	0	0	1,400,000
TOTAL	\$2,450,000	\$0	\$0	\$0	\$0	\$0	\$2,450,000

Finance Notes**Operating Impact Notes**

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

On-Call Sewer Maintenance & Repair Services

PROJECT NO.

6134



Category:	Sewer Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for on-call maintenance and repair services of the City's sewer infrastructure. Work may include, but is not limited to, repair and replacement of electrical and mechanical systems (VFD & generators), motors and pumps, pipelines, and other related improvements. All work will be performed on a priority and funding availability basis.

Notes

Funding request in FY2024-25 is for on-call maintenance and repair contracts related to the city's sewer infrastructure.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$31,000

7/1/2020

On-Call Sewer Maintenance & Repair Services

Project No. 6134

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	265,000	100,000	100,000	100,000	100,000	100,000	765,000
TOTAL	\$265,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$765,000

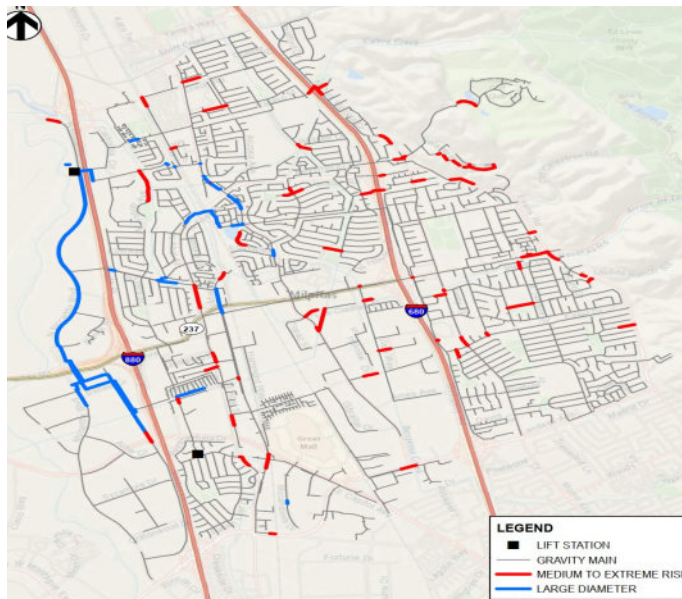
Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Sewer Fund	74,000	0	0	0	0	0	74,000
Sewer Infrastructure Fund	191,000	100,000	100,000	100,000	100,000	100,000	691,000
TOTAL	\$265,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$765,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Sanitary Sewer CCTV Inspections & Improvements



Category:	Sewer Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Implementation
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Reoccurring Project:	Yes

Description

This project provides for Closed-Circuit Television (CCTV) inspection of medium to extreme risk 24-inch diameter or greater sewer pipelines and to repair defects discovered during the inspection as recommended per the adopted Sewer Master Plan, dated August 2021. The Master Plan includes an inspection map (figure 9-3) of the highest priority areas which totals 55,000 feet.

Notes

Funding request in FY2024-25 is for the ongoing CCTV inspection of pipelines greater than 24" and repair pipeline defects discovered during inspections.

Uncommitted Balance
as of 1/31/2024Council
Approval**Sanitary Sewer CCTV Inspections & Improvements**

Project No. 6135

\$524,000**7/1/2023****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	533,000	433,000	433,000	333,000	333,000	333,000	2,398,000
TOTAL	\$533,000	\$433,000	\$433,000	\$333,000	\$333,000	\$333,000	\$2,398,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Sewer Infrastructure Fund	533,000	433,000	433,000	333,000	333,000	333,000	2,398,000
TOTAL	\$533,000	\$433,000	\$433,000	\$333,000	\$333,000	\$333,000	\$2,398,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Forcemain "A" Project



Category:	Sewer Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Planning
Estimated Schedule	
Design:	2024-2026
Construction:	2026-2028
Reoccurring Project:	No

Description

This project provides for the assessment, design, and construction to rehabilitate or replace the existing sanitary sewer Forcemain "A" as recommended per the adopted Sewer Master Plan, dated August 2021. The steel Force Main was built in 1974 from the Milpitas Main Lift Station to the San Jose/Santa Clara Regional Wastewater Facility. It was built in a corrosive environment and the condition of the pipeline is unknown due to the inability to dewater and inspect the pipeline. It is assumed that the condition of the pipeline no longer meets industrial standards and will require either rehabilitation and/or replacement.

Notes

Workplan in FY2023-24 is to retain a design consultant and perform a condition assessment of the pipeline to determine the method of construction. Funding request in FY2024-25 is for the design, environmental review under CEQA, easement acquisition, and permitting of the project. Planned funding request in FY2025-26 is for the construction which is anticipated to be funded by a Wastewater Revenue Bond.

Forcemain "A" Project

Project No. 6137

Uncommitted Balance as of 1/31/2024	Council Approval
\$2,000,000	7/1/2023

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	1,500,000	940,000	0	0	0	0	2,440,000
Administration	500,000	0	1,000,000	0	0	0	1,500,000
Inspection	0	0	200,000	0	0	0	200,000
Improvements	0	0	22,000,000	0	0	0	22,000,000
TOTAL	\$2,000,000	\$940,000	\$23,200,000	\$0	\$0	\$0	\$26,140,000

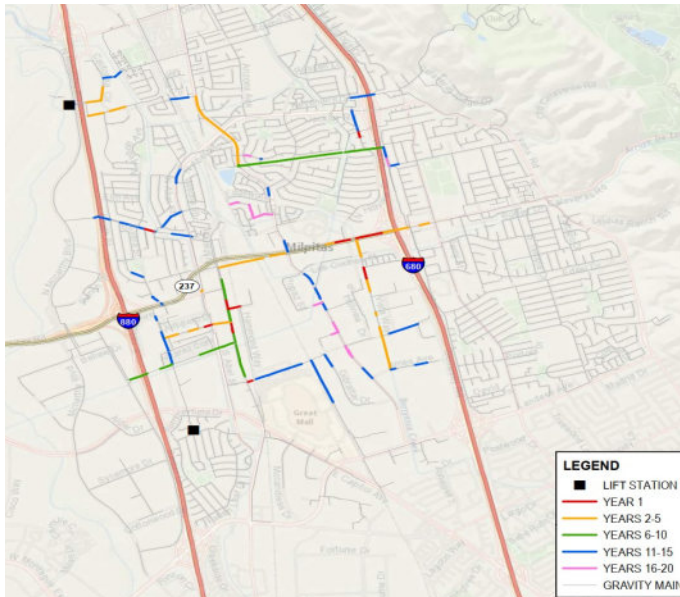
Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Sewer Infrastructure Fund	2,000,000	940,000	3,200,000	0	0	0	6,140,000
Wastewater Revenue Bonds	0	0	20,000,000	0	0	0	20,000,000
TOTAL	\$2,000,000	\$940,000	\$23,200,000	\$0	\$0	\$0	\$26,140,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Sanitary Sewer Pipeline Improvements



Category:	Sewer Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Engineering
Contact Person:	Matt Cano [3012]/ Harris Siddiqui [3358]
Project Stage:	Planning
Estimated Schedule	
Design:	2025-2035
Construction:	2026-2036
Reoccurring Project:	No

Description

This project provides for the design and construction of sewer pipe segments with significant defects and considered extreme risk with the greatest likelihood of deterioration and the highest consequence of failure as recommended per the adopted Sewer Master Plan, dated August 2021. The sewer renewal and replacement study in the Master Plan identifies several pipelines that are considered extreme risk of failure based on CCTV inspection, structural rating, susceptibility to liquefaction, pipe obstruction, age, and material type.

Notes

The project will consist of 12 improvement phases as recommended per the adopted Sewer Master Plan, dated August 2021. Planned funding request in FY2025-26 is for Phase 1 improvements (PI 1-5). Planned funding request in FY2026-27 is for Phase 2 improvements (PI 6-10). Planned funding request in FY2027-28 is for Phase 3 improvements (PI 11). Planned funding request in FY2028-29 is for phase 4 improvement (PI 12 & 14).

Uncommitted Balance
as of 1/31/2024Council
Approval**Sanitary Sewer Pipeline Improvements**

Project No. Plan

\$0**7/1/2023****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	0	100,000	147,000	300,000	140,000	687,000
Administration	0	0	146,000	200,000	425,000	200,000	971,000
Inspection	0	0	20,000	30,000	60,000	30,000	140,000
Improvements	0	0	730,000	1,040,000	2,127,000	995,000	4,892,000
TOTAL	\$0	\$0	\$996,000	\$1,417,000	\$2,912,000	\$1,365,000	\$6,690,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Sewer Infrastructure Fund	0	0	996,000	1,417,000	2,912,000	1,365,000	6,690,000
TOTAL	\$0	\$0	\$996,000	\$1,417,000	\$2,912,000	\$1,365,000	\$6,690,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.



STORM DRAIN IMPROVEMENT PROJECTS

2025-29 Summary of Estimated Costs

Pg.	No.	Project Name	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total Cost
384	3709	Dempsey Road Storm Drain Replacement	1,660,000	0	0	0	0	0	1,660,000
386	3711	BART Project - Storm Improvements	33,000	0	0	0	0	0	33,000
388	3714	Flap Gate Replacement	500,000	0	0	400,000	0	0	900,000
390	3715	Storm Drain System Rehabilitation	2,616,410	0	0	0	0	0	2,616,410
392	3718	Storm Supervisory Control & Data Acquisition	2,416,590	0	0	0	0	0	2,416,590
394	3719	On-Call Storm Maintenance & Repair Services	145,000	100,000	0	0	0	0	245,000
396	New	Main Street Flood Study	0	500,000	0	0	0	0	500,000
Total Cost			\$7,371,000	\$600,000	\$0	\$400,000	\$0	\$0	\$8,371,000

Funding Summary

Storm Drain General Fund	100,000	0	400,000	0	0
Storm Drain Fund	500,000	0	0	0	0
Total Financing Available	600,000	0	400,000	0	0
No Funding Source	0	0	0	0	0
Total	\$600,000	\$0	\$400,000	\$0	\$0

Summary of Project Funding Sources FY 2024-25

Pg.	No.	Project Name	Storm Drain General Fund	Storm Drain Fund
384	3709	Dempsey Road Storm Drain Replacement	0	0
386	3711	BART Project - Storm Improvements	0	0
388	3714	Flap Gate Replacement	0	0
390	3715	Storm Drain System Rehabilitation	0	0
392	3718	Storm Supervisory Control & Data Acquisition	0	0
394	3719	On-Call Storm Maintenance & Repair Services	100,000	0
396	New	Main Street Flood Study	0	500,000
Subtotal by Funding Source			100,000	500,000
Total			\$600,000	

Storm Drain Improvement Projects

Summary of Project Funding Sources FY 2025-26

Pg.	No.	Project Name	Storm Drain General Fund	Storm Drain Fund	No Funding Source
384	3709	Dempsey Road Storm Drain Replacement	0	0	0
386	3711	BART Project - Storm Improvements	0	0	0
388	3714	Flap Gate Replacement	0	0	0
390	3715	Storm Drain System Rehabilitation	0	0	0
392	3718	Storm Supervisory Control & Data Acquisition	0	0	0
394	3719	On-Call Storm Maintenance & Repair Services	0	0	0
396	New	Main Street Flood Study	0	0	0
Subtotal by Funding Source			0	0	0
Total			\$0		

Summary of Project Funding Sources FY 2026-27

Pg.	No.	Project Name	Storm Drain General Fund	Storm Drain Fund	No Funding Source
384	3709	Dempsey Road Storm Drain Replacement	0	0	0
386	3711	BART Project - Storm Improvements	0	0	0
388	3714	Flap Gate Replacement	400,000	0	0
390	3715	Storm Drain System Rehabilitation	0	0	0
392	3718	Storm Supervisory Control & Data Acquisition	0	0	0
394	3719	On-Call Storm Maintenance & Repair Services	0	0	0
396	New	Main Street Flood Study	0	0	0
Subtotal by Funding Source			400,000	0	0
Total			\$400,000		

Storm Drain Improvement Projects

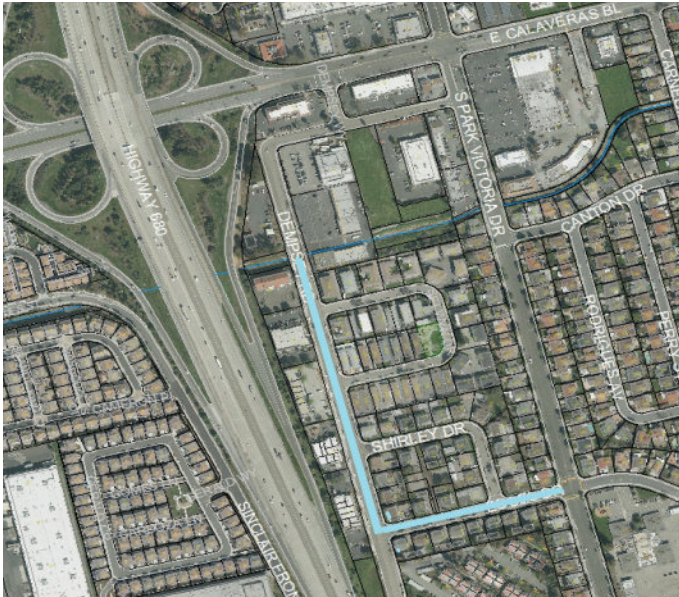
Summary of Project Funding Sources FY 2027-28

Pg.	No.	Project Name	Storm Drain General Fund	Storm Drain Fund	No Funding Source
384	3709	Dempsey Road Storm Drain Replacement	0	0	0
386	3711	BART Project - Storm Improvements	0	0	0
388	3714	Flap Gate Replacement	0	0	0
390	3715	Storm Drain System Rehabilitation	0	0	0
392	3718	Storm Supervisory Control & Data Acquisition	0	0	0
394	3719	On-Call Storm Maintenance & Repair Services	0	0	0
396	New	Main Street Flood Study	0	0	0
Subtotal by Funding Source			0	0	0
Total			\$0		

Summary of Project Funding Sources FY 2028-29

Pg.	No.	Project Name	Storm Drain General Fund	Storm Drain Fund	No Funding Source
384	3709	Dempsey Road Storm Drain Replacement	0	0	0
386	3711	BART Project - Storm Improvements	0	0	0
388	3714	Flap Gate Replacement	0	0	0
390	3715	Storm Drain System Rehabilitation	0	0	0
392	3718	Storm Supervisory Control & Data Acquisition	0	0	0
394	3719	On-Call Storm Maintenance & Repair Services	0	0	0
396	New	Main Street Flood Study	0	0	0
Subtotal by Funding Source			0	0	0
Total			\$0		

Dempsey Road Storm Drain Replacement



Category:	Storm Drain Improvement
City Council Priority:	Governance and Administration
Project Location:	Dempsey Road
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Project Closure
Estimated Schedule	
Design:	—
Construction:	—
Recurring Project:	No

Description

The project provides for the design and construction to increase capacity of the existing storm drain system in Dempsey Road and Edsel Dr. as recommended in the Storm Drain Master Plan, dated October 21, 2021. The existing storm drain main is undersized from South Park Victoria and Los Coches Creek. The project will require a Regional Water Quality Control Board (RWQCB) permit for the construction of new outfall and check valves in Los Coches Creek.

Notes

Public Works has reprioritized the importance of this project and reallocated the available funding to other higher priority projects.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$1,401,000

7/1/2014

Dempsey Road Storm Drain Replacement

Project No. 3709

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	330,000	0	0	0	0	0	330,000
Administration	150,000	0	0	0	0	0	150,000
Inspection	100,000	0	0	0	0	0	100,000
Improvements	1,080,000	0	0	0	0	0	1,080,000
TOTAL	\$1,660,000	\$0	\$0	\$0	\$0	\$0	\$1,660,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Storm Drain Fund	1,660,000	0	0	0	0	0	1,660,000
TOTAL	\$1,660,000	\$0	\$0	\$0	\$0	\$0	\$1,660,000

Finance Notes

In FY2019-20, \$600k of prior year funding from General Government CIP Fund revised to Storm Drain Fund.
 City Council 6/4/2020 - \$1.43M in prior years funding from the General Government CIP Fund was defunded to address the projected shortfalls in the General Fund.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

BART Project - Storm Improvements



Category: Storm Drain Improvement

City Council Priority: Transportation and Transit

Project Location: Milpitas BART

Managing Department: Public Works - Engineering

Contact Person: Matt Cano [3012]/
Roberto Alonzo [3316]

Project Stage: Project Closeout

Estimated Schedule

Design: Completed

Construction: Completed

Recurring Project: No

Description

The project provides for the relocation of existing storm drain pipelines and utilities along the BART corridor. The work is to be completed by VTA's contractor. The City has identified additional storm drain improvements to be completed as part of the BART utility relocation work and to be reimbursed by the City.

Notes

VTA has completed construction and City Council initially accepted the improvements on December 3, 2019. City is anticipating to reimburse VTA in 2024 after right-of-way acquisition is completed.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$33,000

7/1/2011

BART Project - Storm Improvements

Project No. 3711

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	33,000	0	0	0	0	0	33,000
TOTAL	\$33,000	\$0	\$0	\$0	\$0	\$0	\$33,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Storm Drain Fund	33,000	0	0	0	0	0	33,000
TOTAL	\$33,000	\$0	\$0	\$0	\$0	\$0	\$33,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Flap Gate Replacement



Category:	Storm Drain Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide Creeks
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
Project Stage:	Design
Estimated Schedule	
Design:	2024-2026
Construction:	2026-2027
Recurring Project:	Yes

Description

This project provides for the assessment, design, and installation of City flap gates, check valves, and outfalls located in all creeks within the City.

Notes

Public Works is to retain a consultant to complete the technical memo in FY2023-24 and design in FY2025-26 for the Penitencia Stormwater Pump Station and Hall Lagoon Improvements project. Planned funding request in FY2026-27 is for the installation of the improvements.

Flap Gate Replacement

Project No. 3714

Uncommitted Balance as of 1/31/2024	Council Approval
\$471,000	7/1/2013

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	50,000	0	0	0	0	0	50,000
Administration	30,000	0	0	0	0	0	30,000
Improvements	420,000	0	0	400,000	0	0	820,000
TOTAL	\$500,000	\$0	\$0	\$400,000	\$0	\$0	\$900,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Storm Drain Fund	500,000	0	0	0	0	0	500,000
Storm Drain General Fund	0	0	0	400,000	0	0	400,000
TOTAL	\$500,000	\$0	\$0	\$400,000	\$0	\$0	\$900,000

Finance Notes

City Council 6/4/2020 - \$75K in prior years funding from Storm Drain Fund was defunded for other projects in FY 2020-21.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Storm Drain System Rehabilitation

PROJECT NO.

3715



Category:	Storm Drain Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
Project Stage:	Construction
Estimated Schedule	
Design:	Completed
Construction:	2023-2025
Recurring Project:	Yes

Description

This project provides for the design and improvements of the City's storm drain systems due to insufficient capacity and aging infrastructure. Work will include improvements to pumps, electrical and mechanical systems at pump stations, and improvements of City-owned creeks and drainage ditches. Work will be programmed based on the new Storm Drain Master Plan and Urban Runoff Program requirements.

Notes

In FY2022-23, Public Works completed repairs to the pump at Manor Storm Pump Station and sump pump at PD and Wrigley-Ford Creek sediment evaluation. On 12/5/2023, the PW Director declared an emergency for the replacement of the storm drain pipe on Evans Road and rehabilitation of the weir and riprap in Piedmont Creek at Piedmont Road which were completed in March 2024. Workplan in FY2023-24 is to start the improvement of the wet well and installation of the liner in the concrete drainage ditch behind Friendly Village Mobilehome Park and replacement of the fuel piping at McCarthy Pump Station.

Uncommitted Balance
as of 1/31/2024

\$1,460,000

Council
Approval

7/1/2016

Storm Drain System Rehabilitation

Project No. 3715

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	100,000	0	0	0	0	0	100,000
Administration	608,000	0	0	0	0	0	608,000
Inspection	50,000	0	0	0	0	0	50,000
Improvements	1,858,410	0	0	0	0	0	1,858,410
TOTAL	\$2,616,410	\$0	\$0	\$0	\$0	\$0	\$2,616,410

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Storm Drain General Fund	558,000	0	0	0	0	0	558,000
Storm Drain Fund	2,058,410	0	0	0	0	0	2,058,410
TOTAL	\$2,616,410	\$0	\$0	\$0	\$0	\$0	\$2,616,410

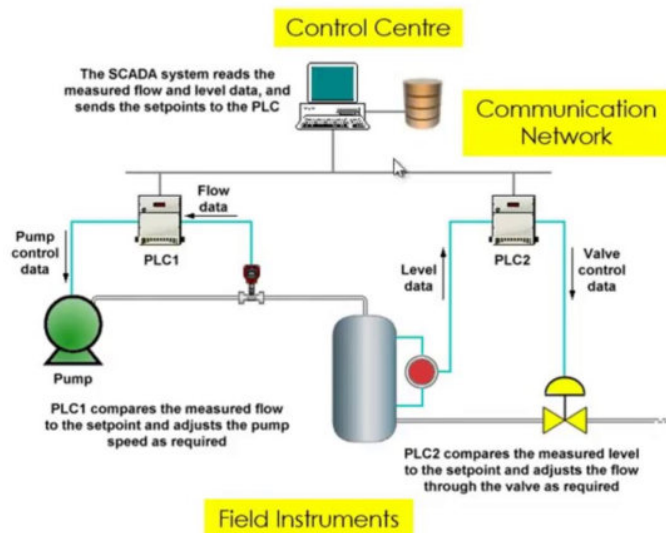
Finance Notes

In FY2019-20, \$400k of prior year funding from General Government CIP Fund revised to Storm Drain Fund.
 City Council 11/17/2020: Budget Appropriation of \$1,366,590 in prior years funding from Storm Drain Fund was defunded for Storm Supervisory Control & Data acquisition Project No. 3718.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Storm Supervisory Control & Data Acquisition



Category:	Storm Drain Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
Project Stage:	Project Closeout
Estimated Schedule	
Design:	Completed
Construction:	Completed
Recurring Project:	No

Description

This project provides for the installation of Supervisory Control and Data Acquisition (SCADA) to the City's storm drain infrastructure. Currently, Public Works relies on unsophisticated alarms at limited locations and customer complaints to become aware of storm drain system issues. City staff then must investigate the issues at the location and implement corrective action which may prolong a system shutdown. SCADA allows operations to control, monitor, and maintain the storm drain system more efficiently to help with making decisions and mitigate downtime. It provides for real-time data of wet well levels and pump operational status to be used to identify operational problems. It also allows for remote monitoring to interact with sensors, valves, pumps, and motors to implement corrective actions when there is a system problem.

Notes

On 11/17/2020, City Council approved an agreement with Engie Service Inc. for the implementation of energy and water conservation measures. The project was completed in 2024. The project includes the replacement of system controls at Oak Creek, McCarthy, and Murphy pump stations.

Uncommitted Balance
as of 1/31/2024Council
Approval**Storm Supervisory Control & Data Acquisition**

Project No. 3718

\$0**7/1/2015****Estimated Cost**

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	200,000	0	0	0	0	0	200,000
Improvements	2,216,590	0	0	0	0	0	2,216,590
TOTAL	\$2,416,590	\$0	\$0	\$0	\$0	\$0	\$2,416,590

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Storm Drain Fund	2,416,590	0	0	0	0	0	2,416,590
TOTAL	\$2,416,590	\$0	\$0	\$0	\$0	\$0	\$2,416,590

Finance Notes

City Council 11/17/2020: Budget Appropriation of \$2,216,590 from Storm Drain Fund.

Operating Impact Notes

This project is anticipated to impact operating expenses in future years. As the scope of this project is better defined through the design process, operating impacts will be reviewed and adjustments may be brought forward in future budgets.

On-Call Storm Maintenance & Repair Services

PROJECT NO.

3719



Category:	Storm Drain Improvement
City Council Priority:	Governance and Administration
Project Location:	Citywide
Managing Department:	Public Works - Operations
Contact Person:	Christian Di Renzo [2602]/ Elaine Marshall [2603]
Project Stage:	Construction
Estimated Schedule	
Design:	Ongoing
Construction:	Ongoing
Recurring Project:	Yes

Description

This project provides for on-call maintenance and repair services of all City storm infrastructure, assets, and appurtenances. Work may include, but is not limited to, repair and replacement of electrical and mechanical systems (VFD & generators), motors and pumps, pipelines, aboveground/underground storage tanks, and other related improvements. All work will be performed on a priority and funding availability basis.

Notes

Funding request in FY2024-25 is for on-call maintenance and repair contracts related to the city's storm drain infrastructure.

Uncommitted Balance
as of 1/31/2024Council
Approval

\$13,000

7/1/2020

On-Call Storm Maintenance & Repair Services

Project No. 3719

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Improvements	145,000	100,000	0	0	0	0	245,000
TOTAL	145,000	100,000	0	0	0	0	245,000

Funding Source

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
General Government CIP Fund	145,000	0	0	0	0	0	145,000
Storm Drain General Fund	0	100,000	0	0	0	0	100,000
TOTAL	145,000	100,000	0	0	0	0	245,000

Finance Notes

City Council 2/15/2022 - Mid-Year Budget Appropriation of \$145k in prior year funding from Storm Drain Fund was replaced with General Government CIP Funds.

Operating Impact Notes

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.

Main Street Flood Study

PROJECT NO.

New



Category:	Storm Drain Improvement
City Council Priority:	Governance and Administration
Project Location:	Main Street
Managing Department:	Public Works - Engineering
Contact Person:	Michael Silveira [3303]/ Lyhak Eam [3349]
Project Stage:	Assessment
Estimated Schedule	
Design:	2024-2025
Construction:	—
Recurring Project:	No

Description

This project provides for assessment of the flooding that occurs on Main Street under 237 overpass due to Wrigley Ford Creek.

Notes

Funding request in FY2024-25 is to retain a consultant to conduct the assessment of the flooding.

Main Street Flood Study

Project No. New

Uncommitted Balance as of 1/31/2024	Council Approval
\$0	7/1/2024

Estimated Cost

Phase	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Design	0	400,000	0	0	0	0	400,000
Administration	0	100,000	0	0	0	0	100,000
TOTAL	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000

Funding Source

	Prior Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Total
Storm Drain Fund	0	500,000	0	0	0	0	500,000
TOTAL	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000

Finance Notes**Operating Impact Notes**

There are no additional operating impacts anticipated from this project. Any additional maintenance costs that occur will be absorbed within the annual maintenance operating budget.



Planned Projects Without Funding

"Planned Projects Without Funding" section identifies long-term infrastructure needs in the City. These projects are not included within the 5-year Capital Budget and are considered as lower priority, funding is not available, or have an implementation schedule of 6 years and beyond. Projects will be considered annually to move within the 5-year budget cycle based on project priority and available funding.

Project Categories	Ex. Infrastructure Repair/Replacement Backlog	New Infrastructure	Total
Community Improvement	\$57,600,000	\$19,700,000	\$77,300,000
Park Improvement	\$4,700,000	\$63,200,000	\$67,900,000
Street Improvement	\$9,000,000	\$99,600,000	\$108,600,000
Water Improvement	\$52,900,000	\$0	\$52,900,000
Sewer Improvement	\$61,600,000	\$0	\$61,600,000
Storm Drain Improvement	\$57,800,000	\$0	\$57,800,000
Total	\$243,600,000	\$182,500,000	\$426,100,000

Planned Projects Without Funding

Community Improvements

Fire Station No. 1 Building and Site Improvement	Estimated Cost: \$7.0 M
This project provides for the building and site improvements at the FS No. 1. The mechanical, lighting, roof, and windows systems, and site pavement have reached the end of their service life.	Project added to the CIP on July 1, 2020
Computer Aided Dispatch Replacement	Estimated Cost: \$3.0M
The project provides for the design and replacement of the Computer Aided Dispatch that exceed its service life	Projected added to the CIP on July 1, 2023
PD/PW Building Improvements	Estimated Cost: \$26.6 M
This project provides for the design and construction of improvements at the PD/PW facility. Various elements of the building and warehouses have reached the end of their service life or are not in code compliance.	Project added to the CIP on July 1, 2020
Performing Arts Center	Estimated Cost: \$0.5 M
This project provides for the evaluation of land acquisition and financing for a future facility, and conceptual designs and renderings of a Performing Arts Center based on the Feasibility Study.	Project added to the CIP on July 1, 2020
Fire Station No. 3 Replacement	Estimated Cost: \$20.0 M
This project provides for the design and construction of a new Fire Station No. 3 which has reached the end of its service life.	Project added to the CIP on July 1, 2016
Police Firearms Range Improvements	Estimated Cost: \$1.0M
This project provides for the improvement of Police Firearms Range located in Alameda County.	Project added to the CIP on July 1, 2024
Energy Management System Upgrades at PD/PW Building & City Hall	Estimated Cost: \$3.0M
This project provides for the replacement and upgrades of Energy Management System (EMS) at City Hall and PD/PW Building.	Project added to the CIP on July 1, 2021
Metro Community Facility Building	Estimated Cost: \$16.2M
This project provides for the design and construction of a new satellite community center/recreation facility within the Milpitas Metro Specific Plan area.	Project added to the CIP on July 1, 2019
Railroad Quiet Zone Feasibility Study	Estimated Cost: \$300k
The project provides for a feasibility study of Railroad Quiet Zone along portions of the UPRR Warm Springs corridor within City of Milpitas.	Projected added to the CIP on July 1, 2021

Park Improvements

Higuera Adobe Caretaker Cottage Renovation This project provides for the interior and exterior restoration of the Higuera Adobe Park caretaker cottage.	Estimated Cost: \$0.2M Project added to the CIP on July 1, 2016
Ben Rogers Park Renovation This project provides for the design and construction of improvements at Ben Rogers Park. Improvements may include picnic and playground areas, ADA access and pathways, pedestrian lighting, irrigation and landscaping, site furnishing replacement, and restroom installation.	Estimated Cost: \$4.5M Project added to the CIP on July 1, 2017
Calle Oriente Park Improvements This project provides for the design and construction of improvements at Calle Oriente Park. Improvements may include landscape and irrigation renovation and site lighting replacement.	Estimated Cost: \$460k Project added to the CIP on July 1, 2022
Calaveras Ridge Park This project provides for the design and construction of a new park on a City-owned parcel on Calaveras Ridge Drive. The park may include ADA pathways, landscaping, irrigation, picnic areas and interpretive displays improvements.	Estimated Cost: \$1.7M Project added to the CIP on July 1, 2018
Cardoza Park Improvements This project provides for the design and construction of improvement at Cardoza Park. Improvements may include picnic areas, ADA access and pathways, irrigation and landscaping, site furnishing replacement, and restroom renovation.	Estimated Cost: \$340k Project added to the CIP on July 1, 2022
Dixon Landing Park Renovation This project provides for the design and construction of improvements at Dixon Landing Park. Improvements may include picnic and playground areas, irrigation and landscaping, site furnishing replacement, parking lot improvements, sport court and field upgrades, and restroom renovation.	Estimated Cost: \$4.1M Project added to the CIP on July 1, 2017
Foothill Park Renovation This project provides for the design and construction of improvements at Foothill Park. Improvements may include picnic and playground areas, ADA access and pathways, pedestrian lighting, irrigation and landscaping, and restroom renovation.	Estimated Cost: \$2.7M Project added to the CIP on July 1, 2017
Hall Memorial Renovation This project provides for the design and construction of improvements at Hall Memorial Park. Improvements may include picnic and playground areas, ADA access and pathways, pedestrian lighting, irrigation and landscaping, utilities, site furnishing replacement, parking lot improvements, sport court upgrades, and restroom renovation.	Estimated Cost: \$5.0M Project added to the CIP on July 1, 2022

Planned Projects Without Funding

Park Improvements (continued)

Hidden Lake Park Renovation This project provides for the design and construction of improvements at Hidden Lake Park. Improvements may include picnic areas, ADA access, pathways, lighting, irrigation, landscaping and shade tree installation.	Estimated Cost: \$1.9M Project added to the CIP on July 1, 2017
Hillcrest Park Renovation This project provides for the design and construction of improvement at Hillcrest Park. Improvements may include open space and picnic areas, ADA access and pathways, pedestrian lighting, irrigation and landscaping, utility improvements, site furnishing replacement, and restroom installation.	Estimated Cost: \$2.8M Project added to the CIP on July 1, 2022
John McDermott Park Improvements This project provides for the design and construction of improvement at John McDermott Park. Improvements may include open space, picnic, and playground areas, irrigation and landscaping, site furnishing replacement, and restroom renovation.	Estimated Cost: \$520k Project added to the CIP on July 1, 2022
Milpitas Sports Center Complex Improvements This project provides for the design and construction of improvements at Milpitas Sport Center Complex. Improvements may include ADA and vehicular access and pathways, storm drainage improvements, irrigation and landscaping, sport field amenities and site furnishing replacement.	Estimated Cost: \$3.5M Project added to the CIP on July 1, 2020
Murphy Park Renovation This project provides for the design and construction of improvements at Murphy Park. Improvements may include open space and picnic areas, ADA access and pathways, pedestrian lighting, irrigation and landscaping, utility improvements, site furnishing replacement, and restroom renovation.	Estimated Cost: \$4.8M Project added to the CIP on July 1, 2009
Oliver W. Jones Memorial Park Renovation This project provides for the design and construction of improvements at Oliver W. Jones Memorial Park. Improvements may include open space and picnic areas, ADA access and pathways, pedestrian lighting, irrigation and landscaping, utility improvements, site furnishing replacement, and restroom installation.	Estimated Cost: \$1.9M Project added to the CIP on July 1, 2022
Parc Metro Central Park Improvements This project provides for the design and construction of improvements at Parc Metro Central Park. Improvements may include open space and playground areas, irrigation and landscaping, and site furnishing replacement.	Estimated Cost: \$370k Project added to the CIP on July 1, 2022
Parc Metro East Park Improvements This project provides for the design and construction of improvements at Parc Metro East Park. Improvements may include open space and playground areas, irrigation and landscaping, site furnishing replacement, and restroom renovation.	Estimated Cost: \$580k Project added to the CIP on July 1, 2022

Park Improvements (continued)

Parc Metro West Park Improvements	Estimated Cost: \$950k
This project provides for the design and construction of improvements at Parc Metro West Park. Improvements may include open space and playground areas, irrigation and landscaping, and site furnishing replacement.	Project added to the CIP on July 1, 2022
Pecot (Bob) Park Improvements	Estimated Cost: \$630k
This project provides for the design and construction of improvements at Pecot Park. Improvements may include ADA access and pathway, irrigation and landscaping, and installation and replacement of site furnishing.	Project added to the CIP on July 1, 2022
Pinewood Park Improvements	Estimated Cost: \$180k
This project provides for the design and construction of improvements at Pinewood Park. Improvements may include restroom renovation and playground area.	Project added to the CIP on July 1, 2022
Rose Garden with Children's Memorial	Estimated Cost: \$300k
This project provides for the design and construction of a Rose Garden at a suitable location. Work includes landscaping, irrigation, hardscaping, children memorial monument, and community outreach.	Project added to the CIP on July 1, 2022
Selwyn Park Improvements	Estimated Cost: \$800k
This project provides for the design and construction of improvements at Selwyn Park. Improvements may include picnic and playground areas, irrigation and landscaping, and site furnishing replacement.	Project added to the CIP on July 1, 2022
Peter D. Gill Park Renovation	Estimated Cost: \$4.0M
This project provides for the design and construction of improvements at Peter D. Gill Memorial Park. Improvements may include open space, picnic, and playground areas, irrigation and landscaping, site furnishing replacement, parking lot improvements, sport court and field upgrades, and restroom renovation.	Project added to the CIP on July 1, 2017
Robert E. Browne Park Renovation	Estimated Cost: \$3.6M
This project provides for the design and construction of improvements at Robert E. Browne Park. Improvements may include open space, picnic, and playground areas, ADA access and pathway, pedestrian lighting, utilities, irrigation and landscaping, site furnishing replacement, sport court upgrades, and restroom installation.	Project added to the CIP on July 1, 2017
Sinnott Park Renovation	Estimated Cost: \$5.7M
This project provides for the design and construction of improvements at Sinnott Park. Improvements may include open space, playground, and picnic areas, ADA access and pathways, pedestrian lighting, irrigation and landscaping, utility improvements, site furnishing replacement, install sport court, and restroom upgrades.	Project added to the CIP on July 1, 2015

Planned Projects Without Funding

Park Improvements (continued)

Starlite Park Renovation This project provides for the design and construction of improvements at Starlite Park. Improvements may include open space, playground, and picnic areas, ADA access and pathways, irrigation and landscaping, utility improvements, site furnishing replacement, and restroom renovation.	Estimated Cost: \$3.8M Project added to the CIP on July 1, 2015
Sunnyhills Albert Augustine Jr. Memorial Park Renovation This project provides for the design and construction of improvements at Sunnyhills Albert Augustine J. Memorial Park. Improvements may include open space, playground, and picnic areas, ADA access and pathways, pedestrian lighting, irrigation and landscaping, utility improvements, site furnishing replacement, parking lot improvements, and restroom upgrades.	Estimated Cost: \$5.6M Project added to the CIP on July 1, 2022
Strickroth Park Renovation This project provides for the design and construction of improvements at Strickroth Park. Improvements may include open space, playground, and picnic areas, ADA access and pathways, pedestrian lighting, irrigation and landscaping, utility improvements, site furnishing replacement, parking lot improvements, and restroom installation.	Estimated Cost: \$5.0M Project added to the CIP on July 1, 2022
Tom Evatt Park Improvements This project provides for the design and construction of improvements at Tom Evatt Park. Improvements may include playground areas, irrigation and landscaping, and site furnishing replacement.	Estimated Cost: \$270k Project added to the CIP on July 1, 2022
Sport Center Synthetic Fields Replacement This project provides for replacement of the football and soccer synthetic fields at the Sports Center Complex which was installed in 2016. Life expectancy field is approximately 15 years.	Estimated Cost: \$1.7M Project added to the CIP on July 1, 2021

Street Improvements

Traffic Signal Installation This project provides for the design and construction of a new traffic signal system. Possible locations include Milpitas Blvd. & Tramway Dr., S. Park Victoria Dr. & Mt. Shasta Ave., N. Park Victoria Dr. & Kennedy Dr., and elsewhere.	Estimated Cost: \$0.7M Project added to the CIP on July 1, 2008
Trail Amenity Improvements This project provides for the design and construction of trail head amenities in the short term as identified as high priority and feasibility category in the adopted Trail, Pedestrian, and Bicycle Master Plan, dated May 2022.	Estimated Cost: \$3.9M Project added to the CIP on July 1, 2023
Montague Expressway Widening - West This project provides for the City's fair share contribution to the County for streetscape improvements and widening the road on Montague Expy from Great Mall Pkwy to S. Main St. The fair share goal from TASP Impact Fees for streetscape and widening improvement is estimated at \$12.3M (DB#6) and \$7.9M (DB#2), respectively.	Estimated Cost: \$20.2M Project added to the CIP on July 1, 2019
Railroad Ct. Bridge Replacement This project provides for the design and replacement of the vehicle bridge at Railroad Court as recommended in Bridge Preventative Maintenance Program report dated April 20, 2022 at Cornerstone.	Estimated Cost: \$5.0M Project added to the CIP on July 1, 2023
Gill Park Pedestrian Bridge Replacement This project provides for the design and replacement of 4 pedestrian bridge over Tularcitos Creek at Canada Dr., Alcosta Dr., Pacheco Dr., and Terra Bella adjacent to Gill Park as recommended in Bridge Preventative Maintenance Program report dated April 20, 2022 at Cornerstone.	Estimated Cost: \$4.0M Project added to the CIP on July 1, 2023
Pedestrian Short Term Improvements This project provides for the design and construction of pedestrian improvements in the the short term as identified as high priority and feasibility category in the adopted Trail, Pedestrian, and Bicycle Master Plan, dated May 2022.	Estimated Cost: \$54.7M Project added to the CIP on July 1, 2023
Linear Bikeway Short Term Improvements This project provides for the design and construction of linear bikeway improvements in the short term as identified as high priority and feasibility category as recommended in the adopted Trail, Pedestrian, and Bicycle Master Plan, dated May 2022.	Estimated Cost: \$11.5M Project added to the CIP on July 1, 2023
Bicycle Short Term Improvements This project provides for the design and construction of bicycle improvements in the short term as identified as high priority and feasibility category as recommended in the adopted Trail, Pedestrian, and Bicycle Master Plan, dated May 2022.	Estimated Cost: \$1.1M Project added to the CIP on July 1, 2023
Traffic Safety Improvements This project provides for the design and construction of traffic safety improvements at 25 locations identified in the adopted Travel Safety Plan dated December 2023.	Estimated Cost: \$7.5M Project added to the CIP on July 1, 2024

Planned Projects Without Funding

Water Improvements

Asset Renewal and Replacement Program This project provides for assessment, renewal, improvement, or replacement of the City's aging water infrastructure as recommended per the adopted Water Master Plan Update, dated June 2021.	Estimated Cost: \$43.0M Project added to the CIP on July 1, 2023
Fire Flow Improvements This project provides for the design and construction of upsizing several water mains, installation of backup generator and installation of PRV to improvement water system for fire flow as recommended per the adopted Water Master Plan Update, dated June 2021.	Estimated Cost: \$3.9M Project added to the CIP on July 1, 2023
Curtis Well Facility This project provides for the design and construction of the facility for Curtis Well as recommended per the adopted Water Master Plan Update, dated June 2021.	Estimated Cost: \$6.0M Project added to the CIP on July 1, 2023

Sewer Improvements

Sanitary Sewer CCTV Inspections & Improvements This project provides for Closed-Circuit Television (CCTV) inspection of medium to extreme risk 24-inch diameter or greater sewer pipelines and to repair defects discovered during the inspection as recommended per the adopted Sewer Master Plan, dated August 2022.	Estimated Cost: \$44.6M Project added to the CIP on July 1, 2023
Sanitary Sewer Pipeline Improvements This project provides for the design and construction of sewer pipe segments with significant defects and considered extreme risk with the greatest likelihood of deterioration and the highest consequence of failure as recommended per the adopted Sewer Master Plan, dated August 2021.	Estimated Cost: \$17.0M Project added to the CIP on July 1, 2023

Storm Drain Improvements

Channel and Lagoon Dredging This project provides for the removal of debris and deposited soil from City-owned channels and lagoons. The City owns the channel that parallels I-880 from Redwood Avenue to California Circle and lagoons at Hidden Lake, Hall, and California Circle.	Estimated Cost: \$1.5 M Project approved by City Council June 2, 2019
Penitencia Pump Station Replacement This project provides for the design and replacement of the Penitencia Pump Station located at Hall Memorial Park as recommend in the adopted Master Plan, dated October 22, 2021.	Estimated Cost: \$10.0 M Project added to the CIP on July 1, 2012
Jurgens Pump Station Replacement This project provides for the design and replacement of Jurgens Pump Station as recommend in the adopted Master Plan, dated October 22, 2021.	Estimated Cost: \$15.0 M Project added to the CIP on July 1, 2017
Storm Drain Pipeline Capacity Improvements - High Priority This project provides for the design and construction of storm drain pipelines to increase capacity as identified as high priority in the adopted Master Plan, dated October 22, 2021.	Estimated Cost: \$15.8 M Project added to the CIP on July 1, 2023
Storm Drain Pipeline Capacity Improvements - Low Priority This project provides for the design and construction of storm drain pipelines to increase capacity and creek maintenance as identified as low priority in the adopted Master Plan, dated October 22, 2021.	Estimated Cost: \$12.4 M Project added to the CIP on July 1, 2023
Storm Drain Pipeline Extension Improvements This project provides for the design and construction of storm drain pipeline extension as identified in the adopted Master Plan, dated October 22, 2021.	Estimated Cost: \$0.5 M Project added to the CIP on July 1, 2023
Storm Drain Pump Station Improvements This project provides for the design and construction of improvements at Abbott, Murphy, Oak, and Spence pump stations as identified in the adopted Master Plan, dated October 22, 2021.	Estimated Cost: \$2.6 M Project added to the CIP on July 1, 2023



Funding Source Definitions

The basic accounting and reporting entity for a City is a fund. A fund is "an independent fiscal and accounting entity used to record all financial transactions related to the specific purpose for which the fund was created". Funds are established for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions, or limitations.

- **2005 Community Facility District Fund (237)** – was established to account for special taxes collected within the district to provide park maintenance and street landscape maintenance services, public safety.
- **2008 Community Facility District Fund (238)** – was established to account for special taxes collected within the district to provide park maintenance and street landscape maintenance services, public safety.
- **Bond** – is a debt security issued to finance capital expenditures, including the construction of roads, bridges, buildings, utilities, or other Capital Improvements. Restricted use.
- **Calaveras Widening Impact Fee (315)** - was established to collect fees from developers for the Calaveras Widening Impact Fee.
- **Community Benefit Fund (215)** – was established to account for fees collected from developers to fund Community Public Benefits.
- **Community Planning Fees (214)** – was established to account for fees collected to fund the General Plan update, zoning ordinance update and other long-range planning documents.
- **Equipment Replacement Fund (500)** – was established to account and finance for the replacement of equipment used by City departments and the maintenance of computer systems on a cost reimbursement basis.
- **General Fund** - is the chief operating fund of the City and to accounts for all financial resources except those required to be accounted for in another fund.
- **General Government CIP Fund (330)** – was established to account for construction and maintenance of most CIPs funded by the General Government Fund. Restricted to government related projects.
- **Gas Tax Fund (221)** – was established to account for the City's share of state gasoline taxes which are restricted for use on construction and maintenance of the street system in Milpitas. Restricted to construction and maintenance of streets.
- **Grants/Reimbursements/Developer Fees** – fund includes miscellaneous grant funding, developer fees, and reimbursements.
- **Information Technology Fund (505)** - was established to account the replacement of computer equipment used by City departments.
- **Lighting and Landscape Maintenance District Fund (235 & 236)** – was established to fund replacement and refurbishment of District improvements including landscaping, walls, and lighting. Restricted for use on District infrastructure.
- **Lease Revenue** – revenue source issued to finance capital expenditures, including network systems or other Capital Improvements. Restricted use.
- **Measure B Fund (222)** – Santa Clara County voters approved 2016 Measure B in November 2016 to enact a 30-year, half-cent countywide sales tax to fund improvements to transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets). Over the next 30 years, 2016 Measure B is anticipated to generate \$6.3 billion.

- **Midtown Park Improvement Fund (322)** – fees collected from developers to pay for Midtown Park related park improvements. Restricted to Midtown park area.
- **Park Improvement Fund (320)** – was established to fund construction of City parks and infrastructure. Financing is provided by a special park in lieu fee imposed on private development projects.
- **Permit Automation Fund (506)** – was established to finance replacement of equipment and permitting systems used by City departments. Fund restricted to permit automated related expenditures.
- **Public Art Fund (213)** – was established to account for construction or acquisition of public art to expand opportunities for the City of Milpitas' citizens to experience public art and enhance the quality of life in the community. The City dedicates 1.5% of eligible projects within the annual Capital Improvement Project expenditures to the acquisition and installation of public art. The expenditures will include, but are not limited to, the cost of public art, its installation, maintenance and repair of artwork funded by this fund.
- **SB-1 RMRA (225)** – California Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. This legislative package invests \$54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts funds toward transit and safety. Funds will be split equally between State and local investments.
- **Sewer Fund** – was established to provide sewer services to the residents of the City. All activities necessary to provide such services are accounted for in this fund, including, but not limited to, administration, operations, capital improvements, maintenance, financing and related debt service, and billing and collection.
- **Sewer Infrastructure Fund (455)** – funds set aside to replace aging infrastructure for sewer related projects.
- **Sewer Treatment Fund (452)** – funded from fees collected from developers connecting to the Sewer System. Restricted to sewer related projects.
- **Street Improvement Fund (310)** – was established to account for the construction and maintenance of the street system. Financing may be from state and federal grants. May be restricted.
- **Storm Drain Fund (340)** – was established to account for the construction of City storm drains. Financing is partially provided by fees imposed on developments
- **Storm Drain General Fund (342)** - was established to account for General Fund contribution for construction and repair of storm drain infrastructure.
- **Transit Area Impact Fee Fund (350)** – was established to account for the financing and construction activities of infrastructure in the Transit Area Specific Plan.
- **Water Fund** – was established to provide water services to the residents of the City. All activities necessary to provide such services are accounted for in this fund, including, but not limited to, administration, operations, capital improvements, maintenance, and billing and collection.
- **Water Line Extension Fund (402)** – fees collected from developers connecting to the Water System. Restricted to water related projects.
- **Water Capital Surcharge (405)** – funded from revenue collected from water rates for use on water related projects.
- **Vehicle Registration Fee (314)** – was established to account for Vehicle Registration fees received from the County of Santa Clara. Restricted to construction and maintenance of streets.
- **No Funding Source** – No funding source has been identified.

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Abbreviations

AB	Assembly Bill	DPW	Department of Public Works
ABAG	Association of Bay Area Governments	Dr.	Drive
ac	Acres	DSA	Division of the State Architect
AC	Asphalt Concrete	E.	East
ACAMS	Access Control and Alarm Monitoring System	EIR	Environmental Impact Report
ACOE	Army Corp of Engineers	EOC	Emergency Operations Center
ADA	Americans with Disabilities Act	EPA	Environmental Protection Agency
ALPRs	Automated License Plate Readers	Expwy	Expressway
Ave.	Avenue	FCC	Federal Communications Commission
BAAQMD	Bay Area Air Quality Management District	FD	Fire Department
BART	Bay Area Rapid Transit	FEMA	Federal Emergency Management Admin
Blvd.	Boulevard	FF&E	Furnishings, Fixtures, & Equipment
CAD	Computer Aided Design	FSAS	Fire Station Alert System
Caltrans	California Department of Transportation	FY	Fiscal Year
CAP	Climate Action Plan	GHG	Greenhouse Gas
CATV	Cable Television	GIS	Geographic Information System
CCPI	California Consumer Price Index	Gov.	Government
CCTV	Closed-Circuit Television	GPS	Global Positioning System
CDBG	Community Development Block Grant	Haz Mat	Hazardous Materials
CEQA	California Environmental Quality Act	HOV	High-Occupancy Vehicle
CFD	Community Facilities District	HVAC	Heating, Ventilating and Air Conditioning
CIP	Capital Improvement Program	I	Interstate
CMMS	Computerized Maintenance Management System	ID	Identification
CMO	City Manager's Office	IT	Information Technology
COPS	Citizen Options for Public Safety Grant	Imprv.	Improvement
CPI	Consumer Price Index	k	Thousand
CRK	Creek	LAFCO	Local Agency Formation Commission
Ct.	Court	LED	Light-Emitting Diode
DB#	Basic Infrastructure Program Identification Number in Milpitas Transit Area Infrastructure Financing technical report dated June 2008 by EPS	LID	Local Improvement District
DG	Decomposed Granite	LLMD	Light & Landscape Maintenance District
DHS	Department of Health Service	LRT	Light Rail Transit

Abbreviations (continued)

M	Million
MRP	Municipal Regional Stormwater Permit
MSC	Milpitas Sports Center
MUSD	Milpitas Unified School District
N.	North
NFPA	National Fire Protection Association
No.	Number
Nos.	Numbers
O&M	Operating and Maintenance
OBAG	One Bay Area Grant
OES	Office of Environmental Services
OSHA	Occupational Safety and Health Admin
PC	Planning Commission
PD	Police Department
Ped.	Pedestrian
PG&E	Pacific, Gas, & Electric
Pkwy	Parkway
PMS	Pavement Management System
POC	Pedestrian Overcrossing
PRV	Pressure Reducing Valves
PUC	Public Utility Commission
PW	Public Works Department
Rd.	Road
RDA	Redevelopment Agency
Rehab.	Rehabilitation
RFP	Request for Proposal
(Rmb)	Reimbursement
Reimb.	Reimbursement
ROW	Right-of-Way
RMS	Records Management System
RSFS	Radar Speed Feedback Signage
R/W	Right-of-Way
RWQCB	Regional Water Quality Control Board

S.	South
SB	Senate Bill
SB1 RMRA	Senate Bill 1 Road Maintenance and Rehabilitation Account
SBWRP	South Bay Water Recycling Program
SC	Santa Clara
SCADA	Supervisory Control and Data Acquisition
SCVWD	Santa Clara Valley Water District
SF	Square Feet
SFPUC	San Francisco Public Utilities Commission
SJ	San Jose
SR237	State Route 237
sq. ft.	Square Feet
Specs.	Specifications
St.	Street
Std.	Standard
STIP	State Transportation Improvement Program
SVRCS	Silicon Valley Regional Communications System
TASP	Transit Area Specific Plan
TADIF	Transit Area Development Impact Fee
TIF	Traffic Impact Fee
TOT	Transient Occupancy Tax
TPI	Transit Performance Initiative
UBC	Uniform Building Code
UFMP	Urban Forestry Management Plan
UPRR	Union Pacific Railroad
UUD	Underground Utility District
UPS	Uninterrupted Power Supply
Veh.	Vehicle
VTa	Santa Clara Valley Transportation Authority
WPCP	Water Pollution Control Plant
Wy.	Way
YTD	Year to Date

Glossary of Terms

Accomplishment – Programs and activities successfully completed in the prior fiscal year.

Agency Funds – One of four types of fiduciary funds. Agency funds are used to report resources held by the reporting government in a purely custodial capacity (assets equal liabilities).

Appropriation – An authorization made by the City Council that permits officials to incur obligations against and to make expenditures of resources. Appropriations are usually made for fixed amounts and are typically granted for a one-year period.

Assessed Valuation – The value of real property and improvements, as determined by the County Assessor, against which the property tax levy is assessed.

Asset – Resources owned or held by a government that have a monetary value.

Balanced Budget – A balanced budget is defined as a budget where the anticipated operating revenues and other financing resources including carryover of outstanding encumbrances from prior year are equal to or exceed operating expenditures.

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.

Budget – A plan of financial operation embodying an estimate of proposed expenditures for a given period of time and the proposed means of financing them.

Budget Calendar – The schedule of key dates which City government follows in preparation and adoption of the budget.

Building Permit Fee – Fee required for new construction or for any alteration or addition to a residence or commercial building. The fee is based on valuation. Electrical or plumbing/mechanical work also requires a similar permit with an itemized fee schedule.

Business License Tax – A tax imposed upon businesses in the community. The fee is a flat rate plus a minimal charge per employee.

Capital Assets – Assets of significant value and having a useful life of several years (the term fixed assets is also used).

Capital Budget – A plan of proposed capital expenditures and the appropriations to finance them. The capital budget is usually enacted as part of the complete annual budget that includes both an operating component and a capital component. The capital budget should be based on a capital improvement program (CIP) and is typically the first year of a multi-year CIP.

Capital Improvement – Projects which purchase or construct capital assets. Typically capital improvements include new street improvements, park development, the acquisition of land, major construction of public facilities, and major maintenance/repair projects such as street resurfacing or modifications to public facilities.

Capital Improvement Program – A comprehensive five-year plan of implementing proposed capital projects which identifies priorities as to need, cost, and method of financing during the next five years. The first year of the CIP is typically adopted as the current capital budget.

Capital Projects Fund – Fund type used to account for financial resources to be used for the acquisition or construction of major capital facilities (other than those financed by proprietary funds).

Contractual Services – Services rendered to a government by private firms, individuals, or other governmental agencies. Examples include utilities, rent, maintenance agreements and professional consulting services.

Debt Service – Payment of interest and repayment of principal to holders of the City's debt instruments.

Department – An organizational unit of government which is functionally unique in its delivery of services.

Effectiveness – The degree to which an entity, program or procedure is successful at achieving its goals and objectives.

Efficiency – The degree to which an entity, program or procedure is successful at achieving its goals and objectives with the least use of scarce resources. Efficiency necessarily presupposes effectiveness.

Encumbrances – Commitments against an approved budget for unperformed (executed) contracts for goods and services. They cease to be encumbrances when the obligations are paid or otherwise terminated.

Enterprise Fund – Used to account for specific services, i.e. water and sewer, which are funded directly by fees and charges to external users.

Equipment Charges – Charges or "rental fees" charged to user departments to defray the cost of maintaining the equipment used and to replace the equipment when it exceeds its useful life.

Expenditure – The payment of cash on the transfer of property or services for the purpose of acquiring an asset, service or settling a loss.

Expense – Charges incurred for operations, maintenance, interest or other charges.

Final Budget – The budget document adopted by resolution following the budget hearings in June of each year. The document formally incorporates any Council changes to the preliminary budget, resulting from the budget hearings.

Fiscal Year – The financial year for the City of Milpitas is July 1 through June 30 of the subsequent year.

Fixed Assets – Assets of long-term character that are intended to continue to be held or used, such as land, buildings, machinery, furniture or other equipment.

Franchise Fee – A regulatory fee charged to utility companies for the privilege of doing business in the City of Milpitas, i.e. garbage franchise fee, gas and electric franchise fee, and nitrogen gas franchise fee.

Fund – An independent fiscal and accounting entity used to record all financial transactions related to the specific purpose for which the fund was created.

Gas Tax – Share of revenue derived from State taxes on gasoline.

General Fund – The main operating fund of the City.

Governmental Funds – Funds generally used to account for tax-supported activities. There are five different types of governmental funds: the general fund, special revenue funds, debt service funds, capital projects funds and permanent funds.

Infrastructure – The physical assets of a government (i.e. streets, water and sewer systems, public buildings and parks).

Interest – Income resulting from the prudent investment of idle cash. The types of investments are controlled by the City's Investment Policy in accordance with the California Government Code.

Level of Service – A description of the services provided, or activities performed, and the cost and personnel requirements.

Line Item – The description of an object of expenditure, i.e. salaries, supplies, contract services, etc.

Operating Budget – A financial plan for the provision of direct services and support functions.

Park Development Fee – The fee paid by a developer or sub-developer for park or recreation purposes in lieu of the dedication of land.

Prior-Year Encumbrances – Obligations from previous fiscal years in the form of purchase orders, contracts or salary commitments which are chargeable to an appropriation, and for which a part of the appropriation is reserved. They cease to be an encumbrance when the obligations are paid or otherwise terminated.

Proposed Budget – The budget document recommended by the City Manager that is approved as may be amended by the City Council during budget hearings. The hearings are held in May or June, and the approval of the Preliminary Budget gives spending authority effective each July 1st for the subsequent fiscal year.

Proprietary Funds – Funds that focus on the determination of operating income, changes in net assets (or cost recovery), financial position, and cash flows. There are two different types of proprietary funds: enterprise funds and internal service funds.

Redevelopment – The planning, development, replanning, redesign, clearance, reconstruction, or rehabilitation of real property, and the provision of such residential, commercial, industrial, public, or other structures appropriate to the general welfare of the City.

Reserves – A savings account maintained for restricted use, i.e. self-insurance programs, capital improvement projects, or for unrestricted use to protect the City from emergencies or unanticipated expenditures.

Special Revenue Fund – Used to account for revenue that is set aside for restricted use, e.g. gas tax receipts are set aside in such a fund to be used solely for street improvements.

Supplemental Appropriation – An additional appropriation made by the governing body after the budget year has started.

Taxes – Compulsory charges levied by a government for the purposes of financing services performed for the common benefit of the people. This term does not

include specific charges made against particular persons or property for current or permanent benefit, such as special assessments.





455 E. Calaveras Blvd.
Milpitas, CA 95035
(408) 586-3300 • www.milpitas.gov



CITY OF MILPITAS

Planning Commission

MEETING MINUTES

7:00pm

Wednesday, March 13, 2024
CITY COUNCIL CHAMBERS
455 E CALAVERAS BLVD, MILPITAS, CA
and
via TELECONFERENCE (Zoom Webinar)

CALL TO ORDER

Chair Albana called the meeting to order at 7:03pm.

PLEDGE OF ALLEGIANCE

Commissioner Awasthi led the pledge of allegiance.

ROLL CALL

Recording Secretary Elizabeth Medina called the roll.

PRESENT: Chair Albana, Galang, Awasthi, Gupta, Caulkins, and Kong

ABSENT: Vice Chair Medina-Ashby

STAFF: Jay Lee, Christopher Creech, Randy Baez, Lt. Kyle Sanchez, and Elizabeth Medina

CONFLICT OF INTEREST/CAMPAIGN CONTRIBUTION DECLARATION

Assistant City Attorney Christopher Creech asked if any member of the commission had any personal or financial conflict of interest related to any of the items on the agenda, and there were none.

APPROVAL OF THE MEETING AGENDA

By motion, approve the meeting agenda for March 13, 2024.

Motion/Second Galang/Awasthi

Motion carried by a vote of AYES: 6 NOES: 0

APPROVAL OF THE MEETING MINUTES

By motion, approve the meeting minutes for February 28, 2024.

Motion/Second Caulkins/Kong

Motion carried by a vote of AYES: 5 NOES: 0 ABSTAIN: 1 Awasthi

ANNOUNCEMENTS

There were no announcements from Planning Commissioners or Planning Director.

PUBLIC FORUM

Chair Albana invited members of the public to address the commission and there were none.

PUBLIC HEARING

IX-1 HEAD/SMOKE/TOBACCO SHOP – 1225 JACKLIN ROAD – P-UP23-0013: An application for a Conditional Use Permit to allow for the retail sales of tobacco products within an existing 870-square foot tenant space of a 9,960-square foot multi-tenant commercial building, located on a 0.9-acre lot within the C1 Neighborhood Commercial zoning district at 1225 Jacklin Road. The project is categorically exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301

(Existing Facilities) and, as a separate and independent basis, Section 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning).

Project Planner Randy Baez, Planning Director Jay Lee, and the business owner Kareem Al Salahi addressed commissioners' clarifying questions related to zoning conformance/development standards, identification verification process to ensure no sales to minors, number of responses received from QR code petition in favor of business opening in Milpitas, the shop's responsibility to police smokers in the parking lot, marijuana and CBD sales, definition of "head" shop, location of other shops that sell CBD in Milpitas, description/examples of paraphernalia items sold, limitations on how many products can be sold to customers, if smoking allowed in store, concerns of shop location being so close to residential area, Golf Land and schools, location of business owner's other store, why the City of Milpitas was chosen for business location, companies where business owner purchases products for sale, paraphernalia uses (tobacco vs. marijuana), number of other smoke shops and tobacco retailers in Milpitas, City's definition of a smoke shop, police reports of criminal activity related to smoke shops in Milpitas, violations/citations issued prior to receiving permit to operate, influence of smoke shop business on minors in the community, date of first day of business, permit needed for signage-smoke shop banner, justification of long business hours, layout of store (one entrance/exit) and possible fire hazards, number of employees, minimum age of customer, max of customers allowed in store, if City has a tobacco retail permit and enforcement, process of business license issuance, and possible name change.

Chair Albana invited members of the public to address the commission and there were seven community members who spoke in *opposition* of the project:

- Anthony Tobacco
- Senkadir R.
- Kuljinder Kaur Bariana
- Peter Pham
- Loc Nguyen
- Venkat Vankayalapati
- Kevin Ly

Motion to close the Public Forum.

Motion/Second Kong/Gupta

Motion carried by a vote of AYES: 6 NOES: 0

Recommendation: Staff recommends that the Planning Commission adopt Resolution No. 24-005, recommending City Council approve Site Development Permit No. SD21-0002, subject to the Conditions of Approval.

Motion to **DENY**/Second Galang/Awasthi

Motion carried by a vote of AYES: 5 NOES: 0 ABSTAIN: 1 Gupta

~~**IX-2 NEW MULTI-FAMILY HOUSING – 1905 TAROB COURT – P-SD23-0011, P-UP23-0007, P-MT23-0001, P-DB23-0002, P-TR23-0015, AND P-EA23-0002:**~~
~~A Site Development Permit, Conditional Use Permit, Vesting Tentative Map, Density Bonus Permit, Tree Removal Permit, and Environmental Assessment to remove and replace 21 ordinance-sized trees and develop a multi-family residential project with 43 townhomes and 13 accessory dwelling units. The residential development will consist of eight multi-family residential buildings up to 39 feet in height (three stories), with 104 vehicle parking spaces and associated site improvements on a 2.3-acre site located in the High Density~~

~~Residential Zoning District with a Transit Oriented Development Overlay (R3-TOD) at 1905 Tarob Court. The Project is located within the Milpitas Metro Specific Plan (MMSP) area and submitted under California Senate Bill 330 (Housing Crisis Act of 2019).~~

~~Project Planner: Michael Fossati, (408) 586-3274, mfossati@milpitas.gov.~~

~~*Recommendation:* Staff recommends that this item be moved to a date uncertain.~~

~~*Item withdrawn.*~~

NEW BUSINESS

NO ITEMS

ADJOURNMENT

Chair Albana adjourned the meeting at 8:37 pm

Motion/Second Galang/Caulkins

Motion carried by a vote of AYES: 6 NOES: 0

Meeting Minutes submitted by
Planning Commission Secretary Elizabeth Medina